

MEETING DATE: June 19, 2025 PROJECT NUMBER: C25-00008

REQUEST(S): An application to amend a Conditional Use Permit, C-16-040, for a Multi-Family

Residential Building, located at 3848 South West Temple.

ADDRESS: 3848 South West Temple 15-36-426-023-2001

PROPERTY OWNER: HUB OF OPPORTUNITY CONDOMINIUM ASSOCIATION

APPLICANT: Columbus Foundation Inc. & Housing Authority of the County of Salt Lake

TYPE OF APPLICATION: Administrative – Conditional Use Permit

SYNOPSIS: On April 10, 2025, Columbus Foundation Inc. along with the Housing Authority of the County of Salt Lake ("Applicant") submitted a Conditional Use Permit ("CUP") application, to amend their existing CUP, C-16-040, for a Multi-Family Residential Building, the HUB of Opportunity.

The Applicant is requesting that number six of the Conditions of Approval from the recorded CUP be removed. This Condition reads, "Subject to the duty to provide reasonable accommodation under state and federal law, the Project shall restrict at least 50 apartments for "non-driving residents" to effect the promised reduction in Project parking demand." The Applicant wants to remove this condition. Additionally, the Applicant submitted a parking study that was performed by Fehr and Peers over a six-week period during the winter of 2023. This study showed there was only utilization of 68% of the parking stalls. During the parking usage there are still around 54 parking stalls unused. Per the approved building permit plans, there is only 3,768 square feet of office space, which also reduces the required parking count.

Staff supports removing this condition, based on the parking analysis provided. Per the parking study, there is adequate parking, even during peak hours. This building is also located next to a TRAX station, which helps reduce the demand on parking.

The Applicant is not requesting any further changes to the conditions of the CUP other than the removal of the number six (6). Staff has submitted for the Planning Commissions consideration, four new findings of facts, which are outlined below. There are also a few grammatical changes and typos that will be cleaned up throughout the document, if approved.

The Planning Commission is the land use authority over all Conditional Use Permits.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission approve the amendment of the Conditional Use Permit, C-16-040, for a Multi-Family Residential Building, located at 3848 South West Temple. Staff's recommendation is based upon its analysis and findings included below.



EXISTING ZONING	EXISTING USE	SURROUNDING LAND USE DISTRICTS	SIZE OF PROPERTY
TOD-Core	Multi-Family Residential	North: TOD-Core South: TOD-Core East: TOD-Core West: Millcreek City	2.93 Acres



GENERAL INFORMATION:

Location: 3848 South West Temple

Surrounding Land Use Districts: North: TOD-Core

South: TOD-Core East: TOD-Core West: Millcreek City

Figure 1: Existing Conditions



Table 1: Shared Parking Table

			Weekday		Weekend		
HUB Stall Cour	nt	Midnight-7AM	Midnight-7AM 7AM- 6PM 6PM-Midnight		Midight-7AM	7AM-6PM	6PM-Midnight
Residential	176	176	88	140.8	176	132	132
Office	11	0.55	0.55	2.2	0.55	2.2	1.1
Retial	23	1.15	0.92	23	1.15	23	20.7
TOTAL		177.7	89.47	166	177.7	157.2	153.8

There are 178 on-site parking stalls provided. There are 128 parking stalls in the parking garage. This comprises the first level of the building. The other 50 stalls are surface parking stalls.

Per the shared parking table above, with the removal of the parking restriction and the updated office count to match what was constructed they provide enough on-site stalls to meet the code requirements.

Proposed New Findings of Fact:

- 28. On December 28, 2018, the South Salt Lake City Planning Commission approved an amended CUP (the "2018 CUP").
- 29. The Applicant engaged Fehr & Peers (the "Parking Consultant") to undertake a parking survey for the Project. Based on a Memorandum, dated December 29, 2023, the Parking Consultant determined that over a six week data collection period, the maximum amount of parking observed was the utilization of 68% of the Project's typical parking stalls. During peak parking usage, 54 typical parking stalls remained unused.
- 30. Based on the information provided by the Parking Consultant, the Applicant and South Salt Lake have determined that the Non- Driving Resident Requirement set forth in the 2018 CUP is no longer necessary.
- 31. The Applicant and South Salt Lake City now desire to amend and restate the 2018 CUP in its entirety as set forth in this CUP (the "Amended & Restated CUP") to eliminate the Non-Driving Resident Requirement for the Project.
- 32. The parking count for the office use has been amend to match the approved building plan set, which was 3,768 square feet.
- 33. This updated office square footage, in addition to using the Shared Parking Table, the Applicant is able to meet all on-site parking requirements as outlined in SSLC Municipal Code § 17.06.160.

PLANNING COMMISSION AUTHORITY:

17.11.030. Land use authority designations.

Pursuant to state law, the following administrative land use authority designations are made:

A. Planning Commission. The planning commission is the land use authority on issues of: subdivision and subdivision plat approval, vacating, altering, or amending a Subdivision Plat; Conditional Use Permit Applications; design review for Building Heights as established in this Title; design review for projects on Parcels where any portion of the Parcel abuts any residential district; and the issuance of a Building or demolition permit in a Historic and Landmark district.

CONDITIONAL USE REVIEW STANDARD:

Utah Code Ann. § 10-9a-507(2) sets forth the following standard of review for conditional uses by stating:

(a) (i) A land use authority shall approve a conditional use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.

- (ii) The requirement described in Subsection (2)(a)(i) to reasonably mitigate anticipated detrimental effects of the proposed conditional use does not require elimination of the detrimental effects.
- (b) If a land use authority proposes reasonable conditions on a proposed conditional use, the land use authority shall ensure that the conditions are stated on the record and reasonably relate to mitigating the anticipated detrimental effects of the proposed use.
- (c) If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the land use authority may deny the conditional use.

South Salt Lake Municipal Code §17.05 sets forth the following standard for review for conditional uses by stating:

- A. A person seeking approval of a Conditional Use must file a Complete Application, using the forms established by the Community Development Department, and include payment of all fees. For any Application to construct a Building or other improvement to property for a Use that is defined by this Code as allowed in the zoning district in which the Building is proposed, the Community Development Department and the City Engineer must review the Application to determine whether the proposal:
 - 1. Is allowed within the district where it is proposed;
 - 2. Is proposed for Development on a legally subdivided Lot;
 - 3. Can be adequately serviced by Dedicated roads, improved to City Standards and existing or proposed utility systems or lines;
 - 4. Complies with all applicable Development requirements of that district, including Building Height, Setbacks, and Lot Coverage;
 - 5. Meets the applicable Development Standards requirements;
 - 6. Conforms to the Design Guidelines and the design review process established for that district;
 - 7. Requires additional conditions of approval;
 - 8. Complies with the Construction Codes; and
 - 9. Pertains to land for which all tax assessments have been paid
- B. The Community Development Department staff shall notify the Applicant of any specific deficiencies in the proposal.
- C. No permit or license issued shall be valid if any of the criteria listed in this Section have not been met.

GENERAL PLAN CONSIDERATIONS:

Housing Goals #1: Encourage the equitable development of diverse, safe, affordable, and attractive housing that is accessible and appropriate for residents of all incomes, needs, ages, backgrounds, and familial status.

Analysis: Amending this CUP will allow a broader type of resident to live in these 50 units than what is currently allowed per the condition.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission approve the amendment of the Conditional Use Permit, C-16-040, for a Multi-Family Residential Building, located at 3848 South West Temple, with the following conditions:

Findings of Fact:

1. On August 5, 2016, the Applicant applied for a Conditional Use Permit ("CUP") to develop the Hub of Opportunity, a 156-unit mixed-use multifamily development on an existing 7.64-acre parcel owned by Utah Transit Authority ("UTA") and located at 3844 South West Temple.

- 2. The project site is within a mixed-use zone with a Transit-Oriented Development Core Overlay.
- 3. On October 6, 2016, the South Salt Lake City Planning Commission approved a CUP for the design and occupancy of a mixed-use multifamily residential building comprising 156 apartments and 16,120 gross square feet of commercial space to be located on a portion of the original 7.64-acre UTA parcel (the "2016 CUP").
- 4. The application for which the 2016 CUP was issued detailed that the Project would include 228 total parking stalls, with 202 stalls located within two levels of covered parking on the first two interior floors of a single mixed-use building.
- 5. The staff report for the 2016 CUP included 101 pages of the Applicant's background materials, including Proposed Elevations and Site Plans, building floor plans, a Retail and Office Market Study, a corporate resume for the Columbus Community Center, a parking and traffic study, and a description of the proposed use.
- 6. The staff report described that the Project would consist of at least 129 low-to- moderate income affordable apartments, including 50 apartments for individuals with mental and physical disabilities, and 13,000 square feet of interior amenities plus an additional 20,000 square feet of outdoor amenity space.
- 7. Each of the items in the staff report were incorporated into the original 2016 CUP.
- 8. In 2018, a building permit was issued for the construction of the Project.
- 9. After construction commenced, the Applicant applied for and received Planning Commission approval of a 2-lot subdivision of the UTA-owned property.
- 10. The Applicant has negotiated a 99-year Ground Lease with UTA that has been recorded on the subdivided 2.93-acre Hub of Opportunity Lot 1.
- 11. The Hub of Opportunity Lot 2 is not associated with this application.
- 12. The new Project address is 3848 South West Temple, South Salt Lake City, Utah.
- 13. On October 10, 2018, the Applicant applied to further subdivide Lot 1 into a legally divided 3-unit condominium plat, in order to facilitate three separate types of tax credit support, with construction and permanent financing involving different lenders on deed-restricted units, and all secured by real property interests in a leasehold condominium ownership structure.
- 14. The Applicant has described the 3-unit condominium plat and supporting Declaration of Condominium as analogous to a legal "Rubik's cube." It proposed to create:
 - a. Unit 1, a 57-apartment condominium, financed with 9% Low Income Housing Tax Credits;
 - b. Unit 2, an 89-apartment condominium, financed with 4% Low Income Housing Tax Credits; and
 - c. Unit 3, an 11-apartment and 13,331 square feet of limited retail and office space condominium, financed with New Market Tax Credits.
- 15. All three units will share Common Area depicted on the proposed Condominium Plat and will share Common Elements described in the Declaration of Condominium for Hub of Opportunity Lot 1 Condominiums, a Mixed Use Leasehold Condominium Project.

- 16. The proposed exterior materials palette consists of wood siding, CMU brick, and EIFS as primary materials and metal paneling as an accent material.
- 17. Applicant proposed the interior courtyard to mitigate any adjacent property concerns regarding recreational noise and child activity.
- 18. Several aspects of the Project "morphed" since the 2016 CUP was approved such that on December 3, 2018, the Applicant submitted a petition to amend the 2016 CUP and worked with Staff to revise that petition to allow the Project to proceed as a 3-unit condominium with one additional apartment, (totaling 157), 50 fewer parking stalls, and a proposed Project Amenities Package that meets all but one required amenity.
- 19. Covered parking was proposed as Limited Common Area and is allocated to specific Units in a manner that maximizes the value of allocated tax credit financing.
- 20. The Applicant proposed to limit Project parking demand by restricting the occupancy of 50 apartments to "non-driving residents" (the "Non-Driving Resident Requirement"). Non-driving residents were defined as residents who, for the term of the residency, are ineligible to hold a Utah driver's license or who have elected and certified: (1) not to drive, and (2) not to hold a driver's license.
- 21. The Applicant further proposed that the Project will give a leasing preference to individuals with disabilities to the extent permitted by applicable law.
- 22. The original CUP application contemplated a required number of parking spaces based on three different parking rates including: base parking rate (1.5 stalls/apartment for 106 apartments), assisted living parking rate (.5 stalls/apartment for 50 restricted apartments), and a 25% reduction in the commercial parking rate (3 stalls/ 1,0000 square feet of commercial space) leading to 228 required parking spaces. The Applicant is now asking for significant reductions in parking to accommodate building plans for a structure that is under construction and significantly under parked. In development meetings regarding the project, the Applicant was notified of significant shortfalls regarding the proposed reduction in parking between the 2016 CUP and the proposed CUP amendment. Staff has worked with the Applicant to find additional parking accommodations within the Code and has directed Applicant to explore the shared parking agreement provisions in the SSLC Municipal Code (§ 17.27.060(F)) as a potential solution to the parking deficit. Parking rates and allocations for the proposed CUP amendment are as follows: TOD parking rate (1.2 stalls/apartment for 106 apartments), assisted living parking rate (.5 stalls/ apartment for 50 restricted apartments plus an additional stall per floor), and a 25% reduction in the commercial parking rate (3 stalls/ 1,000 parking square feet of commercial space) leading 203 required to spaces. This still leaves a 21 parking-stall shortfall (199 required stall-178 provided stalls = 21 stalls).
- 23. To assure that each Unit is endowed with code-required parking, the Applicant has:
 - a. allocated to each Unit, its proportionate responsibility to limit occupancy of 50 apartments to non-driving tenants;
 - b. provided the following parking and shared parking analysis, which follows required parking ratios and shared parking formulas detailed in SSLC Code Section 17.27.060(F):

STANDARD PA	KING REC	IREMEN			
RESIDENTIAL	Unit 1	Unit 2	Unit 3	Total	
Residential non-vehicular	15	24	11	50	
Standard residence	42	65	-	107	
Total Residences	57	89	11	157	
COMMERCIAL					Leasehold space is reduced to revise the shared
Retail			7833	7833	parking analysis to meet the parking target. This
Office			5890	13,663	results in 2,378 sf of space on level 1 being designated as On-site Residential Support Spaces.
D					designated as on-site residential support opaces.
PARKING					
Residential					
Restricted @ 0.5 stalls/unit	7.50	12.00	5.50	25	
Assistance stalls 1/floor	1.50	2.40	1.10	5	
Standard @1.20 stalls/unit	50.40	78.00		128	
Total residential parking	59	92	7	158	
Commercial					
Retail @ 3/1,000sf			23	23	
Office @ 3/1,000 sf			17	17	
Total commercial parking			40	40	
TOTAL PARKING REQUIRED	59	92	47	198	
AVAILABLE PARKING					
Garage	39	89		128	All parking garage reserved and not participating
Surface	20	3	27	50	in shared parking program as to permit secured
Total Available	59	92	27	178	parking area.
Excess/Shortfall			(20)	(20)	

			SCHEDULE OF S	HARED PARKING			
		Weekday			Weekend		
GENERAL USE CLASSIFICATION	Standard Requirement	Midnight – 7:00 A.M.	7:00 A.M – 6:00 P.M.	6:00 P.M Midnight	Midnight – 7:00 A.M.	7:00 A.M – 6:00 P.M.	6:00 P.M Midnight
Residential	158						
Less Dedicated (garage parking)	(128)	All parking garage participating in shared permit secured parking a	parking program as to area.				
Net residential	30	100% 30.00	50% 15.00	80% 24.00	100% 30.00	75% 22.50	75% 22.50
Commercial	23	5% 1.15	80% 18.40	100% 23.00	5% 1.15	100% 23.00	90% 20.70
Office	17	5% 0.85	100% 17.00	20% 3.40	5% 0 .85	20% 3.40	10% 1.70
COLUMN TOTALS		32	50	50	32	49	45
Total Built Stalls Less Dedicated Stall Net Available Stalls Required Shared Sta Excess/(Shortfall)	50			1	1	1	ı

- c. committed to a system to maximize the utility of all parking through comprehensive Project management.
- 24. On December 12, 2018, South Salt Lake City received a complete application for amendment to the 2016 CUP.
- 25. The CUP amendment application requested to revise the 2016 CUP to include the following changes:
 - a. 157 residential apartments instead of 156.
 - b. 178 total parking spaces (128 covered, 50 outdoor) as opposed to the 228 originally required.
 - c. 5,321 square feet of interior amenities, as opposed to the 13,000 square feet of proposed interior amenity/common space.
 - d. The 129, low-to-moderate income apartments will only be governed by tax credit documents (LURAs) which last for a maximum of 50 years and may be removed if a tax-credit Unit is foreclosed upon-as opposed to permanently deed restricting the units for low-income housing.

- e. The 50 residential apartments originally designated in the 2016 CUP for individuals with mental or physical disabilities instead will be restricted to "non- driving residents."
- 26. Applicant proposed to restrict both the residential and commercial uses of the Project to meet federal guidelines and to assure the community that the Project, would not stray from the original mission proposed in its 2016 CUP application.
- 27. Applicant and Staff worked around the clock to revise Project documents to meet the requirements of the South Salt Lake City Code. The latest versions of the documents were very close to code-compliance and require only modest revisions prior to recordation.
- 28. On December 28, 2018, the South Salt Lake City Planning Commission approved an amended CUP (the "2018 CUP").
- 29. The Applicant engaged Fehr & Peers (the "Parking Consultant") to undertake a parking survey for the Project. Based on a Memorandum, dated December 29, 2023, the Parking Consultant determined that over a six week data collection period, the maximum amount of parking observed was the utilization of 68% of the Project's typical parking stalls. During peak parking usage, 54 typical parking stalls remained unused.
- 30. Based on the information provided by the Parking Consultant, the Applicant and South Salt Lake City have determined that the Non- Driving Resident Requirement set forth in the 2018 CUP is no longer necessary.
- 31. The Applicant and South Salt Lake City now desire to amend and restate the 2018 CUP in its entirety as set forth in this CUP (the "Amended & Restated CUP") to eliminate the Non-Driving Resident Requirement for the Project.
- 32. The parking count for the office use has been amend to match the approved building plan set, which was 3,768 square feet.
- 33. This updated office square footage, in addition to using the Shared Parking Table, the Applicant is able to meet all on-site parking requirements as outlined in SSLC Municipal Code § 17.06.160.

Conclusions of Law:

- 1. The use, as conditioned, is consistent with the South Salt Lake City General Plan. The proposed CUP application amendment, as conditioned, is consistent with the TOD Overlay-Core zone.
- 2. The proposed amendment to the 2018 CUP, as conditioned, complies with the requirements of the South Salt Lake City Code.
- 3. The use, as conditioned:
 - a. is compatible with surrounding structures in use, scale, mass, design and circulation;
 - b. does not compromise the health, safety, or welfare of:
 - i. persons employed within or using the proposed development;
 - ii. those residing or working in the vicinity of the proposed use or development; or

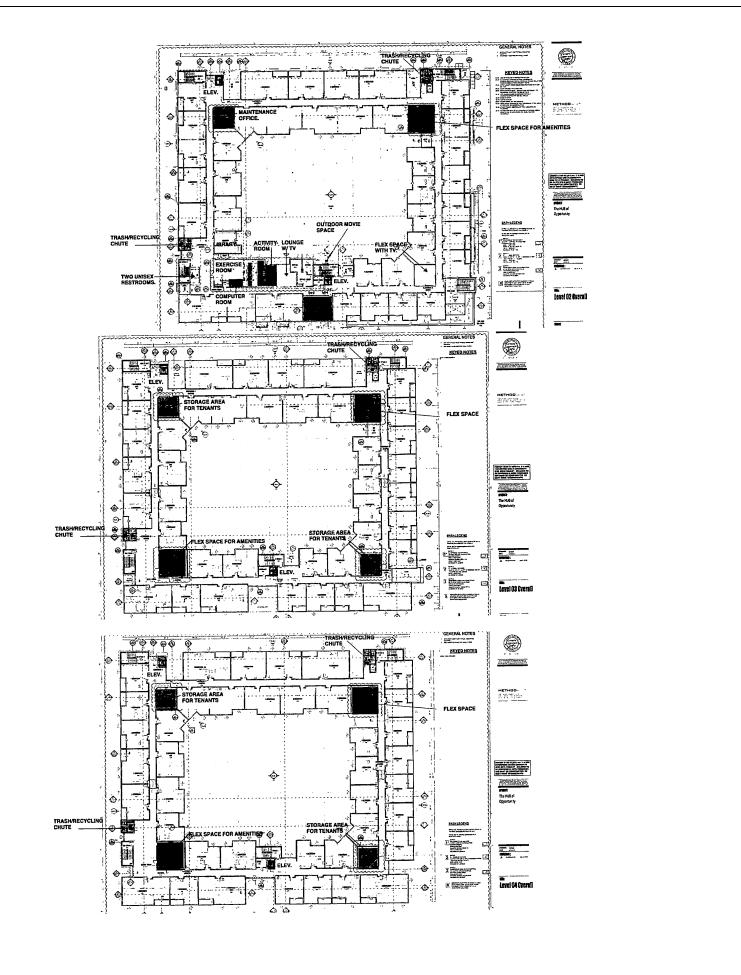
- iii. property or improvements in the vicinity of the proposed use or development;
- c. does not impose disproportionate burdens on the citizens of the City.
- 4. The effects of any differences in use or scale of the project have been mitigated by the Applicant's project design or can be mitigated with the following Conditions of Approval.

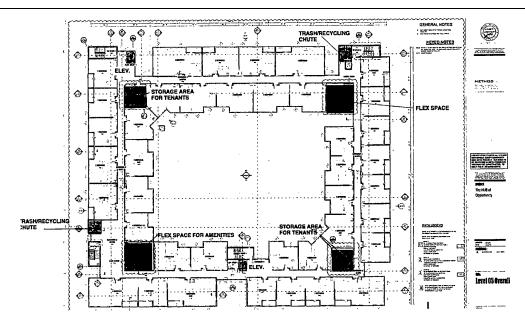
Conditions of Approval:

- Applicant has caused or shall cause to be executed and recorded in the Official Records of Salt Lake County, a Ground Lease by and between the Utah Transit Authority, as Landlord, and Columbus Foundation, Inc. as Tenant, in a manner that has been approved as to both form and content by the South Salt Lake City Attorney;
- 2. Applicant shall record this Amended & Restated CUP on the Hub of Opportunity Lot 1 in the Official Records of Salt Lake County;
- 3. Applicant shall continue to work with Staff to correct any deficiencies in the Hub of Opportunity Lot 1 Condominium Plat and Declaration of Condominium, Low-Income Housing Credit Commitment Agreement(s) and Declaration of Restrictive Covenants ("LURAs"), and supporting documents to assure code compliance, regulate the construction and use of the Project in a manner that satisfies the City's obligation to assure that the proposed uses and unusual form of ownership create a beneficial division of land, and assure that all conditions of approval are implemented;
- 4. Neither the Condominium Plat nor the Declaration of Condominium and its supporting documents may be amended to change any allocation of parking, common area, limited common area, required amenities, regulated use, or activity without the prior approval of the South Salt Lake City Land Use Authority;
- 5. The Project shall restrict at least 40 apartments in Unit 1 and 89 apartments in Unit 2 to the terms and conditions of the LURAs approved as to form and content by the South Salt Lake City Attorney for the benefit of the Utah Housing Corporation;
- 6. The Project shall give preference for the leasing of residential apartments to persons with disabilities, to the fullest extent permitted by law.
- 7. Project management shall strictly limit parking access for residential tenants to prevent surplus parking demand and shall limit the nature and intensity of all non- residential uses to assure that on-site parking meets the generated parking demand.
- 8. The Project shall provide at least 12,242 square feet of interior space for general and recreation amenities plus and an additional 20,000 square feet of outdoor amenity space within its second-floor courtyard area.
- 9. General and recreation amenities are limited to the exclusive use of Residents and their guests.
- 10. Leasing and management of the property is subject to the terms of the Condominium Plat, Declaration of Condominium, South Salt Lake City regulations, and this Amended & Restated CUP.
- 11. Except as modified in Condition #12 below, the Project shall provide and maintain the following amenities:

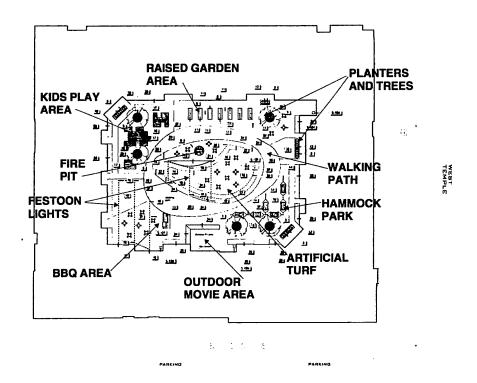
THE HUB OF OPPORTUNITY		THE HUB OF OPPORTUNITY	
TABLE OF REQUIRED AMENITIES		TABLE OF REQUIRED AMENITIES (continued)	
AMENITY	COMBINED 157 units		
UNIT FEATURES 3/50 UNITS SSL List	9	RECREATION AMENITIES 2/50 UNITS SSL List	6
Individual garages (50% of units)	0	Pool	0
Washer/dryer connections	1	Internal fitness center	1
Patios/porches/balconies*	1	Secured, programmed, child play areas	1
Upgraded floor coverings	1	Hot tub	0
ADA visibility (10% of units)	1	Community gardens	1
9" ceilings	1	Perimeter trail	1
Enhanced soundproofing	1	Sport court	0
SSL SELECT AMENITIES	6	SSL SELECT AMENITIES	4
OWNER LIST		OWNER LIST	
Washer dries provided in units	4	Barbeque area	1
Window treatments	1	Hammock/lounge area	1
Solid surface countertops (quartz or equivalent)	1	Fire pit social area	1
OWNER ADDED AMENITIES	2	OWNER ADDED AMENITIES	3
		O WILLIAM TELEVISION	
TOTAL UNIT AMENITIES	8	TOTAL UNIT AMENITIES	7
*exterior facing amenities with an avg. 76.5 SF			
		ENERGY EFFICIENT ENHANCEMENT 1/50 UNITS SSL List	3
GENERAL AMENITIES 2/50 UNITS SSL List	6		
Exterior social area (400 SF)	1	Energy Star	1
Project security	1	PV Panels or other renewable energy	0
Enclosed parking	1	Install renewable connectivity	0
Secure/enclosed storage	1	Electric vehicle charging	1
Public transit incentive	0	Recycling program	1
Permanent on-site social activities	1	Tankless hot water	0
Library, office, meeting facilities	0	Enterprise green	1
SSL SELECT AMENITIES	4	SSL SELECT AMENITIES	4
OWNER LIST		-	
Game rooms	1	1	
Secured bike racks	1	1	
OWNER ADDED AMENITIES	2	1	
2	I -	1	
TOTAL AMENITIES	6	1	

- 12. The Applicant shall provide one (1) additional Unit Feature to meet the nine (9) required by SSLC Code. The following options will satisfy the Unit Features amenity requirement:
 - a. Stainless steel appliances;
 - b. Smart home features;
 - c. Trash valet; or
 - d. Electronic apartment door locks.
- 13. General Project Amenities shall be configured substantially as follows:





- 14. Within the 12,242 square feet of interior amenities, the Project shall devote at least 2,376 square feet of first-floor amenity space as the "NextWork space" to provide onsite residential support through the Columbus Foundation, Inc. (or its functional equivalent) exclusively for residents of the Project.
- 15. Exterior courtyard amenities will be programmed and provided substantially as follows:



- 16. Owners, property managers, and nonresidential tenants must comply with all applicable licensing standards and maintain a valid South Salt Lake City business license.
- 17. Prior to issuance of a Certificate of Occupancy for any of the condominium units (including apartments and commercial spaces therein) subject to this Amended & Restated CUP, Applicant shall have a final storm water run-off and drainage plan approved by South Salt Lake City.
- 18. Prior to issuance of a Certificate of Occupancy for any of the condominium units (including apartments and commercial spaces therein) subject to this Amended & Restated CUP, Applicant

shall have a final utility plan approved by South Salt Lake City.

- 19. Applicant shall submit a landscape plan that complies with the provisions of Chapter 17.25 of the South Salt Lake City Municipal Code.
- 20. Applicant shall comply with the residential design standards for urban-style multi- family buildings, as found in Chapter 17.21 of the South Salt Lake City Municipal Code.
- 21. Applicant shall comply with all requirements of the South Salt Lake City Fire Marshall, the South Salt Lake City Engineer, and the South Salt Lake City Building Official prior to receiving a Certificate of Occupancy.
- 22. The 4% LURA and 9% LURA shall be recorded and enforced on their terms.
- 23. The Building Permit application plans shall be consistent with the revised CUP plans of December 12, 2018.
- 24. Applicant shall have recorded or shall record in the official records of Salt Lake County the following documents in the order indicated: (first) Ground Lease; (second) this Amended & Restated CUP; (third) Condominium Plat; (fourth) Declaration of Condominium; and (fifth) financing documents (4% and 9% LURAs).
- 25. None of the documents in paragraph 24 can be subordinated to financing.
- 26. This Amended & Restated CUP shall persist in its current form unless and until it is modified or terminated by South Salt Lake City.

PLANNING COMMISSION OPTIONS:

Option 1: Approval

Move to approve the application to amend Conditional Use Permit, C-16-040, for a Multi-Family Residential Building, located at 3848 South West Temple, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as outlined in the staff report and enumerated on the record.

Option 2: Denial

Move to deny the application to amend Conditional Use Permit, C-16-040, for a Multi-Family Residential Building, located at 3848 South West Temple, based on the reasoning set forth in the record.

Option 3: Continuance

Move to table the decision on the application to amend Conditional Use Permit, C-16-040, for a Multi-Family Residential Building, located at 3848 South West Temple, to a date certain to allow the Applicant and Staff time to respond to specific inquiries or concerns raised by the Planning Commission, or to allow the Planning Commission more time to consider the proposal.

Attachments:

- Applicant Letter
- 2. Fehr & Peers Parking Memo December 2023
- 3. C25-00008
- 4. C-16-040
- 5. 2018 CUP
- 6. C-16-040 Staff Report

The Hub of Opportunity, LLC c/o Housing Authority of the County of Salt Lake, dba Housing Connect 3595 South Main Street Salt Lake City, Utah 84115

January 31, 2025

Sent Via Electronic Mail

South Salt Lake City Community and Economic Development 230 E. Morris Avenue, Suite 150 South Salt Lake City, Utah 84115

Email: <u>jweidenhamer@sslc.gov</u> Attention: Jonathan Weidenhamer

Re: Request to Amend Conditional Use Permit – The Hub of Opportunity

(File Number: C-16-040; APN: 15-36-426-010)

Dear Jonathan:

As you know, the Hub of Opportunity is a 156-unit mixed-use multifamily development located at 3848 South West Temple, South Salt Lake City, Utah 84115 (the "*Project*"). The Project land is owned by Utah Transit Authority and the Project improvements are owned by The Hub of Opportunity, LLC (the "*Company*"). On December 12, 2018, a Conditional Use Permit (the "*CUP*") was issued for the Project by South Salt Lake City (the "*City*"). The CUP includes a restriction that 50 of the apartment units be limited to "non-driving residents" (the "*Non-Driving Residents Restriction*"). It has since been determined that the Project has excess parking capacity and that the Non-Driving Residents Restriction is no longer necessary. Further, the removal of the Non-Driving Resident Restriction would address potential issues relating to fair housing laws. Accordingly, Housing Connect, on behalf of the Company, hereby requests that the City amend the CUP to remove the Non-Driving Resident Restriction.

Under Section 6 of the Conditions of Approval of the CUP, subject to the duty to provide reasonable accommodation under state and federal law, the Project must restrict at least 50 apartments for "non-driving residents" (defined in the CUP as individuals who, for the term of residency, are ineligible to hold a Utah driver's license or who have elected and certified (1) to not drive, and (2) to not hold a driver's license) to the effect a reduction in Project parking demand. This Non-Driving Residents Restriction under the CUP was originally agreed to by the City and the Company because of the expectation that the Project would need to limit the number of vehicles based on parking available at and around the Project.

During the CUP's initial application process, the City's municipal code required that 228 parking spaces be provided to accommodate the Project. In order to develop the Project, the Company's principals (Housing Connect and Columbus Foundation, Inc.) requested that the City reduce the number of permitted parking stalls to accommodate its building plans for a structure that was expected to have insufficient parking capacity. To assure that each unit was endowed with code-required parking, the Company's principals agreed in part to the Non-Driving Residents Restriction, thus reducing the required parking to 178 stalls (128 covered, 50 outdoor).

Housing Connect has since engaged Fehr & Peers (the "*Parking Consultant*") to undertake a parking survey for the Project. Based on a Memorandum, dated December 29, 2023 and attached hereto as *Exhibit A* (the "*Parking Memorandum*"), the Parking Consultant determined that over a six week data

collection period, the maximum amount of parking observed was the utilization of 68% of the Project's typical parking stalls. During peak parking usage, 54 typical parking stalls remained unused. Therefore, based on the findings in the Parking Memorandum, there is sufficient parking to service all of the units of the Project.

Additionally, under federal law, the Fair Housing Act of 1968 prohibits discrimination in certain housing-related activities on the basis of race, color, national origin, religion, sex, familial status, disability, gender identity, sexual orientation, and source of income. Similarly, under Utah law, Title 57, Chapter 21 of the Utah Code Annotated of 1953, as amended, prohibits discrimination in certain housing-related activities on the basis of race, color, national origin, religion, sex, familial status, disability, gender identity, sexual orientation, and source of income. Fair housing law violations may arise with practices that are facially discriminatory as well as those that have a disparate impact on a protected class of individuals.

While the Non-Driving Residents Restriction is not facially discriminatory (i.e. the status of having, or not having a driver's license does not represent a protected class under fair housing laws), the restriction may still violate both federal and state fair housing laws due to its potential disparate impact on several protected classes, particularly individuals with disabilities. Many individuals with disabilities rely on a driver's license for transportation if public transit options are not feasible for them. The Non-Driving Residents Restrictions under the current CUP could pose such a disproportionate impact on residents with disabilities, leading to potential claims of discrimination under fair housing laws. Additionally, Section 7 of the Conditions of Approval of the CUP provides that the Project must give preference for the leasing of residential apartments to persons with disabilities, to the fullest extent permitted by law. The Non-Driving Resident Restriction's potentially disparate impact on individuals with disabilities may present conflicts with that requirement.

Due to the recent findings that the Project area has sufficient parking capacity, the potential for fair housing law violations presented by the Non-Driving Resident Restriction, and the potential conflict with Section 7 of the Conditions of Approval of the CUP, the Company requests that the City amend the CUP to remove the Non-Driving Resident Restriction on the 50 units by deleting sections 6 and 7 of the Conditions of Approval as set forth in the Amended and Restated Conditional Use Permit attached hereto as Exhibit B.

We appreciate your attention to this matter. Please let us know of any questions you may have regarding this request.

Very truly yours,

Mike Kienast Chief Asset Officer Housing Connect

EXHIBIT A

PARKING MEMORANDUM

(See attached)

EXHIBIT B

AMENDED AND RESTATED CONDITIONAL USE PERMIT

(See attached)



Memorandum

Date: December 29, 2023

To: Paul Wellington, Housing Connect

From: Matthew Hastings, Fehr & Peers

Subject: The HUB Parking Survey

UT23-2466

Executive Summary

The maximum amount of parking observed, over the six-week data collection period, was the utilization of 68% of typical parking stalls. During peak parking usage 54 typical parking stalls remained unused. The data shows that there is excess parking capacity at The HUB. The residential development has lower parking occupancy per unit than anticipated in South Salt Lake. An increase in the number of renters with drivers licenses can be accommodated with the existing excess of parking stall supply.

The HUB Existing Conditions

The HUB is a multifamily residential building located at 3848 S W Temple Street in South Salt Lake, Utah. The building contains an outside surface parking lot and an internal parking garage. The outside surface parking lot has a supply of 46 parking stalls and 4 Americans with Disability Act (ADA) accessible parking stalls. The parking garage contains a supply of 123 parking stalls, 2 ADA accessible parking stalls, 2 Electric Vehicle (EV) stalls, and 1 parking stall dedicated to STEM (Science, Technology, Engineering, and Math) Action Center Utah. The HUB has 157 residential units, of which 153 (97%) were occupied at the time of this study.

Data Collection Methodology

Data collection was performed by personnel visiting the site to count parked vehicles in each area and differentiate by type of parking stall. Data was collected over the course of six weeks from November 7th to December 23rd, 2023 (but not collected the week of the Thanksgiving holiday). Data was collected for two days during a typical weekday (Tuesday – Thursday) and one day on the weekend (Saturday). The time frame of data collection was 6 AM-8 AM and 11 PM-1 AM for



each day of data collection. These timeframes were chosen to correspond to peak residential unit usage, and likely the maximum parking stall utilization.

Results

The collected data is summarized in **Table 1**, shown below. At no point during data collection were either the garage or outside parking lot 100% full. The average occupancy presented is the average of all data collection days and times. The maximum occupancy presented is the maximum occupancy for each location and type of parking across the entire data collection timeframe. Only the garage ADA stalls were observed to be full at any point during the data collection, other than the one dedicated STEM parking stall. This shows that additional capacity for more vehicles exists at all parking locations, other than the garage ADA stalls.

Table 1: Parking summary

		Parking location and type								
	Surface Lot typical	Surface Lot ADA	Garage typical	Garage ADA	Garage EV	Garage STEM				
Supply	46	4	123	2	2	1				
Average occupancy	25	1	79	1	0	1				
Average percent utilization	54%	25%	64%	64%	0%	69%				
Мах оссирапсу	32	3	84	2	0	1				
Max percent utilization	70%	75%	68%	100%	0%	100%				

Source: Fehr & Peers, 2023

Table 2, below, shows the summary by parking stall type. On average only 61% of typical parking stalls were occupied. At maximum parking utilization, only 68% of typical parking stalls were occupied. The number of typical parking stalls that were empty or available during average and peak parking utilization were 65 and 54 stalls, respectively.

Table 2: Parking stall type

		Parking type							
	Typical	ADA	EV	STEM	Empty typical stalls				
Supply	169	6	2	1	N/A				
Average occupancy	104	2	0	1	65				
Average percent utilization	61%	38%	0%	69%	N/A				
Max occupancy	115	5	0	1	54				
Max percent utilization	68%	83%	0%	100%	N/A				

Source: Fehr & Peers. 2023

Paul Wellington, Housing Connect December 29, 2023 Page 3 of 5



The HUB development had 153 occupied residential units during this data collection. An average rate of parking per occupied unit was calculated for the current residential make up. Fehr & Peers does not have data on how many units within the 153 occupied units have vehicles, instead an overall rate is calculated. The average and maximum rate of vehicles per occupied unit were 0.68 and 0.78 cars per occupied unit, respectively. This is much lower than the average of vehicles per household in South Salt Lake, which is two vehicles per household. According to South Salt Lake's municipal code, multi-family dwellings should have 1.2 parking stalls per unit in the Transit Oriented Development (TOD) Core, where The HUB is located. While The HUB development may be subject to different aspects of the municipal code, this still shows higher rates than the maximum parking usage observed during this study. The full data collection table will be provided at the end of this report in **Table 3**. It was observed that weekdays had higher utilization of the outside surface parking lot, whereas weekends had higher utilization of the parking garage.

The maximum amount of parking observed, over the six-week period, was the utilization of 68% of typical parking stalls. During peak parking usage 54 of the typical parking stalls remained unused. The data shows that there is excess parking capacity at The HUB. An increase in the number of renters with drivers licenses can be accommodated with the existing excess of parking stall supply.



Table 3: Data Collection

		The HU	B Parking S	Survey			
Data Collection Pe	riod			Parking C	Counts		
		Surface	Surface		Garage Garage		
Date	Time	Lot	Lot ADA	Garage	ADA	EV	STEM
Tuesday, November 7, 2023	6:25 AM	27	1	82	1	0	1
Tuesday, November 7, 2023	11:17 PM	27	1	79	2	0	1
Thursday, November 9, 2023	7:36 AM	32	1	66	0	0	1
Thursday, November 9, 2023	11:40 PM	32	1	83	1	0	1
Saturday, November 11, 2023	7:50 AM	28	1	76	0	0	1
Saturday, November 11, 2023	12:15 AM	26	1	81	1	0	1
Tuesday, November 14, 2023	6:00 AM	26	1	81	1	0	1
Tuesday, November 14, 2023	11:00 PM	31	1	76	2	0	1
Thursday, November 16, 2023	6:30 AM	30	1	75	1	0	1
Thursday, November 16, 2023	11:19 PM	25	1	78	1	0	1
Saturday, November 18, 2023	7:30 AM	23	1	80	2	0	1
Saturday, November 18, 2023	11:00 PM	24	2	82	2	0	1
Tuesday, November 28, 2023	6:11 AM	27	1	84	1	0	1
Tuesday, November 28, 2023	11:37 PM	25	1	80	0	0	1
Thursday, November 30, 2023	6:34 AM	25	0	78	1	0	0
Thursday, November 30, 2023	11:37 PM	25	0	81	2	0	0
Saturday, December 2, 2023	6:05 AM	29	1	83	2	0	0
Saturday, December 2, 2023	12:00 AM	25	1	NA*	NA*	NA*	NA*
Tuesday, December 5, 2023	6:40 AM	25	0	81	1	0	0



Tuesday, December 5, 2023	11:10 PM	23	0	81	1	0	1
Thursday, December 7, 2023	7:16 AM	29	1	76	1	0	0
Thursday, December 7, 2023	11:02 PM	21	1	75	2	0	0
Saturday, December 9, 2023	6:36 AM	28	1	82	2	0	0
Saturday, December 9, 2023	11:05 PM	23	1	83	1	0	0
Tuesday, December 12, 2023	6:35 AM	21	0	81	1	0	0
Tuesday, December 12, 2023	11:00 PM	27	0	76	2	0	1
Thursday, December 14, 2023	7:42 AM	26	0	70	2	0	1
Thursday, December 14, 2023	11:00 PM	21	1	83	2	0	0
Saturday, December 16, 2023	7:45 AM	19	2	75	2	0	0
Saturday, December 16, 2023	11:05 PM	23	2	84	2	0	1
Tuesday, December 19, 2023	6:44 AM	22	1	82	1	0	1
Tuesday, December 19, 2023	11:31 PM	21	1	80	1	0	1
Thursday, December 21, 2023	6:23 AM	24	1	79	1	0	1
Thursday, December 21, 2023	11:00 PM	18	2	78	1	0	1
Saturday, December 23, 2023	7:55 AM	19	2	78	0	0	1
Saturday, December 23, 2023	11:29 PM	17	3	79	2	0	1

Notes: * garage was inaccessible during this visit Source: Fehr & Peers, 2023

WHEN RECORDED PLEASE RETURN TO: SOUTH SALT LAKE CITY 220 E. MORRIS AVE SUITE 150 SOUTH SALT LAKE CITY, UT 84115

AMENDED AND RESTATED CONDITIONAL USE PERMIT

Location: 3848 South West Temple

Use: Mixed-Use Multifamily Residential Building Zone: Mixed-Use/ Transit-Oriented Development -

Core Overlay APN: 15-36-426-010 Fee Title Owner: Utah Transit Authority File Number: C-16-040 / C25-00008 Original Issue Date: 28 December 2018 Amended and Restated Date: 19 June 2025

Permit Issued to: Columbus Foundation Inc./Housing Authority of the County of Salt

Lake (together the "Applicant")

3848 South West Temple

South Salt Lake City, UT 84115

Findings of Fact:

- 1. On August 5, 2016, the Applicant applied for a Conditional Use Permit ("CUP") to develop the Hub of Opportunity, a 156-unit mixed-use multifamily development on an existing 7.64-acre parcel owned by Utah Transit Authority ("UTA") and located at 3844 South West Temple.
- 2. The project site is within a mixed-use zone with a Transit-Oriented Development Core Overlay.
- 3. On October 6, 2016, the South Salt Lake City Planning Commission approved a CUP for the design and occupancy of a mixed-use multifamily residential building comprising 156 apartments and 16,120 gross square feet of commercial space to be located on a portion of the original 7.64-acre UTA parcel (the "2016 CUP").
- 4. The application for which the 2016 CUP was issued detailed that the Project would include 228 total parking stalls, with 202 stalls located within two levels of covered parking on the first two interior floors of a single mixed-use building.
- 5. The staff report for the 2016 CUP included 101 pages of the Applicant's background materials, including Proposed Elevations and Site Plans, building floor plans, a Retail and Office Market Study, a corporate resume for the Columbus Community Center, a parking and traffic study, and a description of the proposed use.

- 6. The staff report described that the Project would consist of at least 129 low-to-moderate income affordable apartments, including 50 apartments for individuals with mental and physical disabilities, and 13,000 square feet of interior amenities plus an additional 20,000 square feet of outdoor amenity space.
- 7. Each of the items in the staff report were incorporated into the original 2016 CUP.
- 8. In 2018, a building permit was issued for the construction of the Project.
- 9. After construction commenced, the Applicant applied for and received Planning Commission approval of a 2-lot subdivision of the UTA-owned property.
- 10. The Applicant has negotiated a 99-year Ground Lease with UTA that has been recorded on the subdivided 2.93-acre Hub of Opportunity Lot 1.
- 11. The Hub of Opportunity Lot 2 is not associated with this application.
- 12. The new Project address is 3848 South West Temple, South Salt Lake City, Utah.
- 13. On October 10, 2018, the Applicant applied to further subdivide Lot 1 into a legally complex 3-unit condominium plat, in order to facilitate three separate types of tax credit support, with construction and permanent financing involving different lenders on deed-restricted units, and all secured by real property interests in a leasehold condominium ownership structure.
- 14. The Applicant has described the 3-unit condominium plat and supporting Declaration of Condominium as analogous to a legal "Rubik's cube." It proposed to create:
 - a. Unit 1, a 57-apartment condominium, financed with 9% Low Income Housing Tax Credits:
 - b. Unit 2, an 89-apartment condominium, financed with 4% Low Income Housing Tax Credits; and
 - c. Unit 3, an 11-apartment and 13,331 square feet of limited retail and office space condominium, financed with New Market Tax Credits.
- 15. All three units will share Common Area depicted on the proposed Condominium Plat and will share Common Elements described in the Declaration of Condominium for Hub of Opportunity Lot 1 Condominiums, a Mixed Use Leasehold Condominium Project.
- 16. The proposed exterior materials palette consists of wood siding, CMU brick, and EIFS as primary materials and metal paneling as an accent material.
- 17. Applicant proposed the interior courtyard to mitigate any adjacent property concerns regarding recreational noise and child activity.
- 18. Several aspects of the Project "morphed" since the 2016 CUP was approved such that on December 3, 2018, the Applicant submitted a petition to amend the 2016 CUP and worked with Staff to revise that petition to allow the Project to proceed as a 3-unit condominium with one additional apartment, (totaling 157), 50 fewer parking stalls,

- and a proposed Project Amenities Package that meets all but one required amenity.
- 19. Covered parking was proposed as Limited Common Area and is allocated to specific Units in a manner that maximizes the value of allocated tax credit financing.
- 20. The Applicant proposed to limit Project parking demand by restricting the occupancy of 50 apartments to "non-driving residents" (the "Non-Driving Resident Requirement"). Non-driving residents were defined as residents who, for the term of the residency, are ineligible to hold a Utah driver's license or who have elected and certified: (1) not to drive, and (2) not to hold a driver's license.
- 21. The Applicant further proposed that the Project will give a leasing preference to individuals with disabilities to the extent permitted by applicable law.
- 22. The original CUP application contemplated a required number of parking spaces based on three different parking rates including: base parking rate (1.5 stalls/apartment for 106 apartments), assisted living parking rate (.5 stalls/apartment for 50 restricted apartments), and a 25% reduction in the commercial parking rate (3 stalls/ 1,0000 square feet of commercial space) leading to 228 required parking spaces. The Applicant is now asking for significant reductions in parking to accommodate building plans for a structure that is under construction and significantly under parked. In development meetings regarding the project, the Applicant was notified of significant shortfalls regarding the proposed reduction in parking between the 2016 CUP and the proposed CUP amendment. Staff has worked with the Applicant to find additional parking accommodations within the Code and has directed Applicant to explore the shared parking agreement provisions in the SSLC Municipal Code (§ 17.27.060(F)) as a potential solution to the parking deficit. Parking rates and allocations for the proposed CUP amendment are as follows: TOD parking rate (1.2 stalls/ apartment for 107 apartments), assisted living parking rate (.5 stalls/ apartment for 50 restricted apartments plus an additional stall per floor), and a 25% reduction in the commercial parking rate (3 stalls/ 1,000 square feet of commercial leading required space) to 203 parking spaces. This still leaves a 21 parking-stall shortfall (199 required stall-178 provided stalls = 21 stalls).
- 23. To assure that each Unit is endowed with code-required parking, the Applicant has:
 - a. allocated to each Unit, its proportionate responsibility to limit occupancy of 50 apartments to non-driving tenants;
 - b. provided the following parking and shared parking analysis, which follows required parking ratios and shared parking formulas detailed in SSLC Code Section 17.27.060(F):

STANDARD PAI	KING REQ	IREMEN'	1		
RESIDENTIAL	Unit 1	Unit 2	Unit 3	Total	
Residential non-vehicular	15	24	11	50	
Standard residence	42	65		107	
Total Residences	57	89	11	157	
COMMERCIAL					Leasehold space is reduced to revise the share
Retail			7833	7833	parking analysis to meet the parking target. The
Office			5890	13,663	results in 2,378 sf of space on level 1 bein designated as On-site Residential Support Space
PARKING			1		
Residential					
Restricted @ 0.5 stalls/unit	7.50	12.00	5.50	25	
Assistance stalls 1/floor	1.50	2.40	1.10	5	
Standard @1.20 stalls/unit	50.40	78.00		128	
Total residential parking	59	92	7	158	

Commercial					
Retail @ 3/1,000sf			23	23	
Office @ 3/1,000 sf			17	17	
Total commercial parking			40	40	
TOTAL PARKINIG REQUIRED	59	92	47	198	
		•			
AVAILABLE PARKING					
Garage	39	89		128	All parking garage reserved and not participating
Surface	20	3	27	50	in shared parking program as to permit secured
Total Available	59	92	27	178	parking area.
Excess/Shortfall			(20)	(20)	

			SCHEDULE OF S	HARED PARKING					
		Weekday			Weekend				
GENERAL USE	Standard	Midnight – 7:00	7:00 A.M - 6:00	6:00 P.M Midnight	Midnight – 7:00	7:00 A.M - 6:00	6:00 P.M Midnight		
CLASSIFICATION	Requirement	A.M.	P.M.		A.M.	P.M.			
Residential	158				•		•		
Less Dedicated (garage parking)	(128)	All parking garage participating in shared permit secured parking							
Net residential	30	100% 30.00	50% 15.00	80% 24.00	100% 30.00	75% 22.50	75% 22.50		
Commercial	23	5% 1.15	80% 18.40	100% 23.00	5% 1.15	100% 23.00	90% 20.70		
Office	17	5% 0.85	100% 17.00	20% 3.40	5% 0 .85	20% 3.40	10% 1.70		
COLUMN TOTALS		32	50	50	32	49	45		
Total Built Stalls Less Dedicated Stall Net Available Stall Required Shared Sta Excess/(Shortfall)	s 50								

- c. committed to a system to maximize the utility of all parking through comprehensive Project management.
- 24. On December 12, 2018, South Salt Lake City received a complete application for amendment to the 2016 CUP.
- 25. The CUP amendment application requested to revise the 2016 CUP to include the following changes:
 - a. 157 residential apartments instead of 156.
 - b. 178 total parking spaces (128 covered, 50 outdoor) as opposed to the 228 originally required.
 - c. 5,321 square feet of interior amenities, as opposed to the 13,000 square feet of proposed interior amenity/common space.
 - d. The 129, low-to-moderate income apartments will only be governed by tax credit documents (LURAs) which last for a maximum of 50 years and may be removed if a tax-credit Unit is foreclosed upon-as opposed to permanently deed restricting the units for low-income housing.
 - e. The 50 residential apartments originally designated in the 2016 CUP for individuals with mental or physical disabilities instead will be restricted to "non- driving residents."
- 26. Applicant proposed to restrict both the residential and commercial uses of the Project to meet federal guidelines and to assure the community that the Project, would not stray from the original mission proposed in its 2016 CUP application.
- 27. Applicant and Staff worked around the clock to revise Project documents to meet the requirements of the South Salt Lake City Code. The latest versions of the documents were very close to code-compliance and require only modest revisions prior to recordation.

- 28. On December 28, 2018, the South Salt Lake City Planning Commission approved an amended CUP (the "2018 CUP").
- 29. The Applicant engaged Fehr & Peers (the "Parking Consultant") to undertake a parking survey for the Project. Based on a Memorandum, dated December 29, 2023, the Parking Consultant determined that over a six week data collection period, the maximum amount of parking observed was the utilization of 68% of the Project's typical parking stalls. During peak parking usage, 54 typical parking stalls remained unused.
- 30. Based on the information provided by the Parking Consultant, the Applicant and staff of South Salt Lake City have determined that the Non- Driving Resident Requirement set forth in the 2018 CUP is no longer necessary.
- 31. The Applicant and South Salt Lake City now desire to amend and restate the 2018 CUP in its entirety as set forth in this CUP (the "Amended & Restated CUP") to eliminate the Non-Driving Resident Requirement for the Project.
- 32. The parking count for the office use has been amend to match the approved building plan set, which was 3,768 square feet.
- 33. This updated office square footage, in addition to using the Shared Parking Table, the Applicant is able to meet all on-site parking requirements as outlined in SSLC Municipal Code § 17.06.160.

Conclusions of Law:

- 1. The use, as conditioned, is consistent with the South Salt Lake City General Plan. The proposed CUP application amendment, as conditioned, is consistent with the TOD Overlay-Core zone.
- 2. The proposed amendment to the 2018 CUP, as conditioned, complies with the requirements of the South Salt Lake City Code.
- 3. The use, as conditioned:
 - a. is compatible with surrounding structures in use, scale, mass, design and circulation;
 - b. does not compromise the health, safety, or welfare of:
 - i. persons employed within or using the proposed development;
 - ii. those residing or working in the vicinity of the proposed use or development; or
 - iii. property or improvements in the vicinity of the proposed use or development;
 - c. does not impose disproportionate burdens on the citizens of the City.

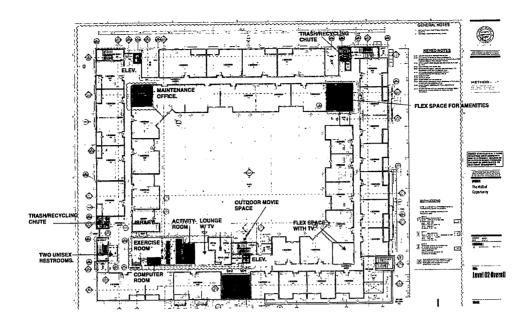
4. The effects of any differences in use or scale of the project have been mitigated by the Applicant's project design or can be mitigated with the following Conditions of Approval.

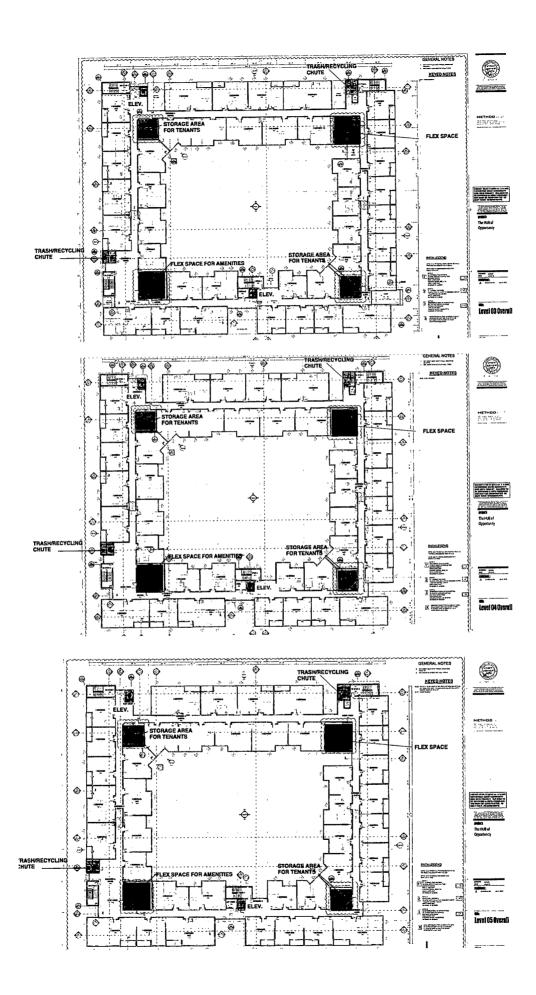
Conditions of Approval:

- 1. Applicant has caused or shall cause to be executed and recorded in the Official Records of Salt Lake County, a Ground Lease by and between the Utah Transit Authority, as Landlord, and Columbus Foundation, Inc. as Tenant, in a manner that has been approved as to both form and content by the South Salt Lake City Attorney;
- 2. Applicant shall record this Amended & Restated CUP on the Hub of Opportunity Lot 1 in the Official Records of Salt Lake County;
- 3. Applicant shall continue to work with Staff to correct any deficiencies in the Hub of Opportunity Lot 1 Condominium Plat and Declaration of Condominium, Low-Income Housing Credit Commitment Agreement(s) and Declaration of Restrictive Covenants ("LURAs"), and supporting documents to assure code compliance, regulate the construction and use of the Project in a manner that satisfies the City's obligation to assure that the proposed uses and unusual form of ownership create a beneficial division of land, and assure that all conditions of approval are implemented;
- 4. Neither the Condominium Plat nor the Declaration of Condominium and its supporting documents may be amended to change any allocation of parking, common area, limited common area, required amenities, regulated use, or activity without the prior approval of the South Salt Lake City Land Use Authority;
- 5. The Project shall restrict at least 40 apartments in Unit 1 and 89 apartments in Unit 2 to the terms and conditions of the LURAs approved as to form and content by the South Salt Lake City Attorney for the benefit of the Utah Housing Corporation;
- 6. The Project shall give preference for the leasing of residential apartments to persons with disabilities, to the fullest extent permitted by law.
- 7. Project management shall strictly limit parking access for residential tenants to prevent surplus parking demand and shall limit the nature and intensity of all non-residential uses to assure that on-site parking meets the generated parking demand.
- 8. The Project shall provide at least 12,242 square feet of interior space for general and recreation amenities plus and an additional 20,000 square feet of outdoor amenity space within its second-floor courtyard area.
- 9. General and recreation amenities are limited to the exclusive use of Residents and their guests.
- 10. Leasing and management of the property is subject to the terms of the Condominium Plat, Declaration of Condominium, South Salt Lake City regulations, and this Amended & Restated CUP.
- 11. Except as modified in Condition #12 below, the Project shall provide and maintain the following amenities:

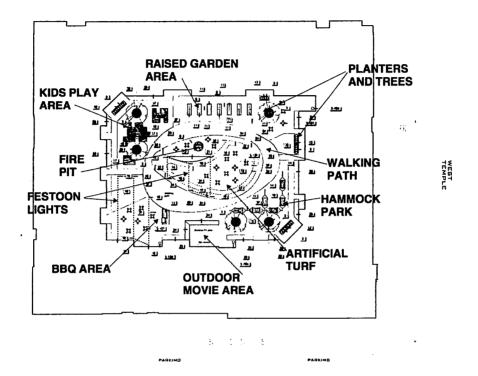
THE HUB OF OPPORTUNITY TABLE OF REQUIRED AMENITIES		THE HUB OF OPPORTUNITY TABLE OF REQUIRED AMENITIES (continued)		
AMENITY	COMBINED 157 units			
UNIT FEATURES 3/50 UNITS SSL List	9	RECREATION AMENITIES 2/50 UNITS 6 SSL List 6		
Individual garages (50% of units)	0	Pool 0		
Washer/dryer connections	1	Internal fitness center 1		
Patios/porches/balconies*	1	Secured, programmed, child play areas 1		
Upgraded floor coverings	1	Hot tub 0		
ADA visibility (10% of units)	1	Community gardens 1		
9" ceilings	1	Perimeter trail 1		
Enhanced soundproofing	1	Sport court 0		
SSL SELECT AMENITIES	6	SSL SELECT AMENITIES 4		
OWNER LIST		OWNER LIST		
Washer dries provided in units	4	Barbeque area 1		
Window treatments	1	Hammock/lounge area 1		
Solid surface countertops (quartz or equivalent)	1	Fire pit social area 1		
OWNER ADDED AMENITIES	2	OWNER ADDED AMENITIES	3	
TOTAL UNIT AMENITIES	8	TOTAL UNIT AMENITIES	7	
*exterior facing amenities with an avg. 76.5 SF				
	•	ENERGY EFFICIENT ENHANCEMENT 1/50 UNITS SSL List	3	
GENERAL AMENITIES 2/50 UNITS SSL List	6			
Exterior social area (400 SF)	1	Energy Star	1	
Project security	1	PV Panels or other renewable energy 0		
Enclosed parking	1	Install renewable connectivity 0		
Secure/enclosed storage	1	Electric vehicle charging 1		
Public transit incentive	0	Recycling program 1		
Permanent on-site social activities	1	Tankless hot water 0		
Library, office, meeting facilities	0	Enterprise green 1		
SSL SELECT AMENITIES	4	SSL SELECT AMENITIES	4	
OWNER LIST				
Game rooms	1			
Secured bike racks	1			
OWNER ADDED AMENITIES	2			
TOTAL AMENITIES	6			

- 12. The Applicant shall provide one (1) additional Unit Feature to meet the nine (9) required by SSLC Code. The following options will satisfy the Unit Features amenity requirement:
 - a. Stainless steel appliances;
 - b. Smart home features;
 - c. Trash valet; or
 - d. Electronic apartment door locks.
- 13. General Project Amenities shall be configured substantially as follows:





- 14. Within the 12,242 square feet of interior amenities, the Project shall devote at least 2,376 square feet of first-floor amenity space as the "NextWork space" to provide onsite residential support through the Columbus Foundation, Inc. (or its functional equivalent) exclusively for residents of the Project.
- 15. Exterior courtyard amenities will be programmed and provided substantially as follows:



- 16. Owners, property managers, and nonresidential tenants must comply with all applicable licensing standards and maintain a valid South Salt Lake City business license.
- 17. Prior to issuance of a Certificate of Occupancy for any of the condominium units (including apartments and commercial spaces therein) subject to this Amended & Restated CUP, Applicant shall have a final storm water run-off and drainage plan approved by South Salt Lake City.
- 18. Prior to issuance of a Certificate of Occupancy for any of the condominium units (including apartments and commercial spaces therein) subject to this Amended & Restated CUP, Applicant shall have a final utility plan approved by South Salt Lake City.
- 19. Applicant shall submit a landscape plan that complies with the provisions of Chapter 17.25 of the South Salt Lake City Municipal Code.
- 20. Applicant shall comply with the residential design standards for urban-style multi-family buildings, as found in Chapter 17.21 of the South Salt Lake City Municipal Code.

- 21. Applicant shall comply with all requirements of the South Salt Lake City Fire Marshall, the South Salt Lake City Engineer, and the South Salt Lake City Building Official prior to receiving a Certificate of Occupancy.
- 22. The 4% LURA and 9% LURA shall be recorded and enforced on their terms.
- 23. The Building Permit application plans shall be consistent with the revised CUP plans of December 12, 2018.
- 24. Applicant shall have recorded or shall record in the official records of Salt Lake County the following documents in the order indicated: (first) Ground Lease; (second) this Amended & Restated CUP; (third) Condominium Plat; (fourth) Declaration of Condominium; and (fifth) financing documents (4% and 9% LURAs).
- 25. None of the documents in paragraph 24 can be subordinated to financing.
- 26. This Amended & Restated CUP shall persist in its current form unless and until it is modified or terminated by South Salt Lake City.

Exhibits (available on file with South Salt Lake City Community Development Department):

EXHIBIT A: Conditional Use Permit amendment application packet EXHIBIT B: Draft

Condominium Plat

EXHIBIT C: Declaration of Condominium EXHIBIT D: 9% LURA

EXHIBIT E: 4% LURA EXHIBIT F: Ground Lease

EXHIBIT G: Combined Drawings (12/12/18)

FOR SOUTH SALT LAKE CITY:

By:	 	
Name:		
Its:		

FOR THE APPLICANTS:

HOUSING AUTHORITY OF THE COUNTY OF SALT LAKE, DBA HOUSING CONNECT

By:
Name: Janice Kimball
Its: Chief Executive Officer
COLUMBUS FOUNDATION, INC.
By:
Name:
ivanic.
Its:

EXHIBIT ADescription of Land

That certain real property located in Salt Lake County, Utah, and more particularly described as follows:

All of Lot 1, of the Hub of Opportunity Subdivision Plat, on file and of record in the office of the Salt Lake County Recorder.

Tax Parcel I.D. No. 15-36-426-018-0000



MICHAEL FLORENCE DIRECTOR

FRANCIS LILLY **DEPUTY DIRECTOR**

PLANNING & ZONING

O 801.483.6011 F 801.483.6060

BUILDING DEPT.

O 801.483.6005 F 801.483.6060

BUSINESS LICENSING

O 801.483.6063 F 801.483.6060

CHERIE WOOD

MAYOR

220 F MORRIS AVE SUITE 200 SOUTH SALT LAKE CITY UTAH 84115 O 801.483.6000 F 801.483.6001 SOUTHSALTLAKECITY.COM

CONDITIONAL USE PERMIT

Location: 3844 South West Temple

Mixed Use Multifamily Residential Building Use:

Zone: Mixed Use /

Transit-Oriented Development – Core Overlay

APN: 15-36-426-010

Fee Title Owner: **Utah Transit Authority**

File Number: C-16-040

6 October 2016 Date:

Permit Issued To: **Columbus Community Center /**

Housing Authority of the County of Salt Lake

3844 South West Temple South Salt Lake, Utah 84115

At a public meeting held on Thursday, 6 October 2016, the South Salt Lake Planning Commission approved a conditional use permit and design review for a mixed use multifamily building residential building consisting of 156 units and 16,120 square feet of retail/office located at 3844 South West Temple. The permit was approved with the following conditions:

- 1. The applicant will develop a landscape plan that complies with the provisions of Chapter 17.25 of the South Salt Lake City Municipal Code.
- 2. The applicant will comply with the residential design standards for urban-style multifamily buildings, as found in Chapter 17.21 of the South Salt Lake City Municipal Code.
- 3. The applicant will comply with all parking and access requirements established in Chapter 17.27 of the South Salt Lake City Municipal Code.
- 4. The applicant will comply with all requirements of the South Salt Lake City Fire Marshal, the South Salt Lake City Engineer, and the South Salt Lake City Building Official prior to receiving a Certificate of Occupancy.
- 5. The applicant will participate in a CPTED review of the development prior to being issued a building permit.
- 6. The applicant will research and discuss with the City Engineer about the possible inclusion of a right-turn pocket on West Temple.
- 7. The applicant will work with staff to include three additional parking stalls on site
- 8. All items of the staff report.

FOR THE CITY:	FOR THE OWNER/APPLICANT:
	Print Name
Francis Xavier Lilly, AICP Deputy Director	
113	Signature

Conditional Use Permit for a Mixed Use Multifamily Building 3844 South West Temple Page 2 File No. C-16-040 6 October 2016

LEGAL DESCRIPTION

15-36-426-010-000

BEG AT SE COR LOT 1, BLK 15, 10 AC PLAT A, BIG FIELD SUR; N 401.2 FT; W 367 FT; N 173 FT; '	W
380 FT M OR L TO E LINE OF RR R OW W; S'LY ALG CURVE TO LEFT FOLLOWING SD E LINE C)F
SD R OF W TO S LINE OF SD LOT 1; E 681.4 FT TO BEG. 7.5 AC M ORL. 4091-1 4063-0480	

STATE OF UTA) SS				
COUNTY OF 3	ALI LANE)				
who, acting as	s an authorized	representative of	of the City of Sc	personally appeare outh Salt Lake, ackno ained therein are true.	wledged that
		Notary Pub	lic, Residing in Sal	 t Lake County, Utah	

17

WHEN RECORDED PLEASE RETURN TO:

SOUTH SALT LAKE CITY 220 E. MORRIS AVE SUITE 200 SOUTH SALT LAKE CITY, UT 84115 12911761
12/31/2018 12:27 PM \$34 - ○○
Book - 10742 Ps - 8602-8614
ADAM GARDINER
RECORDER, SALT LAKE COUNTY, UTAH
NORTH AMERICAN TITLE LLC
290 S MAIN ST #A
BOUNTIFUL UT 84010
BY: RWA, DEPUTY - WI 13 P.

CONDITIONAL USE PERMIT

Location: 3848 South West Temple

Use: Mixed-Use Multifamily Residential Building

Zone: Mixed-Use/ Transit-Oriented Development - Core Overlay

APN: 15-36-426-010

Fee Title Owner: Utah Transit Authority

File Number: C-16-040 Date: 28 December 2018

Permit Issued to:

Columbus Foundation Inc./

Housing Authority of the County of Salt Lake (together the "Applicant")

3848 South West Temple South Salt Lake City, UT 84115

Findings of Fact:

- On August 5, 2016, the Applicant applied for a Conditional Use Permit ("CUP") to develop the Hub of Opportunity, a 156-unit mixed-use multifamily development on an existing 7.64-acre parcel owned by Utah Transit Authority ("UTA") and located at 3844 South West Temple.
- 2. The project site is within a mixed-use zone with a Transit-Oriented Development Core Overlay.
- 3. On October 6, 2016, the South Salt Lake City Planning Commission approved a CUP for the design and occupancy of a mixed-use multifamily residential building comprising 156 apartments and 16,120 gross square feet of commercial space to be located on a portion of the original 7.64-acre UTA parcel.

- 4. The application for which the CUP was issued detailed that the Project would include 228 total parking stalls, with 202 stalls located within two levels of covered parking on the first two interior floors of a single mixed-use building.
- 5. The staff report for the October 6, 2016 CUP included 101 pages of the Applicant's background materials, including Proposed Elevations and Site Plans, building floor plans, a Retail and Office Market Study, a corporate resume for the Columbus Community Center, a parking and traffic study, and a description of the proposed use.
- 6. The staff report described that the Project would consist of at least 129 low-to-moderate income affordable apartments, including 50 apartments for individuals with mental and physical disabilities, and 13,000 square feet of interior amenities plus an additional 20,000 square feet of outdoor amenity space.
- Each of the items in the staff report were incorporated into the original October 6, 2016
 CUP.
- 8. In 2018, a building permit was issued for the construction of the Project.
- 9. After construction commenced, the Applicant applied for and received Planning Commission approval of a 2-lot subdivision of the UTA-owned property.
- 10. The Applicant has negotiated a 99-year Ground Lease with UTA that will be recorded later this month on the newly subdivided 2.93-acre Hub of Opportunity Lot 1.
- 11. The Hub of Opportunity Lot 2 is not associated with this application.
- 12. The new Project address is 3848 South West Temple, South Salt Lake City, Utah.
- 13. On October 10, 2018, the Applicant applied to further subdivide Lot 1 into a legally complex 3-unit condominium plat, in order to facilitate three separate types of tax credit support, with construction and permanent financing involving different lenders on deed-restricted units, and all secured by real property interests in a leasehold condominium ownership structure.
- 14. The Applicant has described the 3-unit condominium plat and supporting Declaration of Condominium as analogous to a legal "Rubik's cube." It proposes to create:
 - Unit 1, a 57-apartment condominium, financed with 9% Low Income Housing Tax Credits;
 - Unit 2, an 89-apartment condominium, financed with 4% Low Income Housing Tax Credits; and
 - c. Unit 3, an 11-apartment and 13,331 square feet of limited retail and office space condominium, financed with New Market Tax Credits.

- 15. All three units will share Common Area depicted on the proposed Condominium Plat and will share Common Elements described in the Declaration of Condominium for Hub of Opportunity Lot 1 Condominiums, a Mixed Use Leasehold Condominium Project.
- 16. The proposed exterior materials palette consists of wood siding, CMU brick, and EIFS as primary materials and metal paneling as an accent material.
- 17. Applicant proposes the interior courtyard to mitigate any adjacent property concerns regarding recreational noise and child activity.
- 18. Several aspects of the Project have "morphed" since the 2016 CUP was approved such that on December 3, 2018, the Applicant submitted a petition to amend the 2016 CUP and has been working with Staff since that time to revise that petition to allow the Project to proceed as a 3-unit condominium with one additional apartment, (totaling 157), 50 fewer parking stalls, and a proposed Project Amenities Package that meets all but one required amenity.
- 19. Covered parking is proposed as Limited Common Area and is allocated to specific Units in a manner that maximizes the value of allocated tax credit financing.
- 20. The Applicant has proposed to limit Project parking demand by restricting the occupancy of 50 apartments to "non-driving residents." Non-driving residents are residents who, for the term of the residency, are ineligible to hold a Utah driver's license or who have elected and certified: (1) not to drive, and (2) not to hold a driver's license.
- 21. The Applicant has further proposed that the Project will give a leasing preference to individuals with disabilities to the extent permitted by applicable law.
- The original CUP application contemplated a required number of parking spaces based 22. on three different parking rates including: base parking rate (1.5 stalls/apartment for 106 apartments), assisted living parking rate (.5 stalls/ apartment for 50 restricted apartments), and a 25% reduction in the commercial parking rate (3 stalls/ 1,0000 square feet of commercial space) leading to 228 required parking spaces. The Applicant is now asking for significant reductions in parking to accommodate building plans for a structure that is under construction and significantly under parked. In development meetings regarding the project, the Applicant was notified of significant shortfalls regarding the proposed reduction in parking between the 2016 CUP and the proposed CUP amendment. Staff has worked with the Applicant to find additional parking accommodations within the Code and has directed Applicant to explore the shared parking agreement provisions in the SSLC Municipal Code (§ 17.27.060(F)) as a potential solution to the parking deficit. Parking rates and allocations for the proposed CUP amendment are as follows: TOD parking rate (1.2 stalls/ apartment for 107 apartments), assisted living parking rate (.5 stalls/ apartment for 50 restricted apartments plus an additional stall per floor), and a 25% reduction in the commercial parking rate (3 stalls/ 1,0000 square feet of commercial space) leading to 203 required parking spaces. This

still leaves a 21 parking-stall shortfall (199 required stall - 178 provided stalls = 21 stalls).

- 23. To assure that each Unit is endowed with code-required parking, the Applicant has:
 - a. allocated to each Unit, its proportionate responsibility to limit occupancy of 50 apartments to non-driving tenants;
 - b. provided the following parking and shared parking analysis, which follows required parking ratios and shared parking formulas detailed in SSLC Code Section 17.27.060(F):

STANDARO	PARKING REQU	REMENT											
RESIDENTIAL	UNIT 1	UNIT 2	UNIT'S	TOTAL									
restricted non-vehicular	15	24	11	50									
standard residences	42	65		107									
total residences	57	89	11	157									
COMMERCIAL													
retali		-	7,833	7,833									
office		-	5,830	5,830									
total leasable space	-		13,663	13,663									
PARKING								_			,		
Residential					Lezs	alide space is	reduced to care	in the shared p	eerleing amalysis	100			
restricted @ 0.5 stalls/unit	7.50	12.00	5.50	25	mee	the parking	target. This resi	cto in 2,376 00	ا معصوم او کا	evel 1			
assistance stalls 1/floor	1.50	2.40	1.10	5	bein	g designated	25 On-site Resid	Sential Support	гэржа.				
standard @ 1.20 stalls/unit	50,40	78.00		128			*******						
Total Residential Parking	59	92	7	158	1	•							
Commercial			23	23									
retzil @ 3/1,000 SF office @ 3/1,000 SF		-	17	17									
Total Commercial Parking			40	40	1								
TOTAL PARKING REQUIRED	59	92	47	198	1								
AVAILABLE PARKING					1					•			
garage	39	89		128									
surface	20	3	27	50	_						ı		
Total Available	59	92	27	178] [All of parking	Saus de Leveline	d and not part	kipating in sta	ded			
Excess/Shortfell	-		(20)	(20)] [barking prog	ram so as permi	it secured pare	ng nex.				
					<u> </u>								
					ULE OF SHAL	RED PARKI	NG			104	t-a-d		
					kday			00'0-1-6	7.00 444		kend - 6:00 PM	6:00 am	Midnight
	STANDARD	Midnight	-7:00 AM	7:00 AM	=6:00 PM	6:00 PM	- Midnight	Withinghi	-7:00 AM	7:00 AM	- 0:00 FM4	- ווגען טטוט	name in
GENERAL USE CLASSIFICATION	REQUIREMENT					<u> </u>	_						
Residential	158	3											
less dedicated (>> v=2 2)	(128)		200		15.00	80%	24.00	100%	30.00	75%	22.50	75%	22.50
Net residential	30	100%	30.00	50%	18.40	100%	23.00	5%	1.15	100%	23.00	90%	20.70
Commercial	23	5%	1.15 0.85	80% 100%	17.00	20%	3.40	5%	0.85	20%	3.40	10%	1.70
Office	17	5%	32	10076	50	24/6	50		32	20/0	49		45
COLUMN TOTALS		<u> </u>	32	L		L		1					
Total built stalls	178	1											
less dedicated stalls		ļ											
Net Available Stalls	<u></u>	1											
Regulred Shared Stalls	50	l											
Excess/(Shortfall)	0	1											
						,						-	

and

- c. committed to a system to maximize the utility of all parking through comprehensive Project management.
- 24. On December 12, 2018, South Salt Lake City received a complete application for amendment to the October 6, 2016 CUP.
- 25. The CUP amendment application requests to revise the 2016 CUP to include the following changes:

- a. 157 residential apartments instead of 156.
- b. 178 total parking spaces (128 covered, 50 outdoor) as opposed to the 228 originally required.
- c. 5,321 square feet of interior amenities, as opposed to the 13,000 square feet of proposed interior amenity/common space.
- d. The 129, low-to-moderate income apartments will only be governed by tax credit documents (LURAs) which last for a maximum of 50 years and may be removed if a tax-credit Unit is foreclosed upon—as opposed to permanently deed restricting the units for low-income housing.
- e. The 50 residential apartments originally designated in the 2016 CUP for individuals with mental or physical disabilities instead will be restricted to "non-driving residents."
- Applicant proposes to restrict both the residential and commercial uses of the Project to meet federal guidelines and to assure the community that the Project, as amended herein, will not stray from the original mission proposed in its 2016 CUP application.
- 27. Applicant and Staff have worked around the clock to revise Project documents to meet the requirements of the South Salt Lake City Code. The latest versions of the documents are very close to code-compliance and require only modest revisions prior to recordation.

Conclusions of Law:

- The use, as conditioned, is consistent with the South Salt Lake City General Plan. The proposed CUP application amendment, as conditioned, is consistent with the TOD Overlay-Core zone.
- 2. The proposed application to amend the 2016 CUP, as conditioned, complies with the requirements of the South Salt Lake City Code.
- 3. The use, as conditioned:
 - a. is compatible with surrounding structures in use, scale, mass, design and circulation;
 - b. does not compromise the health, safety, or welfare of:
 - i. persons employed within or using the proposed development;
 - ii. those residing or working in the vicinity of the proposed use or development; or

- iii. property or improvements in the vicinity of the proposed use or development;
- c. does not impose disproportionate burdens on the citizens of the City.
- 4. The effects of any differences in use or scale of the project have been mitigated by the Applicant's project design or can be mitigated with the following Conditions of Approval.

Conditions of Approval:

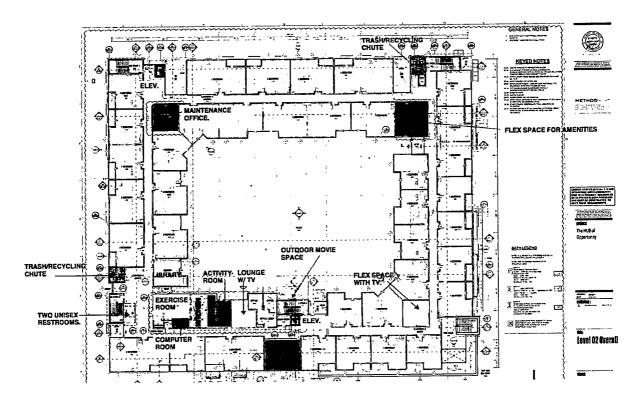
- Applicant shall cause to be executed and recorded in the Official Records of Salt Lake County, a Ground Lease by and between the Utah Transit Authority, as Landlord, and Columbus Foundation, Inc. as Tenant, in a manner that has been approved as to both form and content by the South Salt Lake City Attorney;
- 2. Applicant shall record this CUP on the Hub of Opportunity Lot 1 in the Official Records of Salt Lake County prior to recording its Condominium Plat;
- 3. Applicant shall continue to work with Staff to correct deficiencies in the Hub of Opportunity Lot 1 Condominium Plat and Declaration of Condominium, Low-Income Housing Credit Commitment Agreement(s) and Declaration of Restrictive Covenants ("LURAs"), and supporting documents to assure code compliance, regulate the construction and use of the Project in a manner that satisfies the City's obligation to assure that the proposed uses and unusual form of ownership create a beneficial division of land, and assure that all conditions of approval are implemented;
- 4. Neither the Condominium Plat nor the Declaration of Condominium and its supporting documents may be amended to change any allocation of parking, common area, limited common area, required amenities, regulated use, or activity without the prior approval of the South Salt Lake City Land Use Authority;
- The Project shall restrict at least 40 apartments in Unit 1 and 89 apartments in Unit 2 to the terms and conditions of the LURAs approved as to form and content by the South Salt Lake City Attorney for the benefit of the Utah Housing Corporation;
- 6. Subject to the duty to provide reasonable accommodation under state and federal law, the Project shall restrict at least 50 apartments for "non-driving residents" to effect the promised reduction in Project parking demand.
- 7. The Project shall give preference for the leasing of residential apartments to persons with disabilities, to the fullest extent permitted by law.

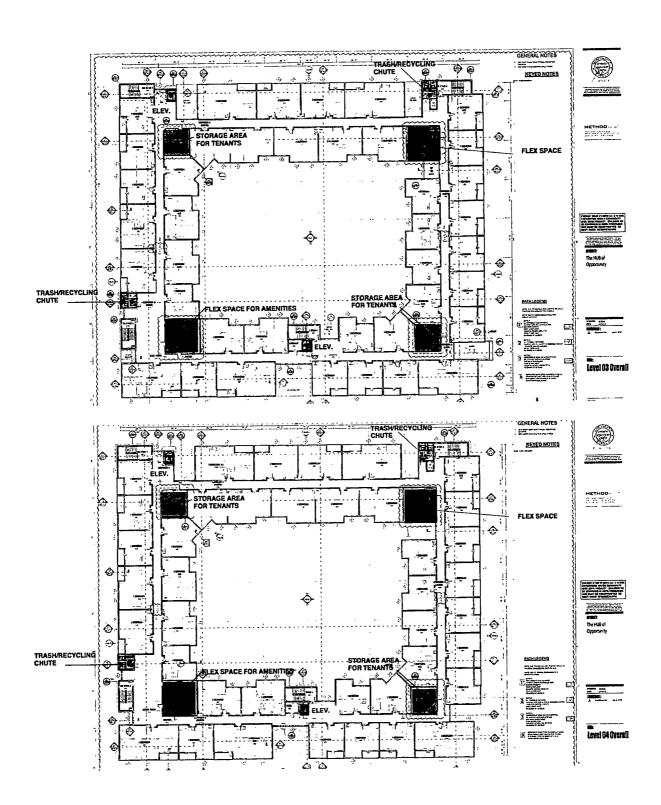
- 8. Project management shall strictly limit parking access for residential tenants to prevent surplus parking demand and shall limit the nature and intensity of all non-residential uses to assure that on-site parking meets the generated parking demand.
- 9. The Project shall provide at least 12,242 square feet of interior space for general and recreation amenities plus and an additional 20,000 square feet of outdoor amenity space within its second-floor courtyard area.
- 10. General and recreation amenities are limited to the exclusive use of Residents and their guests.
- 11. Leasing and management of the property is subject to the terms of the Condominium Plat, Declaration of Condominium, South Salt Lake City regulations, and this CUP.
- 12. Except as modified in Condition #12 below, the Project shall provide and maintain the following amenities:

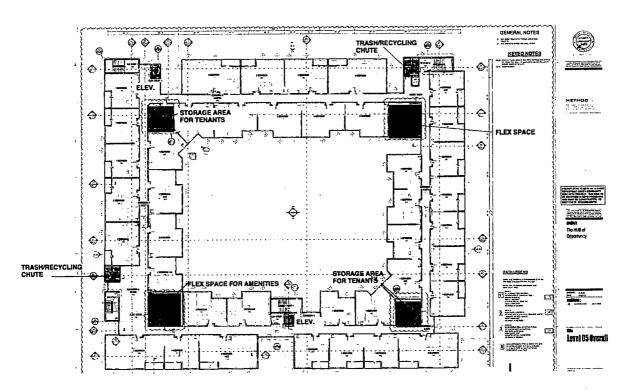
THE HUB OF OPPORTUNITY TABLE OF REQUIRED AMENITIES		THE HUB OF OPPORTUNITY TABLE OF REQUIRED AMENITIES	
AMENITY NIT FEATURES 3/50 UNITS SSL list Individual garages (50% of units) washer/dryer connections patios/porches/balconles* upgraded floor coverings ADA visitability (10% of units) 9' ceilings enhanced soundproofing	COMBINED 157 units 9 0 1 1 1 1 1 1	CONTINUATION RECREATION AMENITIES 2/50 UNITS SSL list pool internal fitness center secured, programmed, child play areas hot tub community garden perimeter trail sport court SSL SELECT AMENITIES	6 0 1 1 0 1 1 0
Owner list washer driers provided in units window treatments - 2" wood composite stat blinds solid surface countertops (quartz or equivalent) OWNER ADDED AMENITIES TOTAL UNIT AMENITIES * exterior facing units with an gog 76.5 SF	‡ 1 1 2	barbeque erea Hammock/lounge area fire pit social area OWNER ADDED AMENITIES TOTAL UNIT AMENITIES	1 1 3 7
EENERAL AMENITIES 2/50 UNITS SSL list exterior social area (400 SF) project security enclosed-parking secure/enclosed storage public transit incentive permanent on-site social activities library, office, meeting facilities	6 1 1 4 1 0 1 0	ENERGY EFFICIENCY ENHANCEMENT 1/50 UNITS SSL list Energy Star PV panels or other renewable energy Install renewable connectivity electric vehicle charging recycling program tankless hot water Enterprise Green SSL SELECT AMENITIES	1 0 0 1 1 0 1
Owner List game rooms secured bike racks OWNER ADDED AMENITIES TOTAL UNIT AMENITIES	1 1 2 6		

- 13. The Applicant shall provide one (1) additional Unit Feature to meet the nine (9) required by SSLC Code. The following options will satisfy the Unit Features amenity requirement:
 - a. Stainless steel appliances;

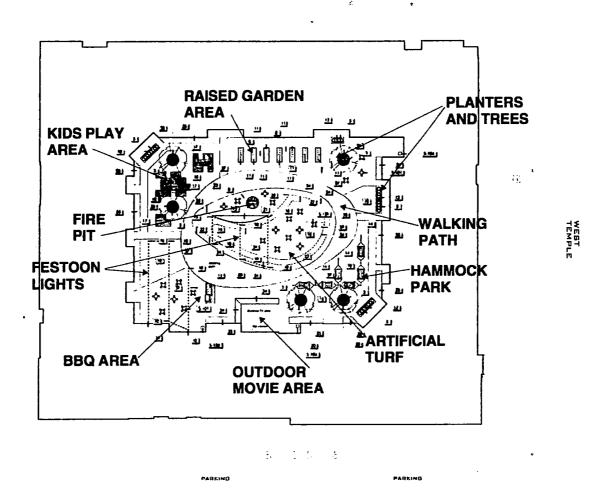
- b. Smart home features;
- c. Trash valet; or
- d. Electronic apartment door locks.
- 14. General Project Amenities shall be configured substantially as follows:







- 15. Within the 12,242 square feet of interior amenities, the Project shall devote at least 2,376 square feet of first-floor amenity space as the "NextWork space" to provide onsite residential support through the Columbus Foundation, Inc. (or its functional equivalent) exclusively for residents of the Project.
- 16. Exterior courtyard amenities will be programmed and provided substantially as follows:



- 17. Owners, property managers, and nonresidential tenants must comply with all applicable licensing standards and maintain a valid South Salt Lake City business license.
- 18. Prior to issuance of a Certificate of Occupancy for any of the condominium units (including apartments and commercial spaces therein) subject to this CUP, Applicant shall have a final storm water run-off and drainage plan approved by South Salt Lake City.
- 19. Prior to issuance of a Certificate of Occupancy for any of the condominium units (including apartments and commercial spaces therein) subject to this CUP, Applicant shall have a final utility plan approved by South Salt Lake City.

- 20. Applicant shall submit a landscape plan that complies with the provisions of Chapter 17.25 of the South Salt Lake City Municipal Code.
- 21. Applicant shall comply with the residential design standards for urban-style multi-family buildings, as found in Chapter 17.21 of the South Salt Lake City Municipal Code.
- 22. Applicant shall comply with all requirements of the South Salt Lake City Fire Marshall, the South Salt Lake City Engineer, and the South Salt Lake City Building Official prior to receiving a Certificate of Occupancy.
- 23. The 4% LURA and 9% LURA shall be recorded and enforced on their terms.
- 24. The Building Permit application plans shall be consistent with the revised CUP plans of December 12, 2018.
- 25. Applicant must record in the official records of Salt Lake County the following documents in the order indicated: (first) Ground Lease; (second) this CUP; (third) Condominium Plat; (fourth) Declaration of Condominium; and (fifth) financing documents (4% and 9% LURAs).
- 26. None of the documents in paragraph 25 can be subordinated to financing.
- 27. This CUP shall persist in its current form unless and until it is modified or terminated by South Salt Lake City.

Exhibits (available on file with South Salt Lake City Community Development Department):

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EXHIBIT B: Draft Condominium Plat

EXHIBIT C: Declaration of Condominium

EXHIBIT D: 9% LURA EXHIBIT E: 4% LURA EXHIBIT F: Ground Lease

EXHIBIT G: Combined Drawings (12/12/18)

FOR SOLUTINSALT LAKE CITY:

Laura Verson, Planning Commission Chair

FOR THE APPLICANTS:

ahice Kimball, Executive Director HACSL

Kristy Chambers, CEO

Columbus foundation, Inc.

EXHIBIT A Description of Land

That certain real property located in Salt Lake County, Utah, and more particularly described as follows:

All of Lot 1, of the Hub of Opportunity Subdivision Plat, on file and of record in the office of the Salt Lake County Recorder.

Tax Parcel I.D No. 15-36-426-018-0000



PLANNING COMMISSION STAFF REPORT

MEETING DATE: 6 October 2016

APPLICANT: Columbus Community Center / Housing Authority of the

County of Salt Lake

REQUEST: Conditional Use Permit for a Multifamily Residential Building

ADDRESS: 3844 South West Temple

ZONE: Mixed Use / Transit-Oriented Development - Core

FILE NUMBER: C-16-040

PREPARED BY: Francis Xavier Lilly, AICP, Deputy Director

SYNOPSIS: On August 5, 2016, the Housing Authority of the County of Salt Lake (HACSL) submitted an application for a conditional use permit to construct a 156-unit mixed use, mixed income multifamily residential project to be located at 3844 South West Temple, on land that currently serves as excess parking area for the Meadowbrook TRAX station.

The project will be developed and operated jointly between HACSL and the Columbus Community Center. The Hub will provide 156 units, of which 122 will be set aside for low-to-moderate income households, to include 50 units of supportive housing for individuals with mental and physical disabilities. The project will include over 16,000 square feet of commercial and office space on the ground floor. A majority of the commercial space will be operated by Columbus Community Center and its partners, and is intended to provide occupational therapy and training for clients. The applicant is proposing over 13,000 square feet of amenities and common area, to include nearly 20,000 square feet of outdoor amenity space. The applicant is pursuing a low-income housing tax credit through the Utah Housing Corporation.

STAFF RECOMMENDATION:

Staff recommends approval of a conditional use permit to construct a 156-unit mixed use, mixed income multifamily residential project to be located at 3844 South West Temple with the following conditions:

- 1. The applicant will develop a landscape plan that complies with the provisions of Chapter 17.25 of the South Salt Lake City Municipal Code.
- 2. The applicant will comply with the residential design standards for urban-style multifamily buildings, as found in Chapter 17.21 of the South Salt Lake City Municipal Code.
- 3. The applicant will comply with all parking and access requirements established in Chapter 17.27 of the South Salt Lake City Municipal Code.
- 4. The applicant will comply with all requirements of the South Salt Lake City Fire Marshal, the South Salt Lake City Engineer, and the South Salt Lake City Building Official prior to receiving a Certificate of Occupancy.
- 5. The applicant will participate in a CPTED review of the development prior to being issued a building permit.
- 6. All items of the staff report.



PLANNING COMMISSION STAFF REPORT

General Information:

Location: 3844 South West Temple

Size: The proposed development will be 2.8 acres

Surrounding Uses: North: Mixed Use –TOD-C – UTA access drive, VIA Apartments

South: Mixed Use – Commercial and open land East: Mixed Use – TOD-C – Office and Restaurant

West: Mixed Use - TOD-C - UTA Meadowbrook Station

Requirements:

17.13.210 - Transit Oriented Development Overlay - Core (TOD-C) District

A. Purpose. The purpose of the transit oriented development – core (TOD - C) overlay district is to use incentives to encourage property owners adjacent to or near existing transit station to develop their property using transit oriented design principles while preserving rights under the existing base district designation. TOD-C overlay districts are established generally within one-half mile of transit stations. There is no maximum density prescribed for the TOD-C overlay district.

B. The TOD - C district is established:

- 1. To promote new, well-integrated high-density residential, commercial, office, institutional and other employment center development close to TRAX and transit stations;
- 2. To ensure that new development takes advantage of compatible, higher density, transit friendly, design opportunities in close proximity to transit systems in order to provide options for economic development and diversity;
- 3. To encourage pedestrian orientation and human scale in new development and promote public infrastructure that supports transit use and mixed-use development;
- 4. To manage parking and vehicular access utilizing shared parking and driveway access, and quality design of drive-through areas, to avoid pedestrian conflicts; and

- 5. To promote residential development that is compatible with surrounding uses and that is of sufficient scale to create functional mixed use neighborhoods near transit; and
- 6. To encourage, through design, configuration, and mix of buildings and activities, a pedestrian-oriented environment which provides settings for social interaction and active community life.
- **C. Uses.** In the Transit Oriented Development Overlay Core district, uses, buildings, structures or land shall not be used or developed except in accordance with the adopted land use matrix as found in Chapter 15 of this title. The overlay district shall not allow uses that are otherwise prohibited in the base district, unless specifically noted as a permitted or conditional use in the commercial land use matrix under Chapter 15.
- **D. Applicability.** A property owner shall follow the provisions of the Transit Oriented Development Overlay Core District when developing or changing the use of property. If T.O.D. provisions are adopted as part of a development the City may allow for increased building heights, decreased setbacks and decreased parking requirements. For such incentives the City may require increased building architecture and site design features.
- **E. Regulations**. Regulations for the Transit Oriented Development Overlay Core district are as follows
 - **1. Buildings and Site Development**. Buildings, sites and structures shall comply with the requirements for residential and commercial design review found in Chapters 21 and 23 of this title.

2. Minimum Area.

- a. The minimum area of any lot for multi-family development shall be one (1) acre.
- b. The minimum area of any lot for detached single family residential development shall follow of the regulations for R1-5,000 and R1-6,000 of this chapter.
- c. Planned Unit Development (PUD) housing developments shall follow the PUD regulations of this chapter and Title 15.12.
- 3. Minimum Width. Width regulations are as follows:
 - a. The minimum width of any lot for a multi-family development shall be two hundred and fifty (250) feet at all points along the length of the property.
 - b. The minimum width of any lot shall be fifty (50) feet at all points along the length of the property for single family detached homes

- C. The minimum width of any lot shall be thirty (30) feet at all points along the length of the property for single family attached twin homes. The minimum width of any lot for a single family townhome development, consisting of three or more single family attached structures, shall be twenty (20) feet in width at all points along the length of the property.
- d. The Land Use Authority may decrease the minimum lot width along the frontage for residential parcels when accessed from a cul-de-sac or turnaround area. The Land Use Authority may decrease the rear lot width when natural or man-made features would obstruct or impede the lot from meeting the minimum width requirements.
- **4. Minimum Number of Units.** The minimum number of units for any rental multi-family development shall be fifty (50) units.
- **5. Commercial Outdoor Storage**. Temporary outside storage is permitted within the Transit Oriented Development Core Overlay District if the following requirements are met.
 - a. Temporary storage areas, fencing and screening materials for temporary storage areas must be approved by the City before installation.
 - b. In order for the City to approve a temporary storage area there must also be a principle commercial building and use on the property
 - c. Temporary storage areas are prohibited within the front setback area of any property used for temporary storage
 - d. Temporary outside storage facilities shall be located on a properly drained site that is graded to ensure rapid drainage and to ensure that the site remains free from stagnant pools of water.
 - e. The maximum height of any fence or wall that screens the temporary outside storage shall be eight (8) feet in height
 - f. Fencing must screen the temporary outside storage from the Trax line and from any public right-of-way. Fencing and screening materials may include chain link (using a $3\frac{1}{2}$ " x 5" chain link diamond) with pre-installed privacy slats, vinyl, wood, finished masonry and decorative metal. Fencing shall be maintained at all times.
 - g. Temporary storage shall not exceed the height of the fence
 - h. Materials shall be stored in a unified and organized manner.

17.15.040 - Residential Land Use Matrix Table of Uses

The residential land use matrix table of uses describes multifamily complexes greater than 50 units as conditional with the following notes:

- Mixed use Development Required for Residential Uses in Commercial Districts.
 Residential development in this zone must be part of a mixed use development,
 including additional uses described in the commercial use matrix.
 Commercial/Retail uses shall be on the ground floor of a mixed use building or may
 be in a separate building if the commercial uses are located along the street
 frontage.
- 5. **Rental Residential Development.** Rental residential development in this land use district is subject to the design standards described in Title 17.

17.03 - Definitions

"Category II conditional uses means the following uses:

- (1) Residential conditional land uses
- (2) Conditional uses that require design review and are within or adjacent to R1-5, R1-6, RM, Mixed, or TOD zones, regardless of the size of the development; or
- (3) Conditional uses which result in the development of one (1) acre of land or greater, except in the Light Industrial zone.

17.07.040 - Land Use Authority Designations

The Planning Commission is the land use authority on Category II Conditional Use Permits.

17.21 - Residential Design Standards

The residential design standards for urban-style multifamily buildings are attached to this document.

17.25.020 - Landscape Requirements

- G. Landscape Requirements for Parking Lots.
 - Intent. Landscaping is required for parking lots in order to break up large
 expanses of pavement, to provide relief from reflected glare and heat, to guide
 vehicular and pedestrian traffic, and to efficiently and sustainably retain storm
 water.
 - 2. **Applicability.** All hard surfaced parking lots, including those for vehicle sales, with fourteen (14) or more parking spaces shall provide landscaping in accordance with the provisions of this section. Smaller parking lots shall not be required to provide landscaping other than landscaping required for park strips, buffers, and front yards.
 - 3. Parking Lot Landscaping Standards.

i. General Requirements

- 1. Site Plan required.
- 2. All landscaping shall meet clear view requirements.
- 3. Landscaped areas shall be protected by concrete vertical curbs. Curbs shall be designed to allow storm water to enter the landscaped area. Where such curbs serve as a wheel stop for parking spaces, not less than thirty six inches (36") shall be provided in the planting area as overhang clearance for tree locations.
- 4. Pedestrian paths in parking lots, with the exception of crosswalks, shall be bordered by landscaped park strips with a minimum width of three (3) feet, in accordance with the commercial or industrial park strip standards of this chapter.

ii. Interior Landscaping.

1. **Area**. Not less than five percent (5%) of the interior of a parking lot shall be devoted to landscaping.

2. Interior Landscaping Design Standards.

- a. Interior parking lot landscaping areas shall be dispersed throughout the parking lot.
- b. Interior parking lot landscaping areas shall be a minimum of one hundred twenty (120) square feet in area and shall be a minimum of three feet (3') in width, as measured from back of curb to back of curb
- c. Shade trees shall be provided at no less than one (1) tree per seven (7) parking spaces. Tree wells shall be a minimum of five feet in radius measured from the center of the tree trunk. Ornamental trees, shrubbery, hedges, and other plants may be used to supplement shade trees, but shall not be the sole contribution to such landscaping.
- 3. **Perimeter Landscaping.** Where a parking lot is located within a required yard area or within twenty feet (20') of a lot line, perimeter landscaping shall be required along the perimeter of the parking lot. Perimeter landscaping must be at least seven feet (7') in width, as measured from the back of the parking lot curb.

I. Landscape Standards for Specific Uses.

1. Intent. All landscaping shall meet the special requirements of this section according to the specific zoning district requirements, in addition to the requirements of this chapter. When in conflict with other requirements of this title, the requirements of this section shall supersede. The requirements described in this section are minimum standards for specific uses. Additional landscaping standards may be required by other sections of this chapter, development agreements, or conditional use permits.

2. Design Standards.

ii. Multi-Family Developments.

- a. Landscaped Areas: Yards, setbacks, park strips, required buffers, required open space, and parking lot areas shall be landscaped as required in this chapter. Landscaping shall be used to screen ground level utility equipment from view of streets, sidewalks, or walkways to the greatest extent possible.
- b. Plant Coverage: All required landscaped areas shall be landscaped with suitable trees, shrubs, groundcovers, perennials, vegetable plants, other landscaping materials, and/or decorative paving. Plants, not including tree canopies, shall cover at least seventy-five percent (75%) of required landscaped areas.
- c. Site Trees: A minimum of one (1) tree per two thousand (2,000) square feet of landscaped area is required, in addition to requirements for yards, setbacks, park strips, required buffers, and parking lot areas described in this chapter. For properties with more than sixty feet of frontage and where street trees are not appropriate in park strips, street trees shall be placed in the front setback at an interval of thirty feet (30').

J. Landscape Requirements Along Urban Corridor Streets.

- 1. **Intent.**: This section is to establish landscaped area standards that will enhance the aesthetic perception of the City by improving the visual image of the urban corridor streets in South Salt Lake. The landscape requirements in this section are in addition to those required elsewhere in this chapter.
- 2. **Applicability**. The landscaping standards in this section shall be required for all properties with frontage along State Street, 2100 South, 3300 South, 3900 South, 900 West, 300 West, and 700 East.

3. Design Standards.

- i. Area: Installation of a minimum of fifteen (15) feet of landscaping along the entire length of the property between the back of the sidewalk along the urban corridor street and any fence, parking lot, or structure on the site is required.
- ii. Prohibited Uses and Activities: Parking, display, sales, storage, structures, or temporary signage are not allowed in the landscaped areas.
- iii. Approved access driveways and walkways are allowed to cross the landscape area.
- iv. Outdoor seating areas up to three hundred (300) square feet in area for restaurants and similar public uses are allowed in the landscape areas.

17.27.060 - Parking Space Requirements.

E. Alternative Parking Plan

4. Transit Oriented Development Modification.

- a. Residential Parking in the Transit Oriented Development Core District
 - i. Site Plan Approval Required. Parking quantities, design, and layout shall be approved through the development application process and meet the standards of the current parking chapter with the following exception:
 - ii. The standard requirement for residential parking is 1.5 stalls per unit. The land use authority may consider increases or reductions to standards outlined in the accompanying table, up to 20% of the standard requirement.
 - iii. Dedicated visitor parking. Developers shall clearly indicate the location of dedicated visitor parking through directional signage, marked stalls, or other means to be determined in site plan review.
 - iv. Parking Spillover Management Plan. For developments requiring a conditional use permit, the land use authority may require a parking spillover management plan for peak demand periods.

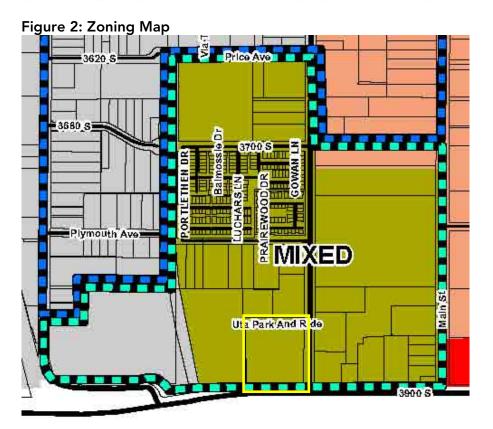
Eligible Parking Rate Reductions				
Amenity	Recommended Reduction (Stalls/Unit)			
Care Share (limit 1 car/100 units)	0.05			
Unbundled Parking (100%)	0.1			
Bike Share	0.05			
Bike Lockers/Storage	0.05			
Development Supplied Transit Passes	0.15			
Senior Housing	0.2			
Student Housing (<.25 miles from campus)	0.1			

b. Commercial Parking

- i. Commercial use transit oriented developments may receive up to a twenty-five (25) percent reduction in parking when located within the Transit Oriented Development-Core Overlay District. Uses within the Transit Oriented Development Overlay District may receive up to a twenty (20) percent reduction. For a development to qualify for the parking reduction it must meet, at a minimum, one additional requirement as follows:
- ii. Development consists of two or more land uses that have different parking patterns and peak parking demand hours. Regulations for shared parking shall be followed as found in subsection (F) of this section except for the following provisions specific to TOD areas: For mixed use developments, no one use may consist of less than twenty (20) percent of the building square footage. Mixed use buildings that contain residential uses shall be a minimum fifty (50) percent of the building square footage.
- iii. Provisions are made that increase light rail ridership through the use of transit passes or other transit incentives.
- iv. Provisions are made for long term bicycle storage for residential tenants or business employees. Long term storage shall consist of facilities such as lockers, indoor parking areas or other secure areas designated for parking.
- v. Alternative proposals approved by the land use authority that will encourage and provide for increased transit ridership.

Figure 1: Aerial





Analysis

Existing Conditions. The existing site is a parking lot serving the UTA park-and-ride facility at the Meadowbrook TRAX station. UTA determined that the excess parking is not needed at the station and is seeking a redevelopment of the property as a mixed use project to leverage access to transit.

Proposed Uses. The applicant is proposing 156 units, of which 122 will be set aside for low-to-moderate income households, to include 50 units of supportive housing for individuals with mental and physical disabilities. The project will include ground-floor retail that will serve the building residents, as well as the general community. There is no density limit in the TOD Core overlay district, and all multifamily housing projects approved in this district require a mixed use component.

Proposed Building Design. The project is a five story building, with a maximum height of 64 feet. The height and build-to-zones fall within the allowances established in the residential design standards. The residential space will wrap a parking garage providing 202 covered parking stalls. The renderings present a modern building design that is oriented toward the corner of West Temple and 3900 South. The building design must conform to the City's residential design standards for urban-style multifamily buildings. The building design and site layout have been reviewed by staff, including the Fire Marshal.

Parking and Access. The applicant is seeking to provide 228 parking stalls for the residential and commercial uses in the building. This parking rate is determined by applying the parking rate for assisted living units to those units intended for permanent supportive housing for the clients of the Columbus Community Center. The remaining units will require parking at a base rate of 1.5 stalls per unit, with allowances made for the eligible rate reductions for parking in TOD areas established in the municipal code. 45 stalls are proposed for the commercial components, which represents a 25 percent reduction of the required parking for commercial. The Parking and Access requirements allow for a reduction in TOD Core areas. The applicant has prepared a parking study, which will be transmitted to the Planning Commission along with a formal staff report.

Access to the site will be from West Temple, or from an internal circulation drive on UTA's park-and-ride facility.

Amenities and Open Space. The applicant proposes to concentrate amenities on or near the ground floor, utilizing an outdoor plaza area for most activities. The applicant proposes the following amenities to be included in the development:

- Children's playground
- Exercise room
- Computer lab
- Community garden
- Community room with full kitchen
- Barbeque areas

Landscaping. The site provides 20 percent common open space, to include the outdoor plaza. Additionally, the applicant is providing a 15-foot landscaped buffer along 3900 South, as required by City code. Exterior open spaces will be landscaped according to the City's landscape standards.

Moderate Income Housing Plan Considerations. In 2016, South Salt Lake City adopted a Moderate Income Housing Plan that identified a need for additional housing for households that earn up to 80 percent of the City's median household income, which was nearly \$36,000 in 2013 dollars. Specifically, the plan recommends that the City support the creation of at least 200 new units for households earning from 50 to 80 percent of the City's median household income. This proposed project will fall within that guideline.

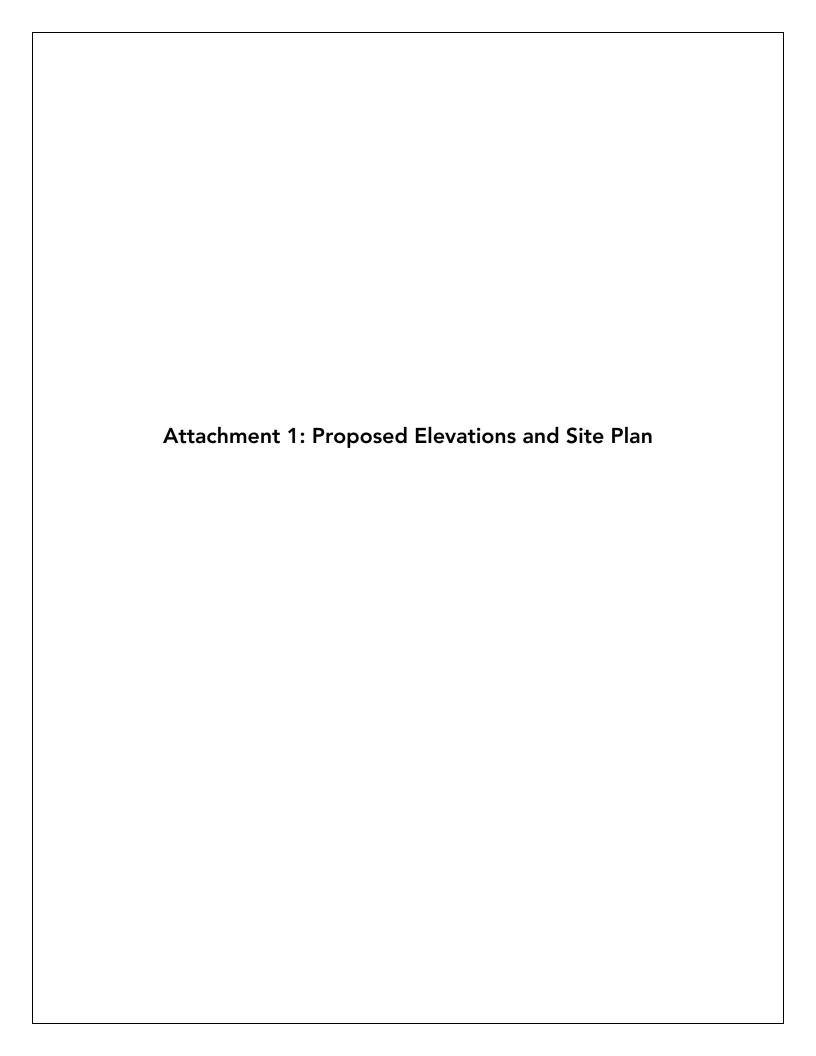
Staff Recommendation

Staff recommends approval of a conditional use permit to construct a 156-unit mixed use, mixed income multifamily residential project to be located at 3844 South West Temple with the following conditions:

- 1. The applicant will develop a landscape plan that complies with the provisions of Chapter 17.25 of the South Salt Lake City Municipal Code.
- 2. The applicant will comply with the residential design standards for urban-style multifamily buildings, as found in Chapter 17.21 of the South Salt Lake City Municipal Code.
- 3. The applicant will comply with all parking and access requirements established in Chapter 17.27 of the South Salt Lake City Municipal Code.
- 4. The applicant will comply with all requirements of the South Salt Lake City Fire Marshal, the South Salt Lake City Engineer, and the South Salt Lake City Building Official prior to receiving a Certificate of Occupancy.
- 5. The applicant will participate in a CPTED review of the development prior to being issued a building permit.
- 6. All items of the staff report.

Attachments

- 1. Proposed Elevations and Site Plan
- 2. Applicant Letter
- 3. Residential Design Standards General Standards and Urban-Style Multifamily Design Standards.
- 4. Columbus Community Center Corporate Resume
- 5. Market Study
- 6. Parking and Traffic Studies





THE HUB: MIXED USE RESIDENTIAL DEVELOPMENT SCHEMATIC DESIGN DRAWINGS







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THE HUB: MIXED USE RESIDENTIAL DEVELOPMENT

3900 SOUTH WEST TEMPLE SOUTH SALT LAKE, UT 84115

SCHEMATIC DESIGN SET

UNIT STATS

1BR = 7 units

2BR = 2 units

3BR = 0 units

UNIT STATS (TOTALS)

1BR = 91 units

2BR = 46 units

3BR = 19 units

PARKING STALLS

ON GRADE = 23 stalls 1F = 98 stalls 2F = 74 stalls

TOTAL = 195

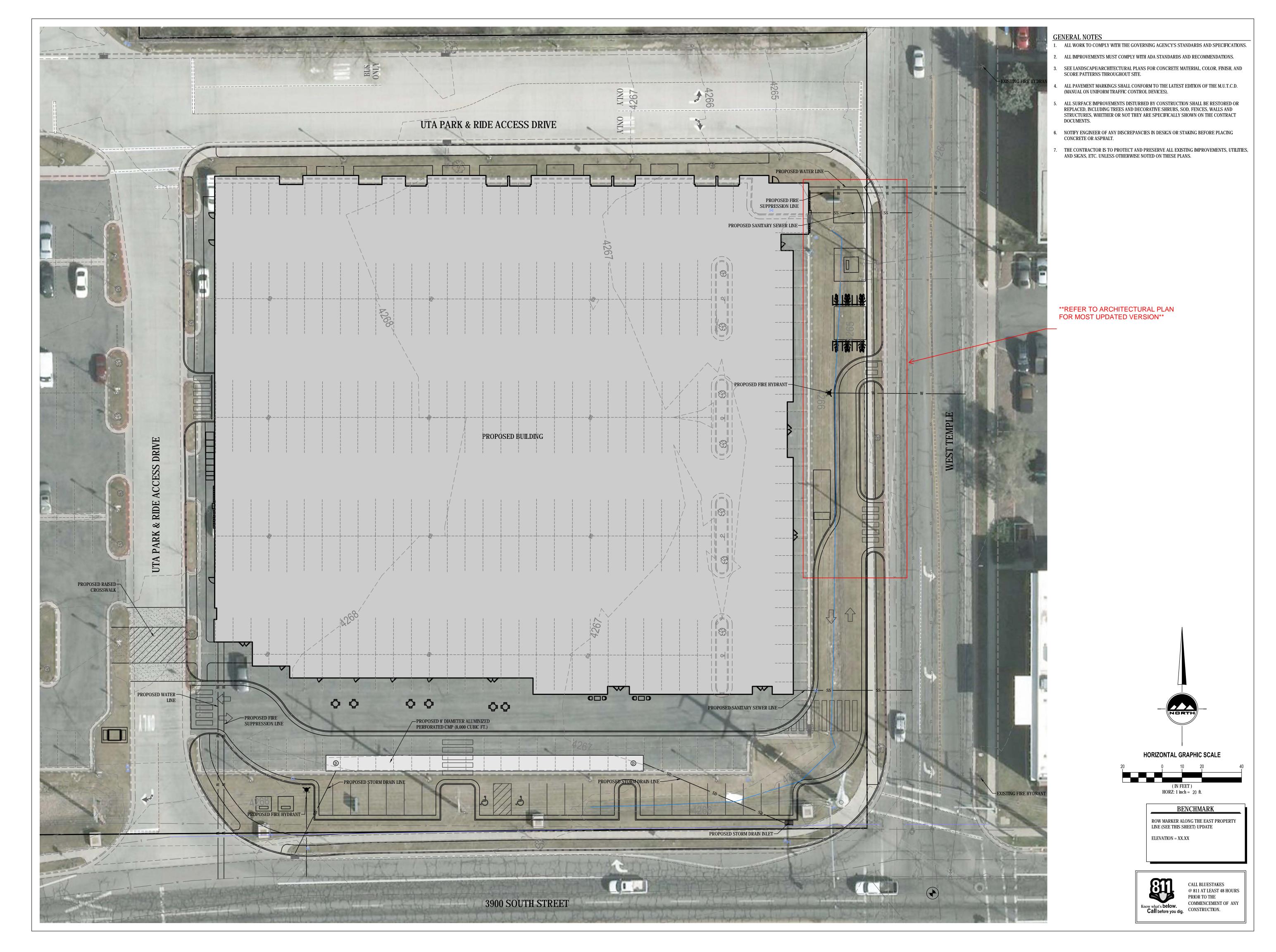
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SALT LAKE CITY
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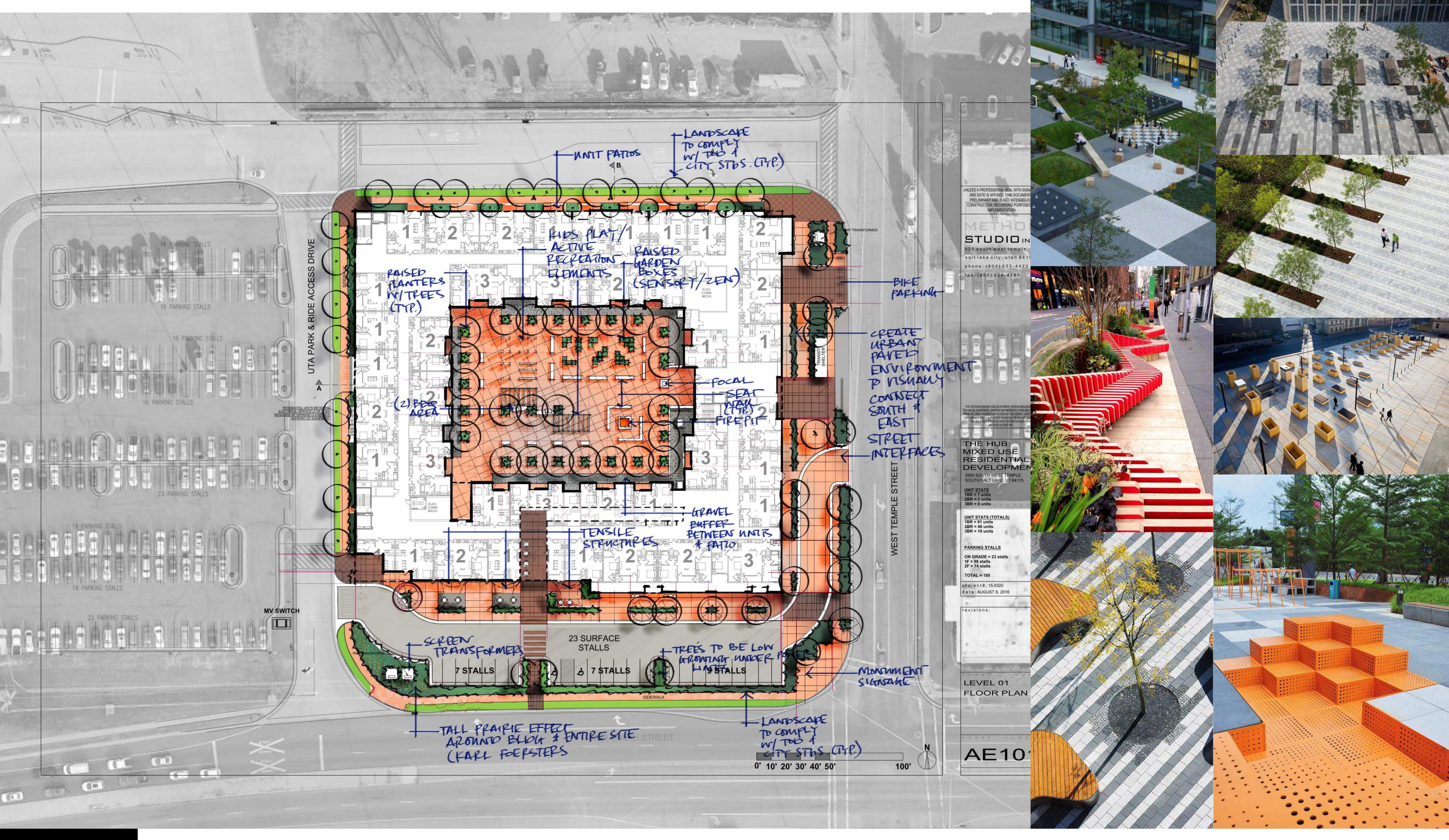
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SITE PLAN

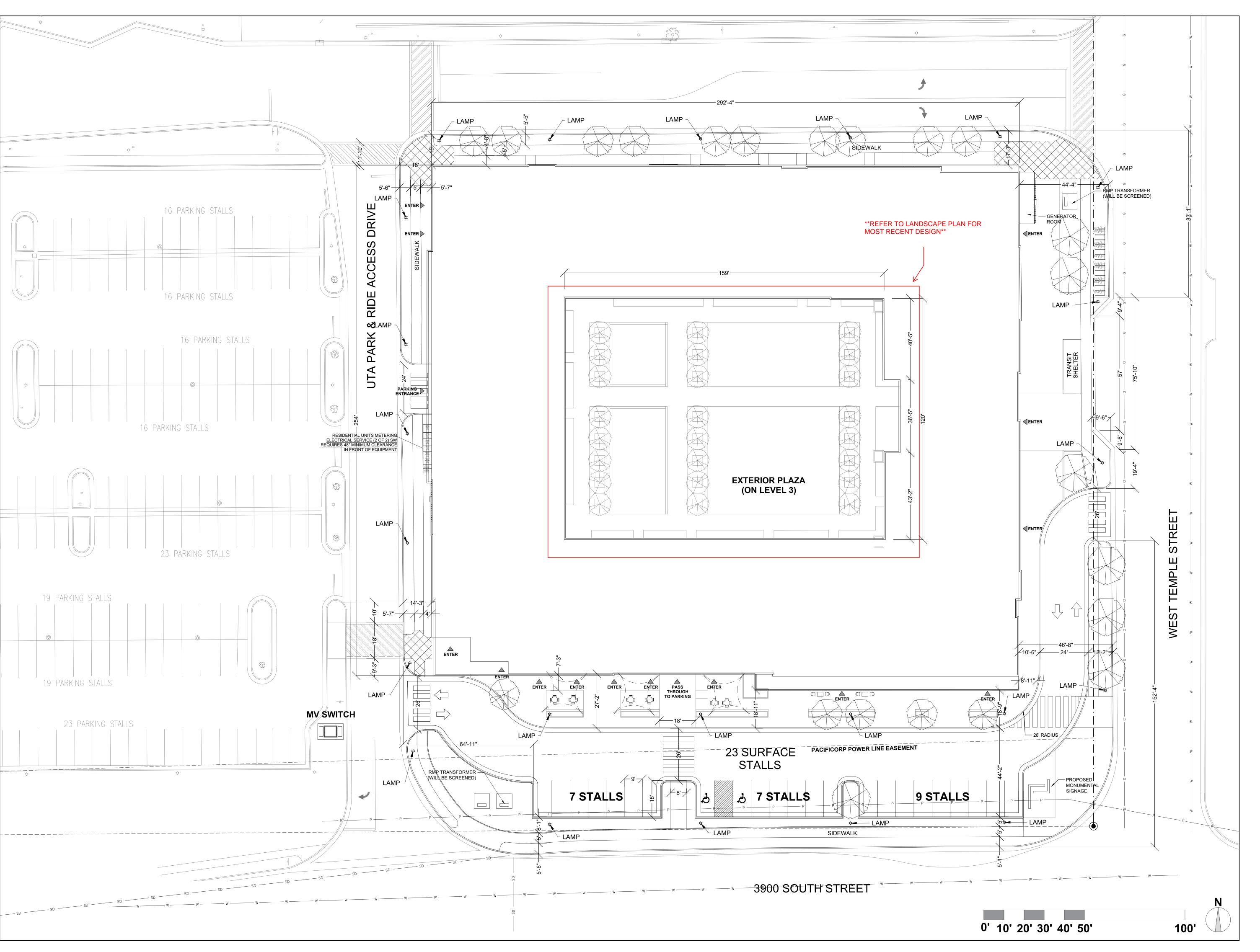
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SCHEMATIC DESIGN SET

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UNIT STATS (TOTALS)

1BR = 91 units

2BR = 46 units

3BR = 19 units

PARKING STALLS

ON GRADE = 23 stalls 1F = 98 stalls 2F = 74 stalls

TOTAL = 195 project#: 15.0320

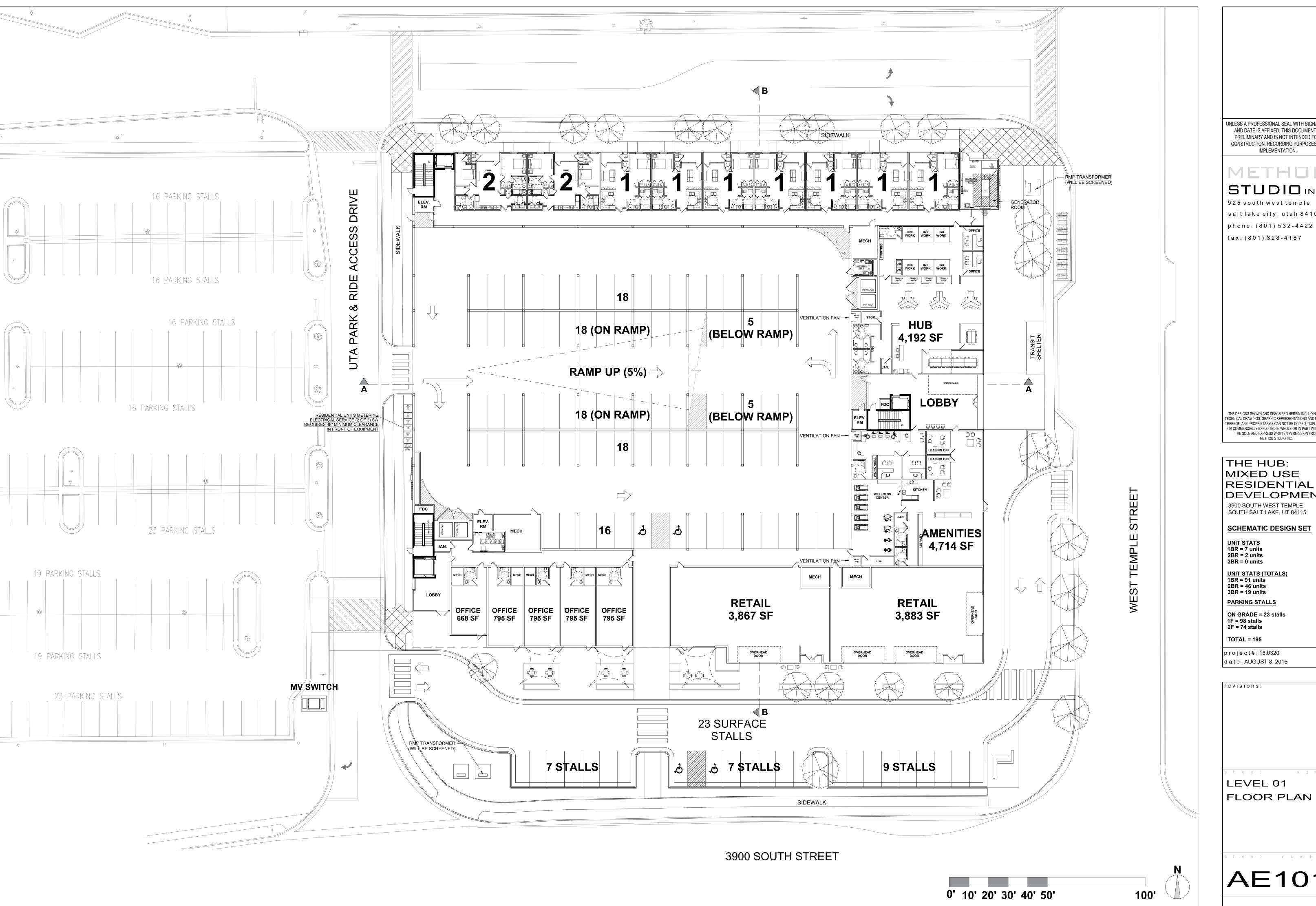
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THE HUB: MIXED USE RESIDENTIAL DEVELOPMENT 3900 SOUTH WEST TEMPLE SOUTH SALT LAKE, UT 84115

SCHEMATIC DESIGN SET

UNIT STATS

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2BR = 2 units

3BR = 0 units

UNIT STATS (TOTALS)

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3BR = 19 units

PARKING STALLS

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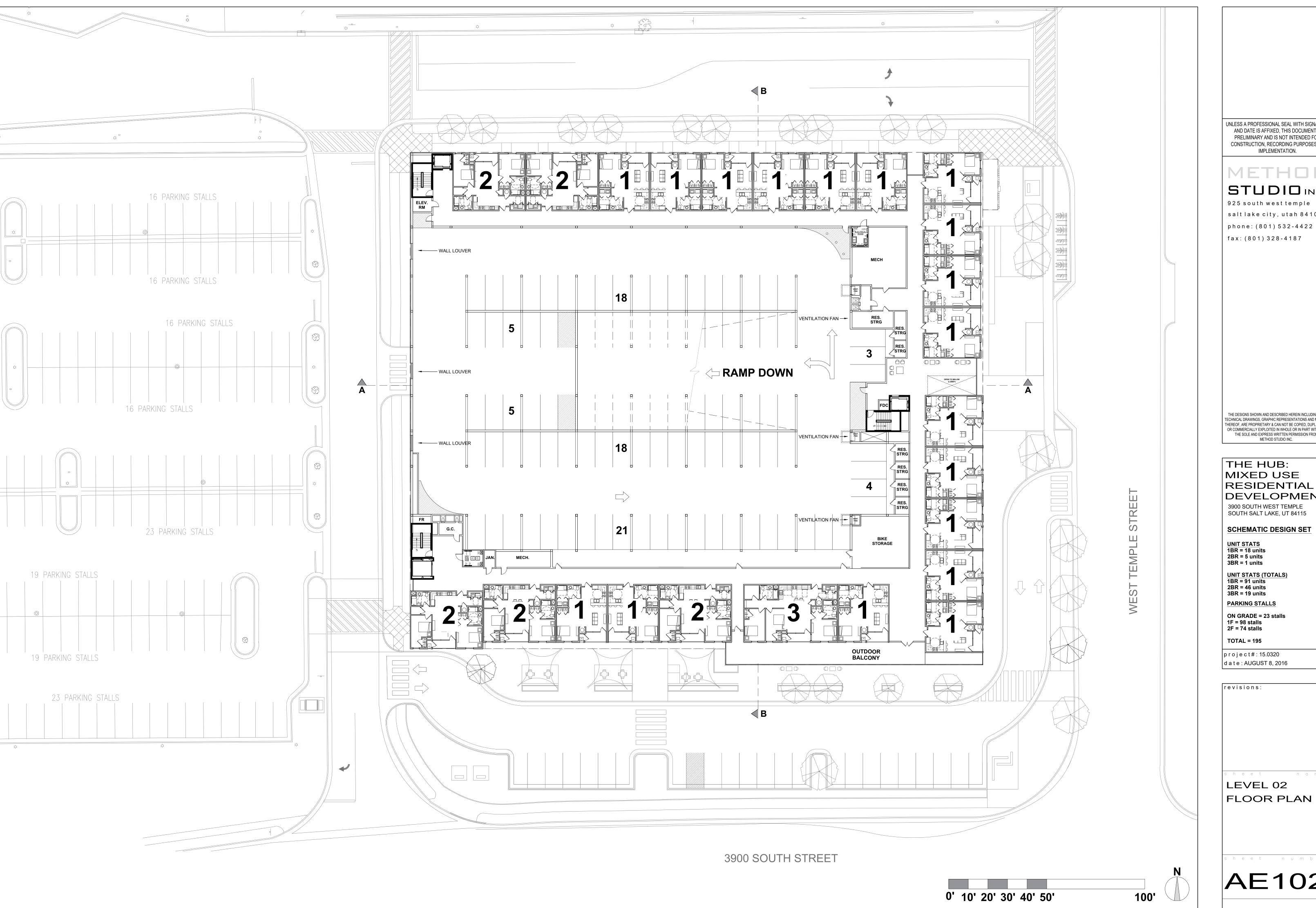
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3900 SOUTH WEST TEMPLE SOUTH SALT LAKE, UT 84115

SCHEMATIC DESIGN SET

UNIT STATS
1BR = 18 units
2BR = 5 units
3BR = 1 units

UNIT STATS (TOTALS)

1BR = 91 units

2BR = 46 units

3BR = 19 units

PARKING STALLS

ON GRADE = 23 stalls 1F = 98 stalls 2F = 74 stalls

TOTAL = 195

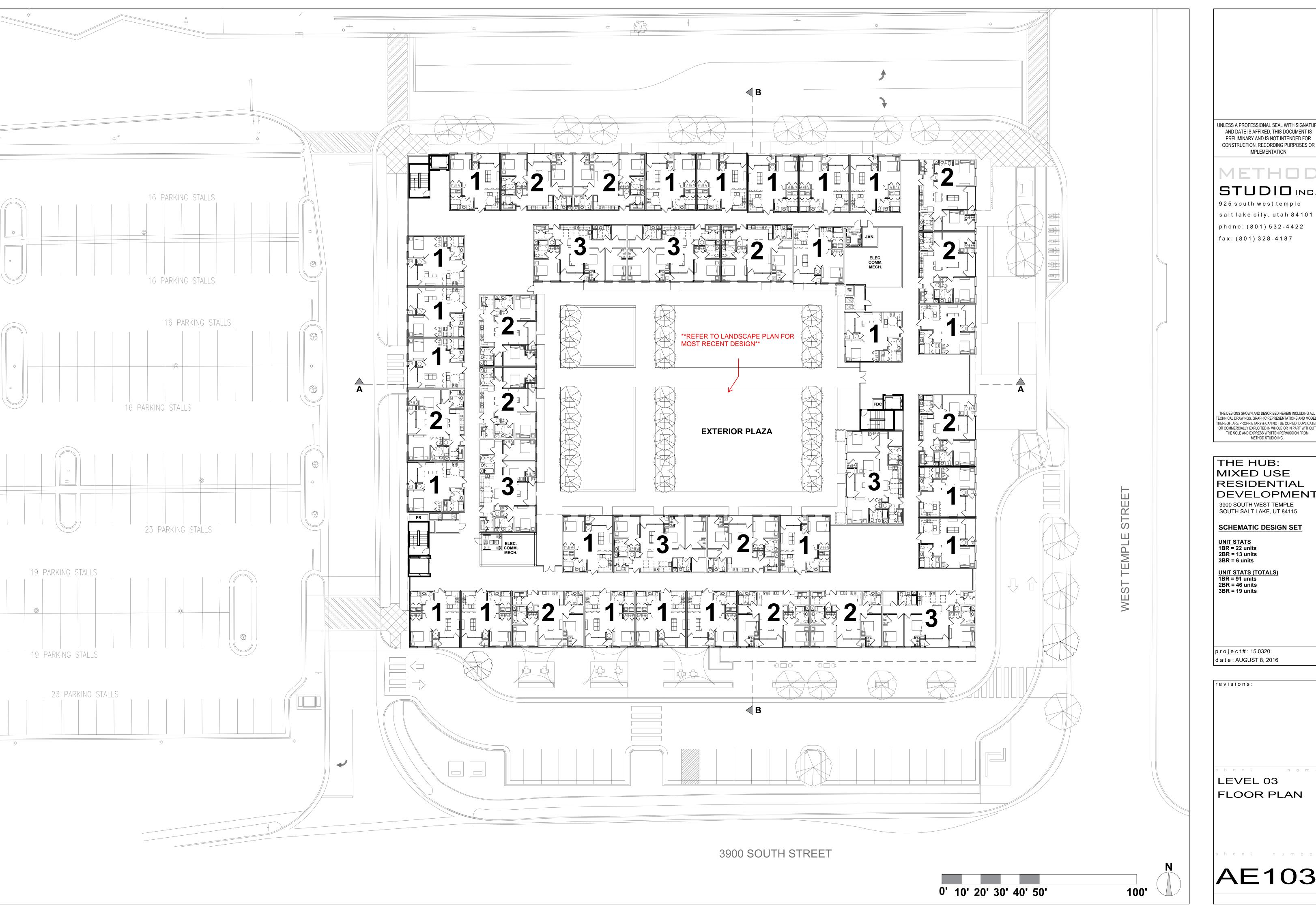
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SCHEMATIC DESIGN SET

UNIT STATS

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2BR = 13 units

3BR = 6 units

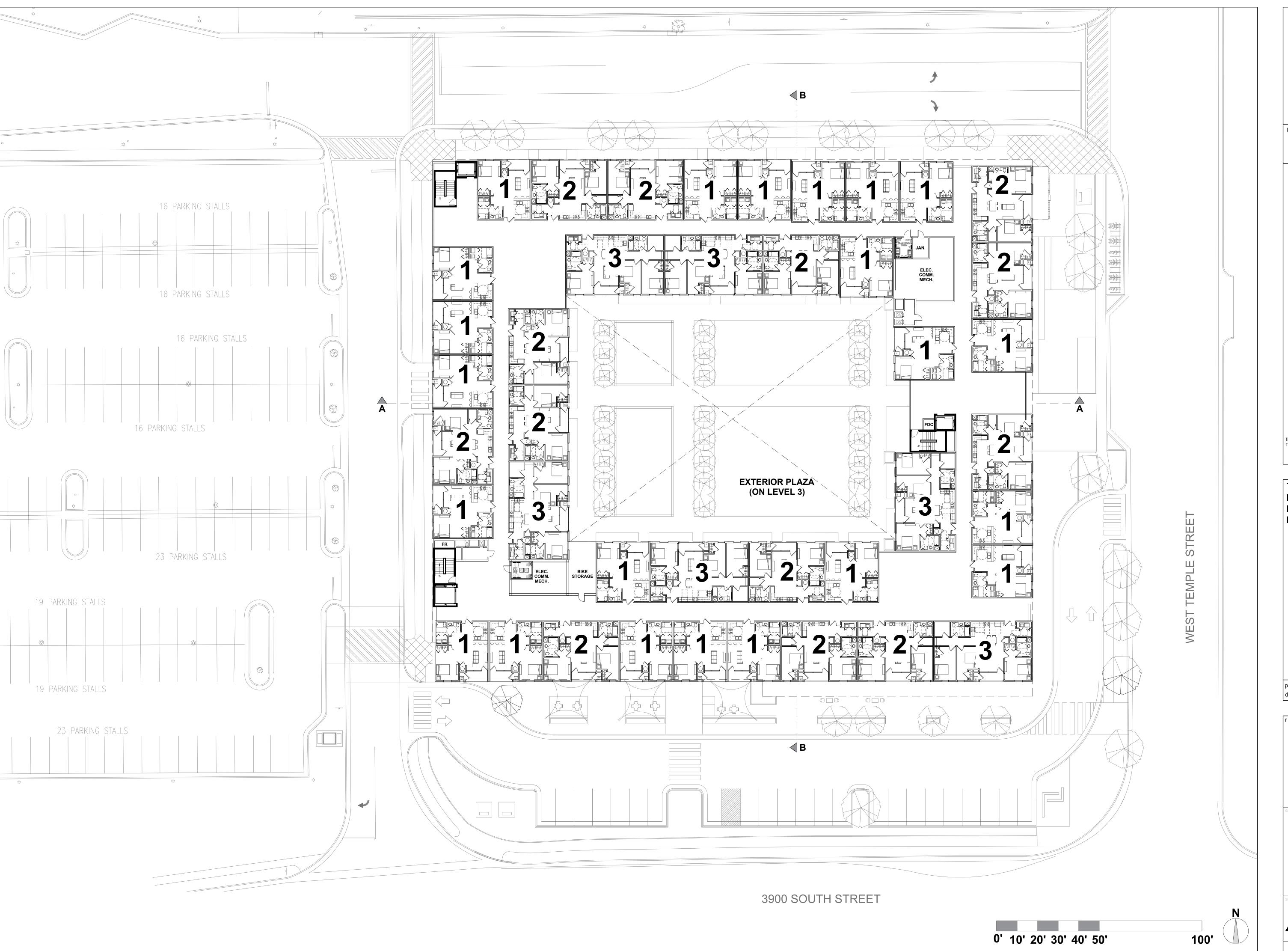
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2BR = 46 units
3BR = 19 units

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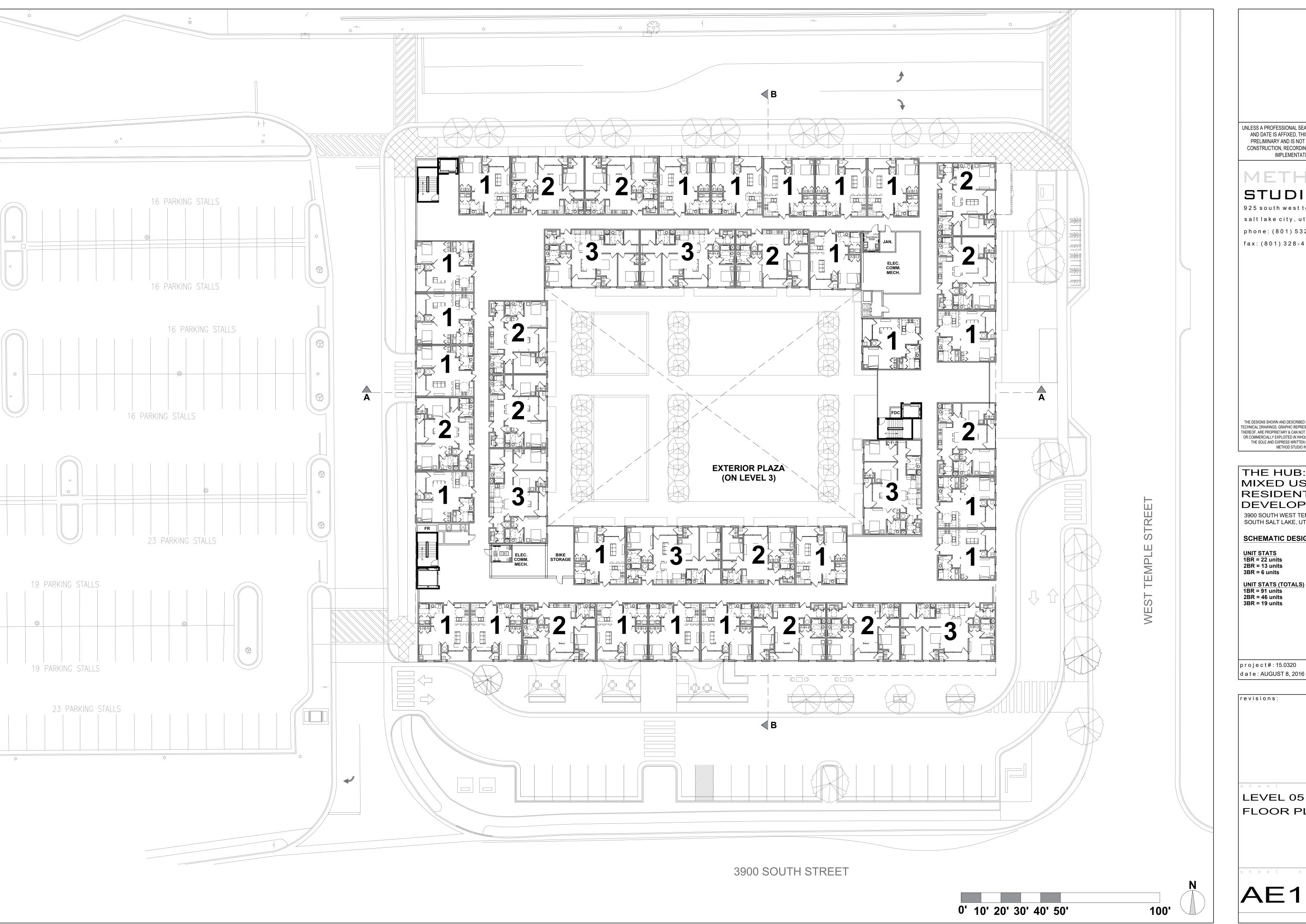
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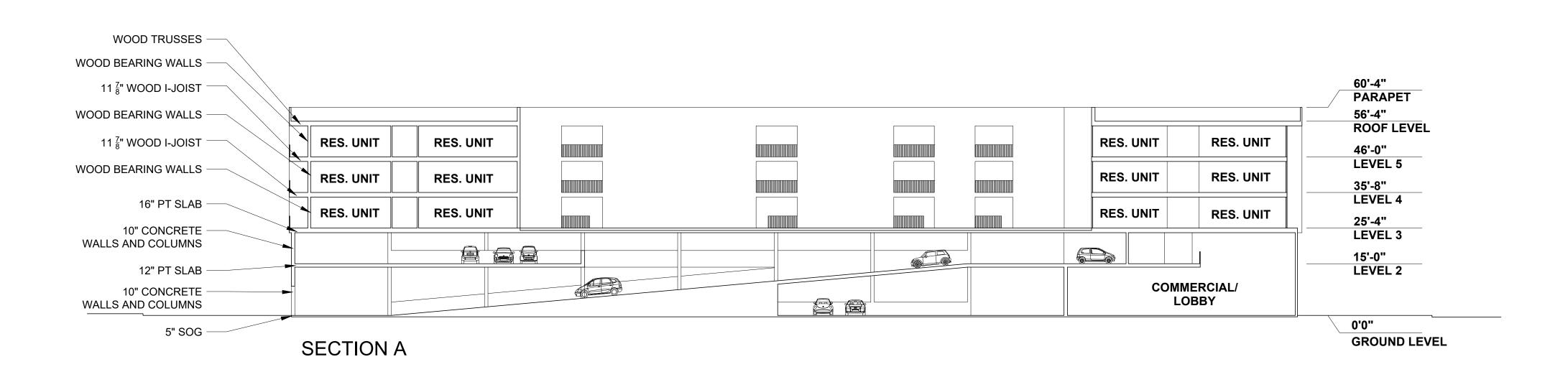
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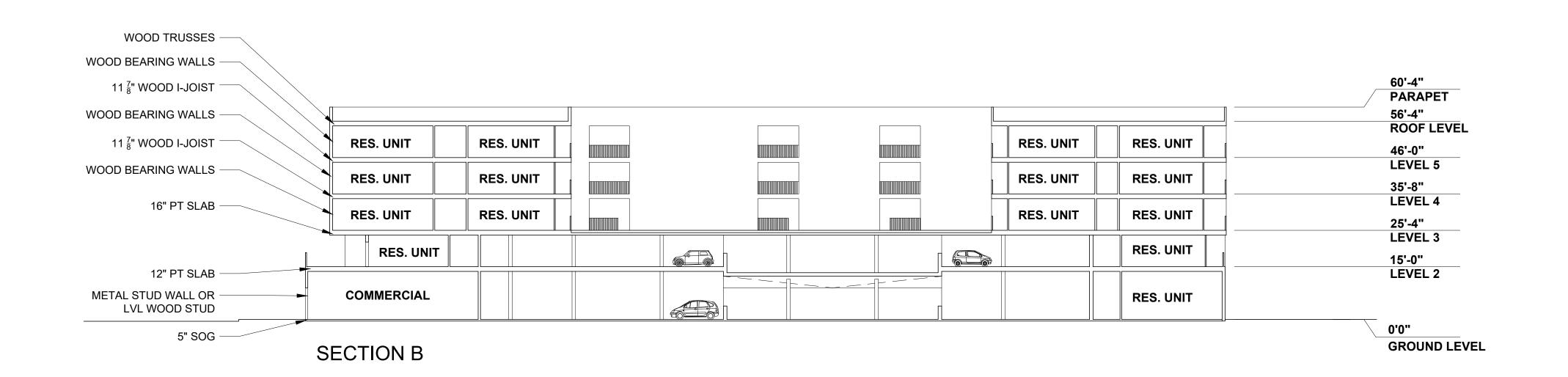
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BUILDING SECTIONS

0' 10' 20' 30' 40' 50'

100'

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THE HUB: MIXED USE RESIDENTIAL DEVELOPMENT

3900 SOUTH WEST TEMPLE SOUTH SALT LAKE, UT 84115

SCHEMATIC DESIGN SET

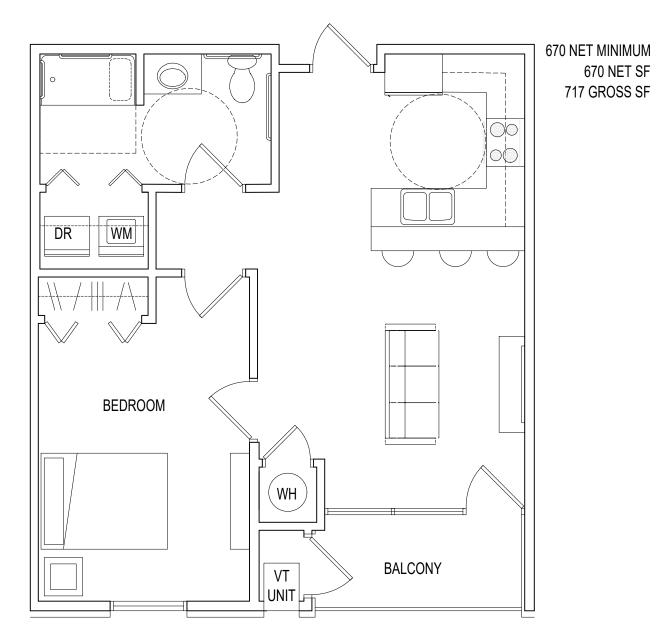
project#: 15.0320 date: AUGUST 8, 2016

revisions:

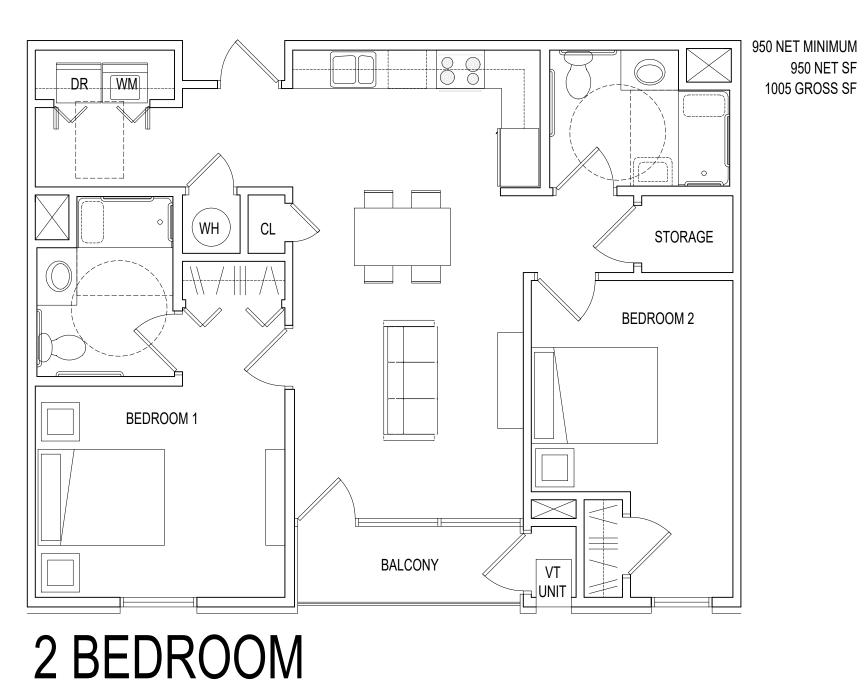
BUILDING SECTIONS

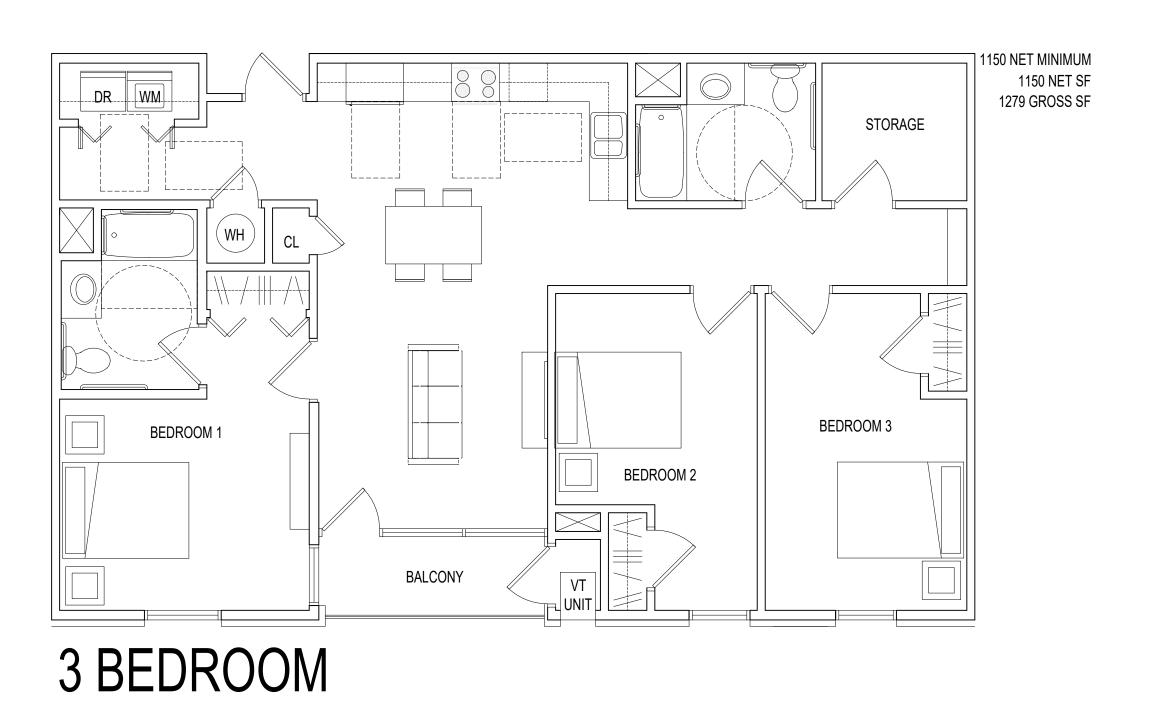
AE301

h e e t n u m b e



1 BEDROOM





ENLARGED UNIT PLANS

30'

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STUDIO INC.

925 south west temple salt lake city, utah 84101

phone: (801) 532-4422

fax: (801) 328-4187

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THE HUB: MIXED USE RESIDENTIAL DEVELOPMENT

3900 SOUTH WEST TEMPLE SOUTH SALT LAKE, UT 84115

SCHEMATIC DESIGN SET

UNIT STATS (TOTALS)

1BR = 91 units

2BR = 46 units

3BR = 19 units

project#: 15.0320

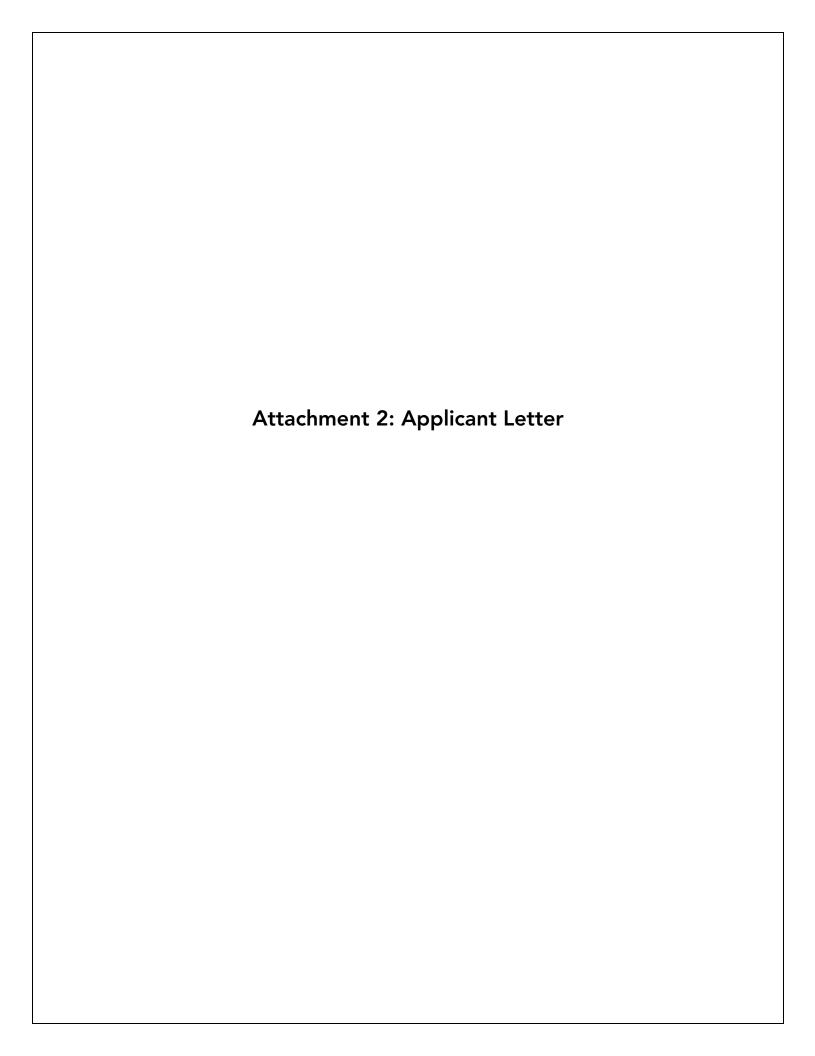
d a t e : AUGUST 8, 2016

revisions:

ENLARGED UNIT PLANS

AE401

heet numbe



August 11, 2016

Mr. Michael Florence 220 East Morris Avenue, Suite 200 South Salt Lake City, Utah 84115

Dear Mr. Florence:

The Housing Authority of the County of Salt Lake (HACSL) along with Columbus Community Center (CCC), on behalf of The Hub of Opportunity are submitting a Conditional Use Permit Application for a new mixed-use, mixed-income, transit-oriented development located at 3844 South West Temple at the Meadowbrook TRAX Station, which will be situated on approximately 2.8 acres. Once completed, The Hub will provide a total of 156 residential units, supporting 122 low-income restricted units, 50 of which will provide special needs supported housing for individuals with mental disabilities (i.e., developmental and intellectual disabilities) and physical disabilities. The goal is to distribute the population mix equally throughout the building to create an intentional community that is responsive to the integration of a mixed demographic that will deliver an invaluable asset to the neighborhood and the Utah Transit Authority's Meadowbrook site.

The one, two, and three low-income restricted bedroom apartments will rent for approximately \$275 to \$748 per units. The expected timetable for construction and occupancy would be approximately 16 to 24 months from the date the project is awarded funding approvals from Utah Housing Corporation.

This project is a five-story (64') building, featuring a Texas donut style parking garage providing 202 covered parking stalls, along with 25 on-site parking stalls, approximately. The commercial space will provide 16,120 SF of retail and office space all of which will front both 3900 South and West Temple corridors. All levels will include residential units providing 134,581 SF with a grossing factor of 20% for amenities and common areas. Amenities will be provided on the ground floor as well as on the outdoor plaza providing 19,942 SF of outdoor living space. The amenities space will include: a tot lot, workout facility, computer room, raised garden area, community room with full kitchen, and BBQ areas. The residential component will consist of approximately 156 one, two, and three bedroom units.

The Hub of Opportunity also has a plan for sustainable development that incorporates Enterprise Green Communities, and more specifically, will give consideration to integrated design, site location, and neighborhood fabric, site improvements, energy efficiency, and materials that are beneficial to the environment.

Collaborative partners for this project include the Housing Authority of the County of Salt Lake, Columbus Community Center, Method Studio Architects, Ensign Engineering and Land Surveying, Michael A. Ferro – Internet Properties, Inc., and Steven Graham. The Housing Authority will lead this project to conclusion and will leverage the consultation and expertise of the entire team. All partners have participation in like development efforts; all projects were completed and delivered within the projected timelines and within the project budgets.



HOUSING AUTHORITY OF THE COUNTY OF SALT LAKE

3595 South Main Salt Lake City, UT 84115

Phone (801) 284-4400 TDD (801) 284-4407 Fax (801) 284-4406

> JANICE KIMBALL Executive Director

Board Chair David Fitzsimmons

Vice Chair Jennifer Johnston

Commissioners Lori Bays Stephanie Bourdeaux Mark Johnston Roderic Land Olivia Niitsuma



One of the great strengths of this partnership is its ability to raise funds and maintain mutually beneficial relationships with lenders/investors, private foundations, community foundations, and state and local governments. HACSL also enjoys a wide variety of equity investors who have participated in past successful multifamily projects. This project will look at receiving approval from both state and federal housing credits.

If you have any questions or need additional information, please feel free to contact me by phone at 801-284-4448 or email at troyhart@hacsl.org. Thank you for your time and consideration in reviewing the submitted Conditional Use Permit Application.

Regards,

Troy Hart

Real Estate Development Manager



17.21 - Residential Design Standards

17.21.010 Purpose

The purpose of this chapter is to establish minimum design standards for new residential construction that will:

- A. Ensure that new buildings are compatible within existing neighborhoods;
- B. Support and enhance walkable neighborhoods in the City;
- C. Cultivate desirable developments and neighborhoods to encourage long-term residency;
- D. Facilitate innovation in building design and energy efficiency standards.
- E. Promote clarity, transparency, and flexibility in design review and development approval processes.

17.21.020 Applicability

The standards of this ordinance shall apply to all residential yard areas and all exterior construction or site development when:

- A. New construction of one or more habitable structures occurs on undeveloped, vacant, or cleared property.
- B. A building permit is issued for any addition, expansion, or intensification of any property that increases the floor area of a building.
 - 1. Building permits for minor additions to existing residential structures shall be eligible for a modification to the residential design standards, as outlined in Section 17.21.040.
 - 2. Building permits for major additions to existing residences shall meet the standards of this ordinance. Noncomplying design elements of the existing residential structure shall be brought into compliance with the design standards as part of a permit for a major addition, except where full compliance with the requirements of this chapter is impossible due to existing site or building conditions.
- C. A change of use to a more intensive use of a building through the addition of dwelling units or gross floor area.

17.21.030 Exemptions

- 1. Historically contributory structures as designated by the South Salt Lake Planning Commission;
- 2. Structures intended to house public utilities;

- 3. Agricultural uses and stables; and
- 4. Uses without habitable structures such as surface parking lots, golf courses, driving ranges, parks, athletic fields, and similar uses.

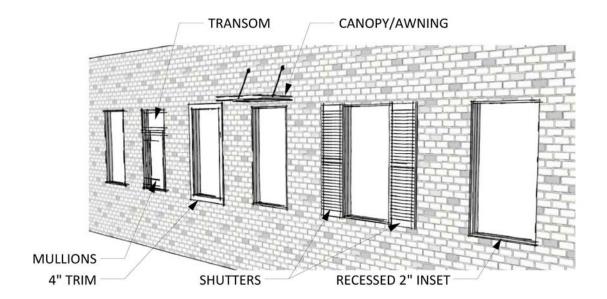
17.21.040 Modifications

- A. At the discretion of the Land Use Authority, the frontage, orientation, primary façade, materials, build-to zones and setback requirements, required amenities, or open space requirements may be modified in order to ensure that new buildings are compatible within existing neighborhoods; to support and enhance walkable neighborhoods in the City; to cultivate desirable developments and neighborhoods; to encourage long-term residency; and to facilitate innovation in building design and energy efficiency standards.
- B. An applicant may submit a design review application to the Land Use Authority, proposing an innovative design proposal that varies from specific requirements but that achieves the purpose of this chapter.
- C. **Minor Additions:** Building permits for minor additions to existing residential structures that increase are subject to the following modified residential design standards:
 - For additions where the primary façade of the existing structure is to be maintained, the
 frontage, orientation, primary façade, roof pitch, materials, build-to zones, and setbacks
 for minor additions shall be compatible with the existing structure and with other
 residential structures in the neighborhood.
 - For additions where the primary façade of the existing structure is to be altered, the changes shall comply with the frontage, orientation, primary façade, roof pitch materials, build-to zones and setback requirements established in this chapter.
 - 3. Additions and modifications are subject to the height requirements established in this chapter.
 - 4. Expansion of a noncomplying structure is subject to the standards established in Chapter 17.23 of this code.
- D. The Land Use Authority may not modify height or building form requirements as established in this chapter, except for the following:
 - If an applicant seeks a modification to the height requirements for detached house, mansion-style multifamily, or townhouse-style multifamily buildings in an existing R1, RM, or Agriculture land use district, the applicant shall submit a design review application to the Planning Commission requesting a modification to the maximum height requirements.

- E. The Land Use Authority may modify the requirements of this chapter where full compliance is impossible due to existing site or building conditions.
- F. The Land Use Authority may not modify the requirements of this chapter on the basis of an applicant's financial hardship.

17.21.050 General Design Standards

- A. **Frontage.** The primary façade of all buildings shall front directly onto a street or common open space area except as specified otherwise in this chapter.
- B. **Orientation.** Development shall be parallel to the street it fronts, or built to be consistent with existing development patterns.
- C. **Primary Façade.** Except for structures in multi-building developments, at least one Primary Facade shall be provided on the façade facing the primary street the structure fronts. The primary facade shall contain at least one public pedestrian entrance. For the purposes of this section, the primary street shall be the street from which a structure derives its street address. Buildings on corner lots shall locate the Primary Facade on the building corner closest to the adjacent street intersection.
- D. Windows. Windows shall be required, at a minimum, on all the Primary Facade of all buildings.
 - 1. Windows along the Primary Facade of buildings shall have a minimum transparency of 70 percent.
 - 2. All windows along the primary façade of buildings shall incorporate at least one of the following standards:
 - a. mullions and/or transoms
 - b. Trim or molding at least four inches (4") in width
 - c. Canopies, shutters, or awnings, proportional to window size.
 - d. Recessed inset from the front façade by at least two inches (2").

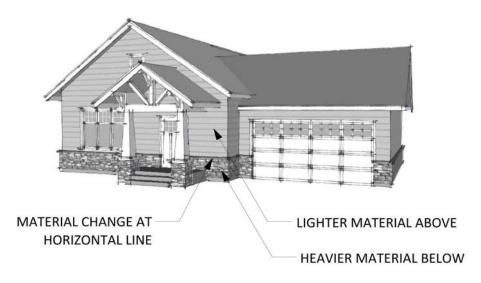


E. Materials.

- 1. **Prohibited Primary Materials.** No building shall incorporate corrugated metal siding, stucco within 18 inches of the grade, or exposed smooth-finish concrete block as primary materials on the building's primary façade unless the materials are supplemented with one or more of the following supplemental materials to comprise at least forty percent (40%) of the front facade:
 - a. cementitious fiber board,
 - b. brick,
 - c. wood,
 - d. stone,
 - e. architectural or ornamental glass, excluding windows,
 - f. architectural metal panels, or
 - g. EIFS.

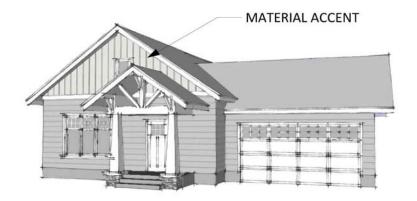
2. Arrangement.

a. Where two or more materials are proposed to be combined on a façade, the heavier and more massive material shall be located below the lighter material.





b. Material changes shall occur along a horizontal line or where two forms meet; and material changes may occur as accents around windows, doors, cornices, at corners, or as a repetitive pattern.



c. Primary façade materials shall not change at outside of building corners, and shall continue along any side façade visible from a street or pedestrian right-ofway. Materials may change where side or rear wings meet the main body of a structure. Primary façade materials used on buildings on corner lots shall be extended the full length of the sides visible from a street or pedestrian right-ofway.



F. Compatibility.

- 1. Building forms on lots that front across the street from one another shall be similar in scale, form, and massing, to the maximum extent practicable.
- 2. Structures on corner lots shall maintain consistent average setbacks with buildings on either side regardless of the building form used.

3. Infill development shall utilize the same building form as development on either side, to the maximum extent practicable.

G. Yard Areas

 All residential building forms established in this ordinance shall include front, rear, and side yards as defined in the Definitions section of this title and as required by this title.
 Space needed to meet the requirements for yard areas on a specific parcel or development shall not be sold or leased away from that parcel or development.

2. Yard Requirements and Qualifications.

- **a.** Yard areas shall not be used for parking, except for driveways or garages as required by this title.
- **b.** Any yard area visible from a public street shall not be used for storage.
- **c.** Fences, courtyards, and patios may be allowed provided they meet the requirements established elsewhere in this title.
- **d.** All front and corner side yard areas as required by this title shall be landscaped according to the landscape standards established in this title.

3. Projection of Architectural Elements and Mechanical Equipment into Yard Areas

Projection of architectural elements and mechanical equipment into required yard areas beyond setbacks or build-to-zones is permissible according to the standards established in the table below. Projection of architectural elements and mechanical equipment into yard areas must comply with the clear view requirements established in this title.

Element	Front and Corner Side Yard	Side Yard	Rear Yard			
Steps, porches, landings, stoops, and porticos	4 feet	2 feet	4 feet			
Eaves, cornices, overhangs	2 f	4 feet				
Bay windows, cantilevered rooms, and awnings	4 feet	2 feet	4 feet			
Balconies	Shall not project	6 feet				
Mechanical Equipment	Shall not project into yard areas.	2 feet	4 feet			
Exterior Staircases as allowed	Shall not project	4 feet				

17.21.060 Building Form Standards By Land Use District

- **A. Building Forms.** This ordinance establishes building form standards that are applied based upon the type of structure being built or redeveloped. The allowable types of specific building form standards are established below in the Building Form Matrix.
 - Matrix Explanation. The matrix below lists allowed and prohibited building types within South Salt Lake's Commercial, Transit Oriented Development, Mixed Use, Business Park, Professional Office, Light Industrial, Historic, Agriculture, Gateway, Community Facility, Entertainment, and Residential Zones. The letter "A" shall mean "allowed." For those building forms that are associated with a shaded box in a zone, that building type is prohibited within the designated zoning district.

2. Building Forms and Associated Land Uses: The uses permitted within a building are determined by the base and overlay land use districts in which it is located, as indicated in the following table.

Building Form	Commercial Corridor	Commercial Neighborhood	Commercial General	TOD and TOD-C	Mixed Use	Business Park	Professional Office	Light Industrial	Historic	Agriculture	Gateway West	Community Facility	Entertainment Overlay	Open Space	R1-6,000	R1- 5000	Residential Multiple	Planned Unit Development
Detached House		Α		Α	Α		Α			Α	Α				Α	Α	A^1	Α
Mansion-style Multifamily	Α			Α	Α		Α				Α						Α	Α
Townhouse-style Multifamily	Α	Α	Α	Α	Α						Α						Α	Α
Garden-style Multifamily	Α		Α		Α						Α						Α	
Urban-style Multifamily	Α		Α	Α	Α						Α						Α	

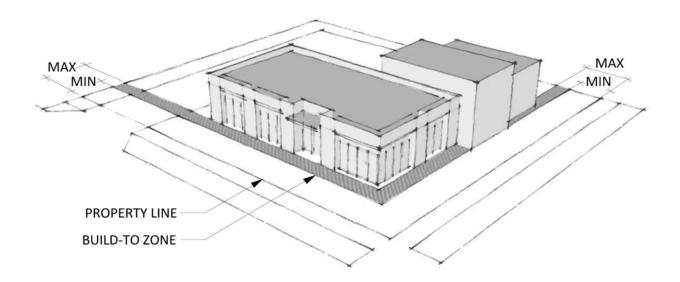
- 3. Building Forms and Associated Land Uses Table Reference Requirements.
 - 1. The detached house form may not be used for dwelling units intended for renter-occupancy in the Residential Multiple Land Use District.

B. Build-to Zones and Setbacks

A "Build-to Zone" shall mean an area of lot designated for placement of a building façade along a street frontage, located parallel to a front or corner property line. The Build-to Zone defines an area in which the locations of building fronts can vary within a specified range, as described in the table below.

1. Front and Corner-side Build-to Zones

Build-to Zone	Commercial Corridor	Commercial Neighborhood	Commercial General	TOD and TOD-C	Mixed Use	Light Industrial	Professional Office	Gateway West	Entertainment Overlay	R1-6,000	R1- 5000	Residential Multiple
Min – in feet	10	10	10	5	5	10	10	20	10	20	20	20
Max – in feet	25	20	20	15	30	25	20	30	25	25	25	30



2. Side and Rear Setbacks

Side and rear setbacks are described in the table below.

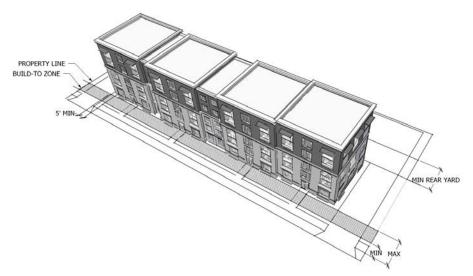
Building Form	Side Yard in feet	Rear Yard in feet			
Detached House	12 ^{1,2}	20 ²			
Mansion-Style Multifamily	8 ²	20 ²			
Townhouse-Style Multifamily	5 ²	20 ²			
Garden-Style Multifamily	10	10			
Urban-Style Multifamily	5	5			

3. Side and Rear Setbacks Table Reference Requirements

- 1. Detached house buildings must have a total combined side yard setback of twelve (12) feet. The minimum setback on any one side is five (5) feet.
- 2. Setbacks in planned unit developments are subject to the development standards established in Title 15 of this code.

17.21.110 Urban-style Multifamily Building.





The Urban-style multifamily Building includes residential dwelling units arranged in a building in a stacked configuration where units are located side-by-side and one atop another. Dwelling units with an Urban-style Multifamily Building may be for rental, condominium, or cooperative ownership. The uses permitted within an Urban-style Multifamily Building are determined by the base and overlay land use districts where it is located. Buildings using this form shall include amenities as specified in this chapter.

A. Frontage and Orientation

1. Single-Building Developments. Developments composed of a single structure using the Urban-style Multifamily Building form shall comply with the frontage and orientation standards described in the general design standards established in this chapter.

- **2. Multiple Building Developments.** The primary entrance and front façade of individual buildings within a multiple building development shall be oriented toward the following, listed in priority order:
 - a. Public streets
 - **b.** Perimeter streets
 - **c.** Primary internal streets
 - d. Parks or other common open space; and
 - e. Secondary internal streets

Primary entrances or facades shall not be oriented toward off-street parking lots, garages, or carports.

- **B. Building Height.** Except for structures using the Urban-style Multifamily Building Form on parcels within the Central Pointe, or Streetcar Overlay Zones, building using this form shall be no higher than sixty-five feet (65') from grade to the peak of the roof or, for flat roofed structures, the top of the parapet.. Buildings using this form located within 100 feet of an existing single-family residential land use district as measured from the closest property lines shall incorporate the following height transition:
 - **1.** Beginning at the minimum build-to zone line of the subject property, the maximum height is thirty-five feet (35').
 - 2. Additional height for buildings using this form may be added at a ratio of one (1) additional vertical foot of building height to two (2) horizontal feet of distance from the nearest setback line.
 - **3.** The building height transition requirement ends at 100 feet from the adjoining single-family residential land use district.
- C. First Floor Height Requirements. Buildings using the Urban-style Multifamily Building Form shall have first floor with a minimum ceiling height of twelve feet (12') measured from floor deck to floor deck.

D. Materials.

1. Exterior building walls of structures using the Urban-style Multifamily Building Form shall be wood clapboard, cementitious fiber board, wood board and batten, wood siding, brick, stone, split-faced masonry block, or similar material. Stucco, EIFS, glass, architectural metal panels, or corrugated metal may be used as accent materials only and shall not be the primary material used on any exterior wall.

- 2. For structures using the Urban-style Multifamily building form, an identifiable break shall be provided between the ground floor or second floor and upper floors. This break may consist of a change in material, a change in façade articulation, or similar means.
- **3.** Structures using the Urban-style multifamily building form shall have roofs clad in asphalt shingles, wood shingles, standing seam metal, a similar material, or a combination of similar materials, or shall have flat roofs as specified in this section.
- **4.** Accessory buildings shall be constructed of similar materials as used on the principal structure(s).
- **E. Stairways and Corridors.** All stairways and corridors intended to provide access to dwelling units in structures using the Urban-style Multifamily Building form shall be enclosed.
- F. Porches, Balconies, and Private Patios.
 - 1. At least seventy percent (70%) of the dwelling units in an Attached Residential Building that faces a public street, a perimeter street, primary internal street, or park or common open space shall have either a porch, a balcony, or a private patio. Porches, balconies, or patios shall be a minimum of 60 square feet in area and a minimum of five feet (5') in depth.
 - **2.** Porches, balconies, and private patios shall be configured to avoid views into rear yards of parcels containing single-family dwellings to the maximum extent practicable.
- **G. Common Open Space.** Buildings using the Urban-style Multifamily Building Form shall include common open space, according the following standards:
 - 1. At least 20 percent (20%) of the development site, excluding dedicated rights-of-way and required build-to zone and setback areas, shall be common open space. Common open space for Urban-style Multifamily buildings may be exterior or interior space.
 - 2. Open space may take a variety of forms, but must be intended for use by all tenants.
 - **3.** Private balconies, patios, and indoor recreation or common areas shall not be included in the calculation for open space.
 - **4.** Parking lot landscaping as required shall not be included in the calculation for open space.
- **H. Roofs.** Roofs on buildings using the Attached Residential Building form shall comply with the following standards:
 - 1. Pitched roofs covering the main body of the structure shall be hip style, monopitch or shed style, mansard, or shall have symmetrical gables.
 - **2.** Monopitch roofs shall maintain a minimum pitch of 4:12 and all other roofs covering the main body of a Detached House Building shall maintain a minimum roof pitch of 6:12

- **3.** Roof forms shall be designed to correspond and denote building elements and functions, including primary pedestrian entrances and arcades.
- **4.** Flat roofs may be used for Urban-style Multifamily Buildings. All flat roofs shall require a minimum two foot parapet wall along the roofline. The following additional conditions apply:
 - a. The parapet shall have a three dimensional cornice treatment.
 - b. The parapet shall extend along all facades of the building
 - c. The parapet shall fully screen any roof-mounted equipment.
 - d. Additional two-foot projections or recesses in the façade plane every 40 feet.
- **5.** All roof vents, pipes, antennas, satellite dishes, and other roof penetrations and equipment (except chimneys) shall be located on the rear elevations or configured to have a minimum visual impact as seen from an adjacent street.

I. Facades.

- **1.** All elevations of structures using the Urban-style Multifamily Building form visible from the street shall provide doors, porches, balconies, or windows in the following amounts:
 - a. A minimum of 40 percent of front elevations; and
 - b. A minimum of 25 percent of side and rear building elevations.
- 2. For the purposes of this section, a building elevation shall include the entire wall surface on a building side from grade level to underneath an overhanging eave or to the top of the cornice.
- **3.** For the purposes of this section, an elevation is measured as the full horizontal distance of a façade wall from the grade to the underside of an overhanging eave or cornice.
- **4.** Facades of structures using the Urban-style multifamily Building form facing streets or containing the Primary Facade(s) to dwellings shall provide a minimum of three of the following design features for each residential unit fronting onto a street:
 - A. Projections or recesses in the façade plane every 30 feet. Projections or recesses must have a minimum depth of two feet;
 - B. Different exterior building materials or colors;
 - C. Decorative patterns on exterior finish (e.g. scales/shingles, wainscoting, ornamentation, and similar features);

- D. One or more dormer windows, or box or bay windows with a minimum twelve-inch projection from the façade plane;
- E. Eaves with exposed rafters or a minimum twelve-inch projection from the façade plane;
- F. A parapet wall with an articulated design which entails design variation rather than a simple rectilinear form; or
- G. Multiple windows with a minimum four-inch wide trim.

J. Garages.

- 1. Individual garages or carports serving structures using the Urban-style Multifamily Building form shall be located to the side or rear of such buildings, and shall be oriented perpendicular to the primary streets located around the perimeter of the development.
- 2. For buildings using the Urban-style Multifamily Building form that incorporate a shared garage at the street level, the facade shall include treatments to enhance the pedestrian environment and obscure the view of parked cars, such as artwork, decorative grilles, Unique material treatments, or projections or recesses in the façade plane every 30 feet. Shared garages at the street level shall incorporate openings with grillwork or other treatments to resemble windows.

K. Off-Street Parking Location.

- 1. Off-street surface parking, including access and travel ways, located on the side of a structure using the Urban-style Multifamily Building Form shall not occupy more than 30 percent of the lot's public street frontage.
- L. Pedestrian Circulation. Structures using the Urban-style Multifamily Building Form shall provide full pedestrian access across the front façade in the form of a sidewalk at least five feet wide. Crosswalks used as part of an internal pedestrian circulation system, or across driveways accessing public streets, shall be constructed of a contrasting paving material.
- **M. Meter and Equipment Placement.** Wall-mounted and ground-based meters, HVAC, and utility equipment serving a Urban-style Multifamily Building shall:
 - 1. Be fully screened from view, or located to the sides or rear of the structure they serve, and
 - **2.** Be placed in close proximity to one another.
- **N. Waste Container Placement.** Waste containers serving a Urban-style Multifamily building shall not be located between the building and the street it fronts. Waste containers shall be designed according to the standards set forth in this title.



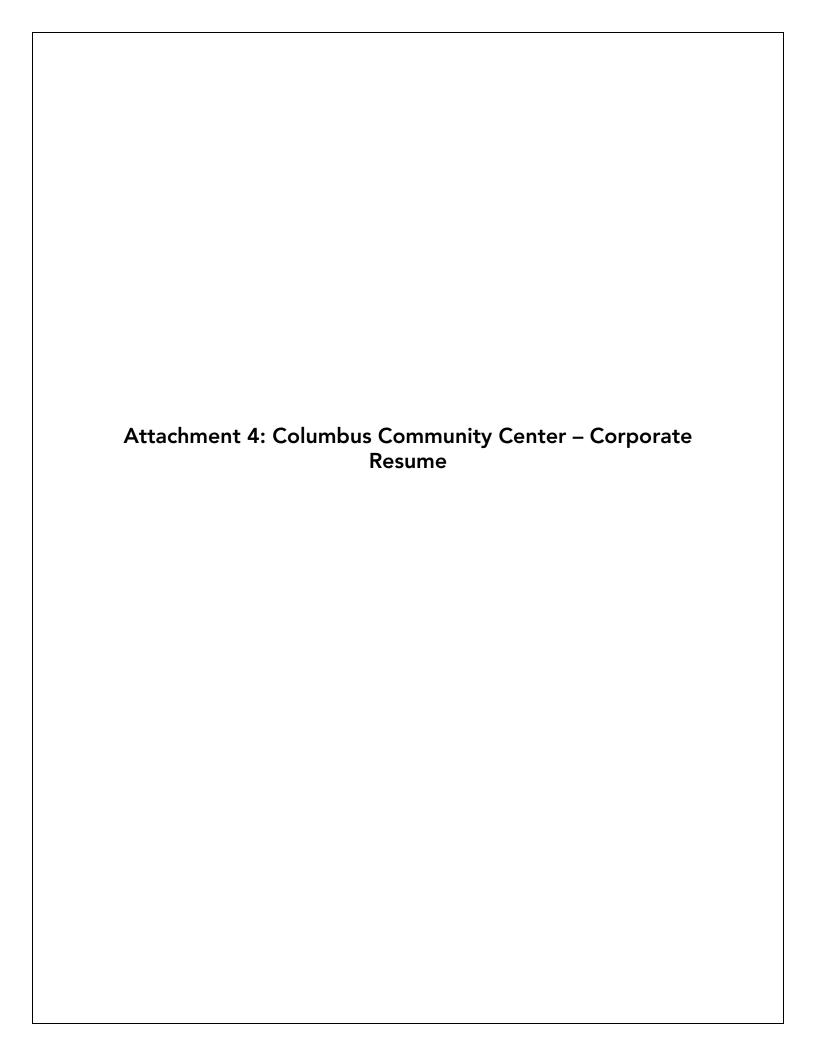


17.21.120 Required Amenities for Multifamily Residential Buildings

- **a. Required Amenities.** Buildings using the Mansion-style Multifamily or Townhome-style Multifamily form as part of a rental residential development, and all buildings using the Garden-style or Urban-style Multifamily Form shall include the following amenities:
 - 1. An interior common social gathering area of at least four hundred (400) square feet for each fifty units, or portion thereof, within the building or development.
 - 2. Three items from the Unit Features Section, two items from the General Amenities Section, two items from the Recreation Amenities Section, and one items from the Energy Efficiency Enhancements section described in the table below for each fifty units, or portion thereof, within the building or development. Developers may propose alternative amenities in any category as part of a site plan review, subject to final approval by the Land Use Authority.
 - 3. For multifamily residential building developments in excess of 150 units, buildings shall include nine items from the Unit Features Section, six items from the General Amenities Section, six items in the Recreation Amenities section, and three items in the Energy Efficiency Enhancements section. Developers may propose an equivalent number of alternative amenities in any category as part of a site plan review, subject to final approval by the Land Use Authority.

B. Table of Required Amenities

Unit Features	General Amenities	Recreation Amenities	Energy Efficiency
			Enhancements
Must Choose 3 per each	Must Choose 2 per each	Must Choose 2 per each	Must Choose 1 per each
50 units or portion	50 units or portion	50 units or portion	50 units or portion
thereof	thereof	thereof	thereof
Individual Garages for at	Exterior Social Area – at least	Pool - at least 400 square	Compliance with ENERGY
least 50 percent of units	400 square feet	feet	STAR New Homes Standard
Washer/Dryer Connections	Project Security – automated gate or guard	Internal Fitness Facilities	for buildings three stories or fewer
Private porches, patio, or	gate of gaara	Secured, programmed,	Compliance with ENERGY
balcony – at least 70 square	Enclosed Parking	children's play areas	STAR Multifamily High Rise
feet			Program for buildings four
Upgraded floor coverings, in	Secured, Enclosed Storage Units	Hot Tub	stories or greater
place of or in addition to	Offics	Community Garden	In stallation of photocoltain
carpet	Public Transit Use Incentive	Perimeter Trail	Installation of photovoltaic panels, wind turbines, or other electric generating
Visitability features for at	Offering of Permanent On-	Connect Count	renewable energy source to
least 10 percent of units	Site Social Activities	Sport Court	provide at least 20 percent of
	Library, Office, or Meeting		the project's estimated
Nine-foot ceilings for each	Facilities		electricity demand.
unit	racinties		, , , , , , , , , , , , , , , , , , , ,
Enhanced soundproofing			Design and install required
Zimaneca sounaproomig			connections for the
Solid Doors throughout unit			installation of PV or solar hot
			water system in the future.
			Electric Vehicle Charging Station
			Participation in a recycling
			program as part of a rental
			agreement or HOA
			Installation of tankless hot water systems.
			Demonstrated compliance
			with any of the criteria listed
			in the Site Improvements,
			Water Conservation, or
			Energy Efficiency sections of
			the 2011 Enterprise Green
			Communities Criteria





SOCIAL SERVICES | BUSINESS SERVICES

Corporate Resume 2016-17

Kristy Chambers, Chief Executive Officer 3495 South West Temple Salt Lake City, UT 84115 801-262-1552 TTD 711 www.columbusserves.org



Columbus residential and employment services are accredited by the Commission on Accreditation of Rehabilitation Facilities (CARF).



Mission, Background, and Stakeholders

Our Mission

Transforming the lives of individuals with disabilities through employment training, day programs, and housing since 1968.

For more information about Columbus, visit the website at www.columbusserves.org.

About Columbus

For almost 50 years, the center has worked with individuals with disabilities to help them acquire the independent life skills they need to participate meaningfully in society. The Columbus Community Center was started in 1968 by parents of children with developmental disabilities who wanted an alternative to state hospitals. They were a visionary group with some practical issues that they were tackling in their lives. In the beginning, the center survived and thrived because parents provided financial support, facility maintenance, and program supervision. It was a labor of love for the ones they loved.

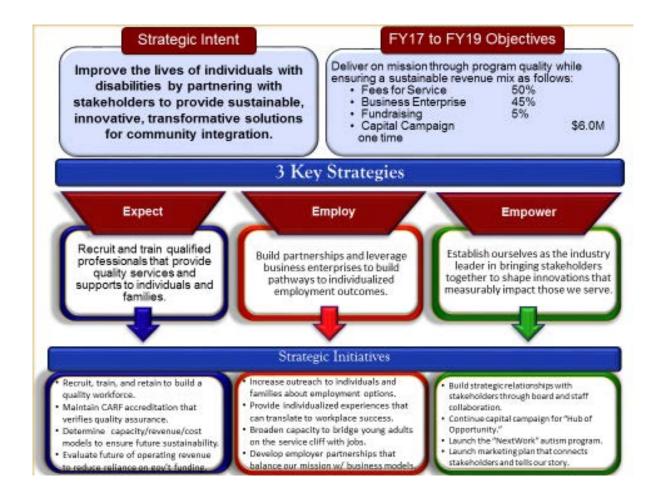
A milestone for children with disabilities was reached in 1972 with the passage of U.S. House Bill 105. This new law mandated a free and public education for all schoolaged children with disabilities. As this law took effect, the center's continuum of services was separated into two major components still in evidence today—services for vocational training for school-age children and job training, coaching, and placement for adults after graduation. Columbus is one of the oldest service providers in Salt Lake and pioneered the concept of deinstitutionalizing individuals with severe disabilities and integrating them into the community.

Our business strategy is to build partnerships with local businesses and social service agencies that support us in our "social enterprise" business model. The goal of this model is to find ways to train, employ, and support people so they can be self-sufficient and independent. This is the business model that drives our efforts to provide services to people with disabilities.

Many of our clients are multiply disabled, and our trained staff work with each individual to provide the support and training that is most appropriate. Based on individual need, we work with people who live and work independently as well as those who require ongoing care in a residential setting. Some of our participants have been able to work for most of their adult lives. In fact, some have been with our organization for 40 years.



Our Strategic Plan



Our Stakeholders

Columbus Community Center's primary purpose is to support people with disabilities. To do this, the center must work with a variety of stakeholders:

- **People with disabilities.** We provide a wide range of services for people with disabilities. Typically, our stakeholders have multiple disabilities—most commonly a combination of developmental and physical disabilities. Our programs address concerns such as underdeveloped social skills, inappropriate behaviors, insufficient work skills, and inadequate living skills.
- Families/caretakers. Families often do not have the resources and skills to address the issues associated with caring for a loved one who has multiple



disabilities. Columbus programs can be critical for providing families with resources and respite care.

- Business customers that purchase our services and products. We serve a number of business customers in the community. This allows us to generate employment opportunities for many of our participants while providing quality service and products to our customers. Through contracts with local business partners, Columbus offers services such as secure shredding and recycling, assembly work, manufacturing, production line work, janitorial services, and grounds maintenance, to name a few.
- The social service agencies and advocacy groups that support people
 with disabilities. Columbus personnel work collaboratively with social service
 agencies to ensure that each individual receives the appropriate combination of
 care and services.
- The funding agencies that provide funding for support services. Individuals with disabilities receive funding and entitlements from multiple Federal and state sources. The primary funding sources include the State of Utah Division of Services for People with Disabilities (DSPD); State of Utah Department of Rehabilitation Services (DRS); the Salt Lake City School District; (SLCSD) and the Veterans Administration (VA).
- Donors that support our programs and capacity building. Donors generously support Columbus's efforts to expand new programs and facilities as needed. Currently, Columbus is raising \$6 million for the "Hub of Opportunity" transit-oriented development as well as ongoing funding for the NextWork autism program.

CARF Accreditation



Columbus residential and employment services are accredited by the Commission on Accreditation of Rehabilitation Facilities (CARF). www.carf.org. This internationally recognized accreditation demonstrates that Columbus complies with the highest quality standards in the industry. Columbus has maintained its accreditation since 1976.



About the Individuals Served at Columbus

According to U.S. Census data, we have this statistical picture of disabilities:

- 1 in 5 individuals in the general population have some kind of disability
- 4% of the population has some kind of intellectual or cognitive disability
- 1 in 11 individuals between the ages of 16-64 is unemployed due to a disability

This is a group that faces the highest unemployment rate, the highest rate of poverty, and the most social isolation. Nonprofit service providers are tasked with supporting some of the most disabled individuals with supports so they can live safely and with some level of independence in the community.

Columbus provides services primarily to those who have cognitive disabilities, ages 16 through retirement. Service providers like Columbus offer individuals support services such as residential support, vocational training, and day activity programs so they can live and work in the community with independence. Individuals are considered a "consumer" of services, and as such, they receive funding from various state and Federal sources that allow them to purchase services from nonprofit providers like Columbus.

Columbus primarily provides services to individuals with intellectual and development disabilities. An intellectual disability is characterized by significant limitations in both intellectual functioning and in-adaptive behavior, which covers many everyday social and practical skills and originates before the age of 18. A developmental disability is characterized by a group of conditions due to an impairment in physical, learning, language, or behavior areas, which begins during the developmental period, may impact day-to-day functioning, and usually lasts throughout a person's lifetime.

Individuals have a "person-centered plan" that allows them to pick and choose services that work best for them and their families. Columbus offers a continuum of services, so individuals can receive residential, vocational, and/or day activity services based on their need. Many individuals will receive services from Columbus over a lifetime; others will receive short term support and move on to full independence in the community.



Columbus Board of Directors 2016-17

Executive Committee

Mark Wilkinson, Chief Credit Officer, Pitney Bowes Bank, Board Past President

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Renee McCarvel, Consumer Advocate, Columbus Representative

Dr. William McMahon, Director, University of Utah Autism Community Outreach

Jamie Simons, Consumer Advocate

Beth Overhuls, Chief Information Officer, Salt Lake County

Sgt. John Pearce, Sargent, UTA Police

Randy Hunt, Principal, Clearpath Strategies

Eric Storey, Senior Vice President, Real Estate, Zions Bank

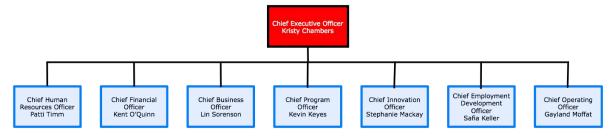
Sam Urie, Director of Advertising, Utah Business Magazine

Jill Flygare, Managing Director,-Internal Operations, Governor's Office of Economic Development

Jennifer Falk, Attorney at Law, Kruse, Landa, Maycock and Ricks



Columbus Executive Management



Kristy Chambers is Columbus's executive director. Prior to joining Columbus, she served as CEO of Wasatch Homeless Health Care, Inc., better known as Fourth Street Clinic. A certified public accountant for over twenty years, Kristy's professional background includes public accounting and top level management positions in health care, real estate, retail, and hospitality.

Kevin Keyes is the chief program officer. He has three decades of experience working in human services. He joined Columbus in 1985 and has served as assistant administrator since 2001. Currently, he oversees the operations of Columbus's residential, day activity, and vocational programs. Since 1999, Kevin has been a surveyor for <u>CARF</u>.

Patti Timm is the chief human resources officer. She has thirty years of human resources experience. She earned a Business Administration/Human Resources Management degree from Westminster College, holds Senior Professional in Human Resources (SPHR) and SHRM Senior Certified Professional (SHRM SCP) certifications.

Gayland Moffat is the chief operating officer. Prior to this, he was the chief operating officer for Lineagen Inc., a company that offers customized genetic testing services for individuals with autism spectrum disorder (ASD) and other disorders of neurological development. He also served as the chief operations officer for Utah Transit Authority.

Stephanie Mackay is the chief innovation officer. In her role she oversees the fundraising and marketing efforts. Since joining Columbus in 2004, she has overseen three capital campaigns that contributed to Columbus's major capital expansions. She has worked in higher education, corporations, and nonprofit organizations at local, national, and international levels.

Lin Sorenson is the chief business officer. She is responsible for the operation, budget, and financial health of the businesses that Columbus operates to employ people with significant disabilities. Prior to joining Columbus, she served in management, project management and senior management roles in the manufacturing, technology, and publishing fields.

Kent Q'Quinn is the chief financial officer. With 30 years of experience, he is a Certified Public Accountant (CPA) and Certified Management Accountant (CMA). His professional background includes soft drink manufacturing, canned and custom software providers, life and health insurance, and an Internet/virtualization service provider.



Columbus Facilities

Columbus is a community-based program with a large footprint in Salt Lake County. On any given day, Columbus's 400 participants are integrated in the community through our various services. Columbus operates programs out of its central campus at 3495 South West Temple. In total, the agency owns and operates 6 facilities:



Columbus Community Center, 3495 South West Temple, Salt Lake City, UT 84115



Columbus Day Activity Center, 3495A South West Temple, Salt Lake City, UT 84115



Columbus Production Services, 1850 South 3230 West, Salt Lake City, UT 84104





Connor St. Group Home, 3087 S. Connor Street, Salt Lake City, UT 84109



Jones Court Group Home, 5005 South Jones Court, Murray, UT 84107

PHOTO NOT AVAILABLE

Wren Road Group Home, 2541 E. Wren Road, Holladay, UT 84117

We also operate supervised apartment programs at the following locations:

Covewood Supervised Apartments, 342-386 E. Crimson Circle, S. Salt Lake Foothill Supervised Apartments, 1167-1173 South 400 East, S. Salt Lake Forest Park Residential Program, 3530-3534 South 300 East, S. Salt Lake Park Creeke Residential Program, 3584 South 500 East, S. Salt Lake



Columbus Programs

Residential Services

Residential services are a major issue for families transitioning loved ones from home environments to more independent living situations. Columbus' Residential Services include three levels of support that can help make this transition easier and ultimately, more successful for both participants and their families. In total, Columbus operates eight programs.



- 2 residential group homes provide family-style living and round-the-clock care for people with medical conditions or others who need specialized support.
- 5 supervised apartment programs encourage independence while also providing structured supervision and supports for daily living.
- The Supported Living Program helps individuals with developmental disabilities maintain their independence by providing one-on-one hourly supports in their home.

"With my severe epilepsy, I still want to be an active part of the community. For the last 25 years, Columbus has provided me the opportunity to live in my own apartment, but I know that the great staff will always work with me to make sure I can get to work, go to appointments, and enjoy a date with my boyfriend on Friday nights."—

Renee McCarvel, a participant in Columbus programs since 1988.



Day Activity Program

Like the general population, individuals with disabilities are living longer and thus have more needs later in life. Individuals in this program enjoy daily activities such as field trips and educational projects. The Columbus Day Activity program offers supervised care for individuals who want to participate in structured activities and whose families and caretakers are looking for community-based respite care.



"I have found that the staff and participants at Columbus are like a family helping each other to reach their full potential. Because Ben can't speak, it was hard to let him go. I needed to feel a sense of trust with the people who were working with someone I love so much. In no time, I was at ease with the staff."

Esther Martin, Mother of Ben Martin, 30 years old

The program operates Monday-Friday, from 8 a.m. to 3 p.m. The facility expanded in 2012, reflecting Columbus's commitment to providing a safe and accessible environment for individuals with disabilities.

Some examples of daily activities include: community-based outings, arts and crafts, music therapy, yoga, seasonal events, and exercise. With a balance of therapeutic, recreational, and leisure activities, the program encourages social interaction and integration in the community.

Programs include:

- The Day Activities Program offers daily activities and supervision for adults who are retired or unable to work.
- The Medically Fragile Program provides daily activities and supervision for people with severe disabilities who require medical care.



Training and Employment Services

Columbus' training and employment programs balance a social mission with solid business goals. Columbus has partnerships with local businesses, which allow the center to offer the following programs:



"I don't know what the community or my son, Steven, would have done without Columbus. I think it is wonderful that Steven has had a place to go and to work and to feel needed, and feel that he is contributing to society. He works hard and earns every penny he makes."

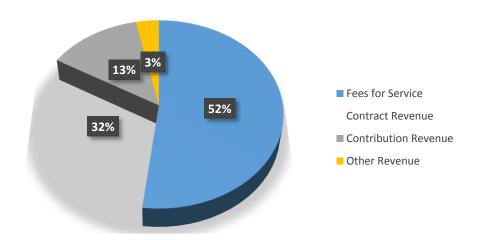
— Arlene Dial, mother of Steven, who has been a participant at Columbus Community Center for over four decades.

- Training Programs, which provide training in specific areas such as custodial services, food service, grounds maintenance and laundry services.
- Supported Job-Based Training, which prepares people to work in the community by providing job placement, job coaching, temporary employment services and follow-up services.
- Supported Employment creates partnerships between businesses and Columbus to train workers for specific jobs.
- Production Services, which contracts with businesses for specific services and products such as assembly, packaging, production line work and manufacturing.

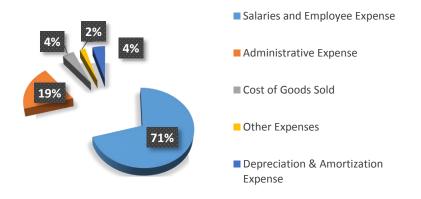


Columbus Financials FY 2015-16 (July 1-June 30)

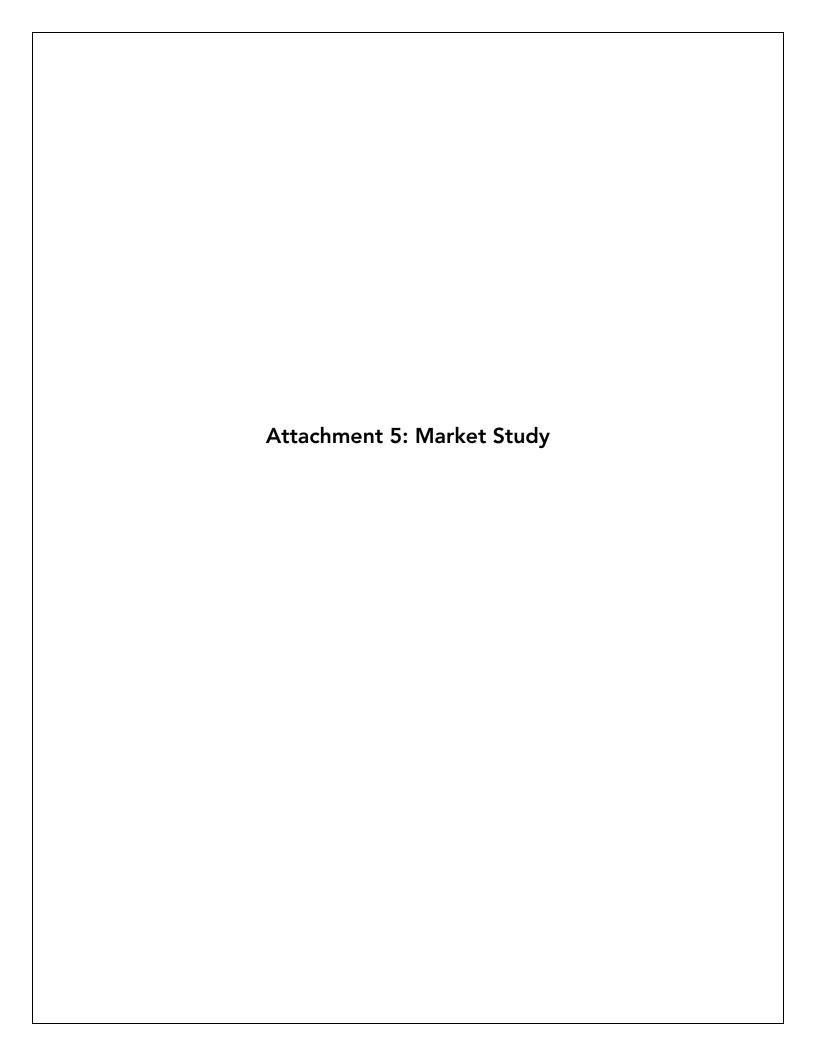
Revenues by funding source Total Revenue - \$8,798,382



Expenses by type Total Expenses - \$7,395,339



Corporate Resume 2016-17 Page 12





The Hub of Opportunity Retail & Office Market Study 9-2-16

The Hub of Opportunity project consists of multi-family residential apartments, administrative office space, classrooms, amenities, and structured parking. In addition, the project also includes approximately 15,000 square feet of office and retail space that can be leased out to the general public in an effort to provide additional income for the owner and reduce overhead.

The additional space is designed for maximum flexibility that can be divided into smaller spaces, from approximately 600 square feet, as well as accommodate tenants requiring up to 5,000 or 10,000 square feet. Since The Hub project is not a primary office or retail destination, it is likely that commercial tenants will be smaller and consist of local tenants who need affordable space for their businesses. Such space is easier to lease due to the scarcity of smaller spaces in the 600 to 1,200 square foot range. Data shows that the average rental rates for typical office space in the area is in the \$14 to \$17 per square foot range (full service), and the average retail space is leasing at approximately \$16 per square foot (triple net).

Since The Hub project is not a primary office or retail location, I feel that the achievable rental rates for office and retail will be less than market. I would also recommend that all of the additional lease space be designed so that it can accommodate both office and retail tenants. A similar project is the Artspace properties in downtown Salt Lake City. These spaces are leased to both types of tenants at the same rate and include most expenses (excluding janitorial) at a rate of approximately \$14 per square foot. This would provide a net rent of approximately \$9.50 to \$10.50 per square foot, depending on the attributable operating expenses for the project.

In summary, the market has shown strength for this type of smaller space due to scarcity, and I feel it is leasable to small local tenants. However, the rates will need to be attractive due to the fact that The Hub project is not a primary office or retail location and is not directly accessible from the street. Such space will provide additional income, reduce risk, and provide value to the property in many forms.

Please note that this analysis is strictly an opinion of the current market based on the data that is currently available to me. Such data or stated rates cannot be relied upon for correctness.

If you have any questions, please do not hesitate to contact me at 801.554.3002 or ferro@iproperties.com

Sincerely,

Michael Ferro Associate Broker InterNet Properties, Inc.

EXECUTIVE AND NARRATIVE SUMMARY

Site Description – The site for HUB of Opportunity is located at 3900 South and West Temple. The site is only a few blocks east of the mean center of employment in Salt Lake County at 3900 South 800 West. Within fifteen minutes driving distance of the HUB there are 175,000 jobs located in the cities of South Salt Lake, Taylorsville, Murray, and West Valley City. The site is located on major arterials of West Temple and 3900 South. The average daily traffic count at 3900 South and West Temple is 23,635 vehicles. Utah TRAX (light rail) Meadowbrook Station is located adjacent to the west boundary of the site. Access to I-15 is one mile north at 3300 South and I-15 and one mile south at 4500 South and I-15. Utah Transportation Authority's route 39 has a stop at Meadowbrook Station providing transportation east to Wasatch Blvd with transfers north and south. Scheduled stops are every 15 minutes during weekdays and every half hour during weekends. Service during weekdays begins at 5:30 AM and continues to 10:30 PM.

The surrounding area is dominated by light commercial activity, including wholesale suppliers, engineering firms, small local retailers, restaurants, automobile repair, etc. I-15 is a few blocks west of the property. West of I-15 heading west on 3900 South are a number of large apartment projects from 700 West to Redwood Road. The Valley Fair Mall at 2700 West and 3500 South is within fifteen minutes of the site. This regional mall has 830,000 square feet of retail space and is anchored by Costco, Macy's, J.C. Penny's, Ross Dress for Less, and Megaplex Movie Theaters. East two blocks on 3900 South is State Street. State Street is a major commercial corridor in Salt Lake County with auto dealerships, big box retailers, fast food restaurants, local and national banks, etc.

Project Description – The HUB of Opportunity will have a total of 156 rental units. Eighty-nine tax credit units and ten market rate units are included in the Private Activity Bond (4%) round in September 2016 and the remaining fifty-seven units will be included in the low income tax credit (9%) round in October 2016. This study is for the eighty-nine units in the PAB application. The eighty-nine tax credit units will include fifty-nine one bedroom units with an income target of 58% AMI and five one bedroom units at 49% AMI. All one bedroom units will be 717 square feet. There will be eighteen two bedroom, two bath tax credit units at 60% AMI and five two bedroom two bath units at 49% AMI. All two bedroom units will have 1,005 square feet. The HUB will also have two three bedroom, two bath units at 60% AMI. The three bedroom units will have 1,365 square feet. In addition there will be seven one bedroom, market rate units with 717 square feet and three two bedroom two bath market rate units with 1,005 square feet.

The project amenities will include: a tot lot, workout facility, computer room, raised garden area, community room with full kitchen, and BBQ areas. The unit amenities will include dishwashers, energy efficient appliances, washer and dryer, and wiring for cable.

The HUB of Opportunity will be a transit-oriented development (TOD) that will offer a new level of community access for individuals with disabilities. The HUB will include the "NextWork Innovation Hub," a new live/work space that will provide services tailored to the needs of those with autism, with a focus on employment in high-tech industries. From design to construction, the 'Hub of Opportunity' will take into consideration the kind of accessibility and inclusion that allows individuals with disabilities to live and work in the community. The HUB will also have 16,120 square feet of retail and office space that will front 3900 South and West Temple.

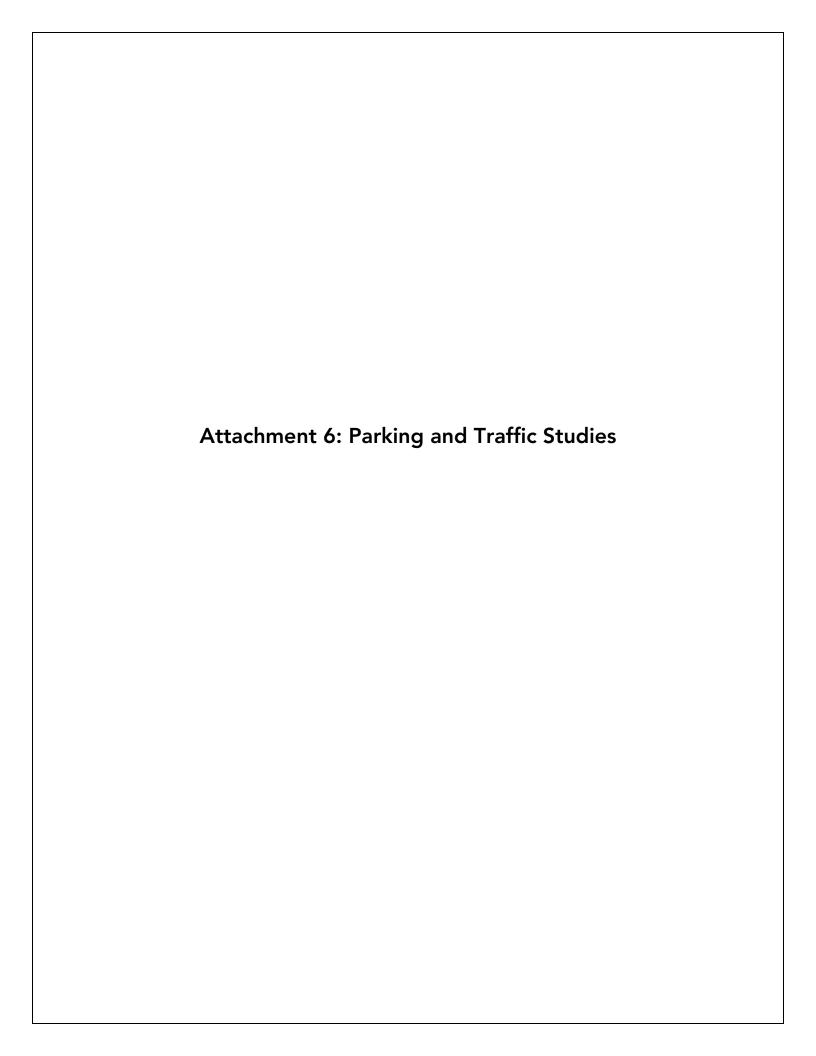
The Columbus Community Center, a nonprofit organization providing services to the disabled will be the owner of The HUB of Opportunity.

Conclusions and Opinions – In my professional judgment The HUB of Opportunity's sixty-one four percent tax credit units will experience rapid absorption and maintain high occupancy rates. The location has several advantages, proximity to public transportation, proximity to a large employment base, rental rates below market rates and the best rental market conditions in at least twenty years. The current rental vacancy rate in Salt Lake County is 2.9 percent. The capture rates for The HUB of Opportunity are estimated at less than one percent for all bedroom types. The absorption is anticipated to be 90 days from completion of construction. Demographic and economic conditions are very favorable. Rental households are increasing at an annual rate of two percent, about 2,500 households. The strong demand for rental housing has been supported by local job growth. The Utah economy has led the country the past six months in relative job growth and has consistently been among the top five states in job growth since the recovery began in 2011. Recently growth rates have been near four percent. Job growth in Salt Lake County is currently between 15,000 and 20,000 jobs annually. The strong job growth is releasing pent-up demand for housing particularly rental housing.

The very favorable conditions have generated near historic levels of new apartment construction. There are twenty-seven new apartment communities under construction in the county with a total of 6,500 units. Given the very low vacancy rate and the annual increase in demand for renting these units under construction should be absorbed but vacancy rates will trend upward over the next eighteen months to about 5.5 percent.

Positives and Negatives – The many positives associated with The HUB have been cited above; low capture rates, rising demand, insufficient supply of tax credit projects and low vacancy rates for affordable rental housing. In addition the emphasis on affordable rental housing for the disabled makes the project unique. Targeting this underserved special needs population in such an innovative setting gives The HUB of Opportunity a one-of-a-kind status among the 175 tax credit apartment projects in Salt Lake County.

There are no adverse conditions or negative features that increase the risk of successful operation of The HUB of Opportunity.





Page 1 of 6

MEMORANDUM

Date: July 19, 2016

To: Troy Hart

From: Hales Engineering

Subject: South Salt Lake – The Hub of Opportunity Parking Study

UT16-913

Purpose

The purpose of this memorandum is to determine the parking needs for The Hub of Opportunity located in South Salt Lake. An analysis was completed using the South Salt Lake City Parking Requirements and ITE Parking Generation to determine the future demand of parking based on current and projected use.

Background

The proposed development is planned to be built at the Meadowbrook TRAX Station on 3900 South. The development is anticipated to remove the existing east parking lot at the Meadowbrook Station and the west parking lot would remain untouched. The development plans to construct a 34 parking stall surface level lot as well as a sub grade parking structure that will have 194 parking stalls, for a total of 228 parking stalls. In addition to the onsite parking, there is a west parking lot that has 192 stalls.

South Salt Lake City Parking Requirements

The South Salt Lake City parking ordinance requires a certain amount of parking stalls based on the land use and size of the development. The proposed transit oriented development will include a total of 156 affordable and market rate apartments. 16 of these will be FlexTrans dependent apartment units, which will not require additional parking stalls. The occupants of these apartments are unable to drive and are dependent on transit. In discussions with South Salt Lake City staff, it was suggested that the parking requirements for these 16 units could be calculated assuming assisted living rates. The required number of parking stalls per land use and the parking rate can be found in Table 1. Based on the South Salt Lake Parking Requirements, the proposed development needs approximately 300 parking stalls.



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Table 1 South Salt Lake Parking Requirements

South Salt Lak	ke Parking F	Requirements	
Land Use	Quantity	Parking Rate	Required Stalls
Apartment			
Affordable & Market Rate	140	1.5	210
FlexTrans Dependent Apartment			
Assisted Living	16	0.5	8
Commercial / Office			
GFA (1,000 SF)	15	4.0	60
Total			278

Possible Parking Reductions

South Salt Lake City TOD parking rates are allowed to utilize parking reductions for specific amenities or benefits to the community. Some of the allowable parking reductions include a car share, unbundled parking, bike share, etc. Although not specifically outlined in the table, The Hub of Opportunity provides several amenities to the community that may warrant parking reductions for the project, and should warrant some consideration. The Hub of Opportunity will be a combination of affordable and market rate apartments. Affordable housing typically have lower parking demand rates, especially with convenient access to transit. The Hub of Opportunity will be located directly at the Meadowbrook Station, which includes access to bus routes, and the Blue and Red lines of TRAX. In addition, 16 of the units will be for disabled individuals that are unable to drive, and will be solely dependent on transit. The Hub of Opportunity will also provide services for people on the autism spectrum, which provides additional benefit to the community. Due to these community benefits and close proximity to transit, it is recommended that a parking rate of 1.25 be utilized for the apartment units. This would reduce the number of required parking stalls for the apartments to 175 stalls (with an additional 8 stalls for the flextrans dependent units).

The proposed project also includes some commercial and office space. The list of TOD amenities and reductions were originally compiled with residential developments in mind, and do not include opportunities for reductions on commercial or office space. In this case, the office space is intended for the individuals who live in the complex, and will not be used as traditional office space. The commercial space will also primarily serve individuals living in the complex, as well as those using transit. Due to these circumstances, it is recommended that a parking reduction be utilized for the commercial and office space. A parking reduction of 25 percent would reduce the required parking for the commercial and office space to 45 stalls, which in combination with the apartment reduction, would be a



Page 3 of 6

total requirement of 228 parking stalls. According to the most current site plan, there are 228 stalls currently planned for the site.

Shared Parking

Under the South Salt Lake City's code, shared parking is allowed as long as the conditions are met. Adjacent to the proposed development in the west lot there are 192 parking stalls for the UTA TRAX Lines and the UTA Buses. As shown in the parking data collection completed by Hales Engineering, this parking lot is busiest during the hours of 9:00 a.m. to 4:00 p.m. According to the ITE Parking Generation, apartment complexes remain at less than 65 percent occupied between the hours of 8:00 a.m. and 6:00 p.m. These times are off set such that as one land use increases in demand, the other decreases and vice versa. This situation is ideal for shared parking.

Data Collection

Hales Engineering collected hourly parking counts on June 30, 2016 from 7:00 a.m. to 6:00 p.m. as well as an overnight count collected at midnight. These counts are shown in Table 2. This count was intended to determine the existing parking demand at the Meadowbrook Station. The peak parking demand occurred between the hours of 9:00 a.m. and 4:00 p.m. with an average of approximately 96 parked vehicles. The west lot has 192 available parking spaces and the east lot has 328 available parking spaces.

With the planned removal of the east lot for the proposed development (which includes 228 stalls), the west lot would remain to service the transit ridership demand. As shown in Table 2, the highest demand between the two parking lots was 97 vehicles, which could easily be accommodated in the 192 parking stalls in the west lot. Additionally, it also provides an opportunity for shared parking.



Page 4 of 6

Table 2 Meadowbrook Station Parking Counts

South Salt Lak	e Meadowbrook S Counts	Station Parking
Time		ed Stalls
Time	West Lot	East Lot
7:00 AM	40	3
8:00 AM	71	4
9:00 AM	92	5
10:00 AM	90	4
11:00 AM	92	4
12:00 PM	93	4
1:00 PM	93	4
2:00 PM	95	2
3:00 PM	94	1
4:00 PM	85	1
5:00 PM	67	0
6:00 PM	45	1
Midnight	13	2
Total Stalls:	192	328
Average Peak Parking Demand:	92	4
Hales Engineering,	July 2016	

Time of Day Analysis

Hales Engineering completed a time of day analysis to show how the proposed project and the existing west lot could accommodate the potential parking demand. As shown in Figure 1, the existing parking demand at the transit station is highest during the day, and



Page 5 of 6

very low at night. The parking need for the proposed project follows the opposite pattern (time of day calculations were completed using data from the Institute of Transportation Engineers (ITE), *Parking Generation*, 4th Edition, 2010). Parking demand for the apartment complex is highest during the night, while residents are home and sleeping, and lowest during the day, while residents are out working, etc. The yellow line in the graph represents the total demand (existing transit use + proposed project). The grey line at the top represents the available parking capacity with the completed project. As shown in Figure 1, there is plenty of available parking for both the project and the transit uses.

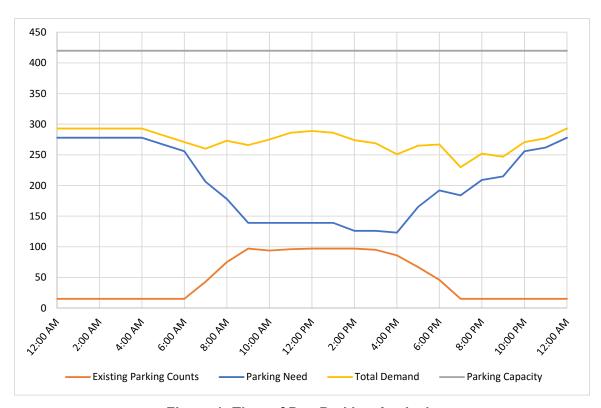


Figure 1: Time of Day Parking Analysis

The time of day analysis above indicates that this project would be a prime location for a shared parking agreement. It is recommended that the proposed project pursue a shared parking agreement with UTA to help facilitate both UTA and the project's parking demand. UTA could benefit by potentially using some of the underground parking during the day when transit parking demand is high, and the project could potentially use some of the UTA parking overnight when transit parking demand is low.



Page 6 of 6

Overflow

As shown previously, utilizing the recommended parking reductions, the proposed project can be self-parked. However, it is recommended that if possible, a few additional parking stalls be provided on-site to accommodate any potential overflow parking that may occur. This would provide a measure of safety for the project. This would be in addition to a possible shared parking agreement with UTA.

Finding and Conclusions

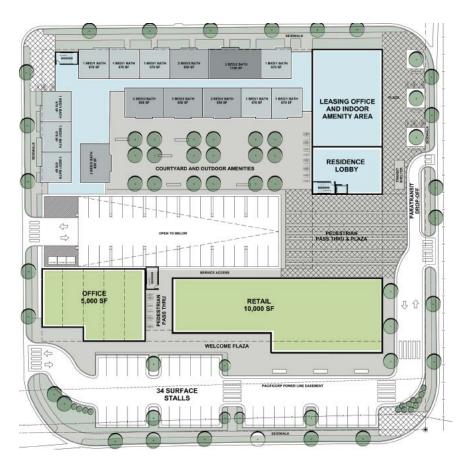
Hales Engineering concludes the following:

- According to the proposed site plan, there are 34 at grade parking stalls and 194
 parking stalls in an underground parking garage, for a total of 228 on-site parking
 stalls.
- It is recommended that the required parking rate for the apartments (not including the 16 flextrans dependent units) be reduced to 1.25 for the following reasons:
 - Affordable housing typically have lower parking demand rates, especially with convenient access to transit
 - The Hub of Opportunity will be located directly at the Meadowbrook Station, which includes access to bus routes, and the Blue and Red lines of TRAX
 - The Hub of Opportunity will also provide services for people on the autism spectrum, which provides additional benefit to the community
- It is also recommended that the parking rates for the commercial / office space be reduced by 25% for the following reasons:
 - The office space is intended for the individuals who live in the complex, and will not be used as traditional office space
 - The commercial space will also primarily serve individuals living in the complex, as well as those using transit
- Using the recommended reductions, the required number of parking stalls for the project is 228, which is what is currently shown on the proposed site plan.
- Additionally, this location is ideally suited to make use of a shared parking agreement with the adjacent UTA lot. As shown in the time of day analysis, the existing parking demand at the transit station is highest during the day, and very low at night. The parking need for the proposed project follows the opposite pattern.
- It is recommended that the proposed project pursue a shared parking agreement with UTA such that both entities benefit with additional parking during their peak parking demand periods.
- It is also recommended that if possible, the proposed site plan be updated to provide a few additional parking stalls to provide some overflow parking as necessary.



The Hub of Opportunity

Traffic Impact Study



South Salt Lake, Utah

July 2016

UT16-913



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed transit oriented development (TOD) located in South Salt Lake, Utah at the Utah Transit Authority (UTA) MeadowBrook TRAX Station. The proposed development includes commercial space, office space, live/work units, both affordable and market rate apartment units, and Flextrans paratransit dependent units. The TOD is located on the northwest corner of the West Temple / 3900 South intersection.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2020 conditions were also analyzed.

TRAFFIC ANALYSIS

The following is an outline of the traffic analysis performed by Hales Engineering for the traffic conditions of this project.

Existing (2016) Background Conditions Analysis

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 210 West / 3900 South
- UTA Access / 3900 South
- West Temple / 3900 South
- UTA Access / West Temple

The counts were performed on Tuesday, June 28, 2016. The morning peak hour was determined to be between 7:15 and 8:15 a.m. and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour traffic volumes were found to be 40 percent higher than the morning volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions.

As shown in Table ES-1, all study intersection is currently operating at acceptable LOS during the evening peak hour. Some queueing is present at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 330, 300, and 280 feet respectively. The southbound movement at the intersection of 210 West / 3900 South also has a queue length of approximately 330 feet. No other queueing of significance was observed during the evening peak hour.



Project Conditions Analysis

The proposed land use for the Village 1 development has been identified as follows:

Shopping Center 15,000 sq. ft.
 (LIHTC) Residential Apartments 122 units
 Market Rate Apartments 34 units
 Office Space 5,000 sq. ft.

The project trip generation for the development is as follows:

Daily Trips: 1,456
Morning Peak Hour Trips: 82
Evening Peak Hour Trips: 136

Existing (2016) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to operate at acceptable LOS during the evening peak hour. Some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 350, 300, and 290 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of approximately 340 feet. No other queueing of significance was observed during the evening peak hour.

Future (2020) Background Conditions Analysis

As shown in Table ES-1, all intersections are anticipated to operate at an acceptable LOS during the evening peak hour with project traffic added. Some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 650, 240, and 300 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of approximately 350 feet. No other queueing of significance was observed during the evening peak hour.

Future (2020) Background Conditions Analysis - Mitigated

A southbound right-turn pocket is recommended for the West Temple / 3900 South intersection. With this mitigation measure in place, as shown in Table ES-1, all intersections are anticipated to operate at an acceptable LOS during the evening peak hour with project traffic added. some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 250, 200, and 270 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of approximately 350 feet. No other queueing of significance was observed during the evening peak hour.



Future (2020) Plus Project Conditions Analysis

As shown in Table ES-1, all intersections in the study area are anticipated to operate at acceptable LOS during the evening peak hour. Some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 270, 220, and 290 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of approximately 430 feet. No other queueing of significance was observed during the evening peak hour.

Sc	Evo Outh Salt Lake	TABLE ES-1 ening Peak H - The Hub of	our	TIS	
Intersection	Existing 2016 Background	Existing 2016 Plus Project	Future 2020 Background	Future 2020 Background - Mitigated	Future 2020 Plus Project
Description	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)
210 West / 3900 South	B (16.6)	B (16.8)	B (15.5)	B (15.9)	C (16.8)
UTA Access / 3900 South	C (21.5) / SB	C (21.5) / SB	B (14.2) / SB	C (16.1) / SB	C (15.8) / SB
West Temple / 3900 South	B (19.3)	C (21.3)	C (21.1)	B (16.1)	B (17.5)
UTA Access / West Temple	A (8.6) / EB	B (10.9) / EB	D (25.5) / EB	A (7.9) / EB	A (8.8) / EB

^{1.} Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

Source: Hales Engineering, June 2016

RECOMMENDATIONS

Existing (2016) Background Conditions Analysis

No mitigation measures are recommended.



Existing (2016) Plus Project Conditions Analysis

No mitigation measures are recommended.

Future (2020) Background Conditions Analysis

At the intersection of West Temple / 3900 South in the southbound direction, it is anticipated that queueing will block the upstream accesses and intersections. Currently the southbound direction has a left-turn pocket and a shared through-right lane. It is recommended that a right-turn pocket be added in the southbound direction at this intersection. No other mitigation measures are recommended at this time.

Future (2020) Plus Project Conditions Analysis

No mitigation measures are recommended.



SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All study intersections currently operate at acceptable LOS during the evening peak hour.
- The proposed development includes commercial space, live/work units, both affordable and market rate apartment units, and office space generating 1,534 daily trips and 144 evening peak hour trips.
- All study intersections and accesses are anticipated to operate at acceptable LOS during the evening peak hour with project traffic added.
- In the future 2020 background condition, all study intersections are anticipated to operate at acceptable LOS.
 - 650 feet of queueing is anticipated at the intersection of West Temple / 3900
 South in the southbound direction. This queue will block upstream intersections.
 - o It is recommended that a right-turn pocket be constructed in the southbound direction at the intersection of West Temple / 3900 South.
 - An additional analysis was completed using the previously mentioned mitigation measure at West Temple / 3900 South intersection and was found that all study intersections are anticipated to perform at acceptable LOS.
- In the future 2020 plus project condition, all study intersections are anticipated to operate at acceptable LOS.



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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed transit oriented development (TOD) located in South Salt Lake, Utah at the Utah Transit Authority (UTA) MeadowBrook TRAX Station. The proposed development includes commercial space, office space, live/work units, both affordable and market rate apartment units, and Flextrans paratransit dependent units. The TOD is located on the northwest corner of the West Temple / 3900 South intersection. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site. Future 2020 conditions were also analyzed.



Figure 1 Vicinity map showing the project location in South Salt Lake, Utah



B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 210 West / 3900 South
- UTA Access / 3900 South
- West Temple / 3900 South
- UTA Access / West Temple

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

The Highway Capacity Manual 2010 (HCM 2010) methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections LOS is reported based on the worst approach.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. However, if LOS E or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.



Table 1 Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
	Signalized Intersections	Overall Intersection
А	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
В	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
С	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
	Unsignalized Intersections	Worst Approach
Α	Free Flow / Insignificant Delay	0 ≤ 10.0
В	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
С	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays Can Occur	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2010 Methodology (Transportation Research Board, 2010)



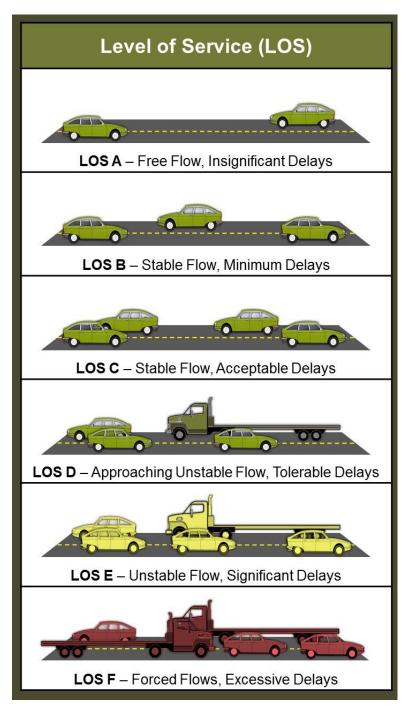


Figure 2 LOS letter designation.



II. EXISTING (2016) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified and potential mitigation measures recommended. This analysis will provide a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

<u>3900 South</u> – is a Federal Aid Route (FAR) #2172, and is currently classified by the UDOT Functional Class Map as a minor arterial. The roadway has two thru lanes in each direction with a raised median separating opposing traffic. There is also two UTA TRAX lines that pass though this roadway with in the study area. The posted speed limit is 40 mph in the study area.

<u>West Temple</u> – is a Federal Aid Route (FAR) #2170, and is currently classified by the UDOT Functional Class Map as a local road adjacent to the site. The roadway has one thru lane in each direction and flares out at intersections with turn pockets. There are also bicycle lanes north of 3900 South on West Temple. The posted speed limit is 30 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.), and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- 210 West / 3900 South
- UTA Access / 3900 South
- West Temple / 3900 South
- UTA Access / West Temple

The counts were performed on Tuesday, June 28, 2016. The morning peak hour was determined to be between 7:15 and 8:15 a.m. and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour traffic volumes were found to be 40 percent higher than the morning volumes. Therefore, the evening peak hour volumes were used in the analysis to represent the worst-case conditions. Detailed count data are included in Appendix A.



The analysis that was completed included the rail crossing on 3900 South. The train schedules for both of the two TRAX lines were observed and taken into account in the modeling efforts.

Figure 3 shows the existing evening peak hour volume as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 2 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2016) conditions. As shown in Table 2, all study intersections are currently operating at acceptable LOS during the evening peak hour.

Table 2 Background (2016) Evening Peak Hour Level of Service

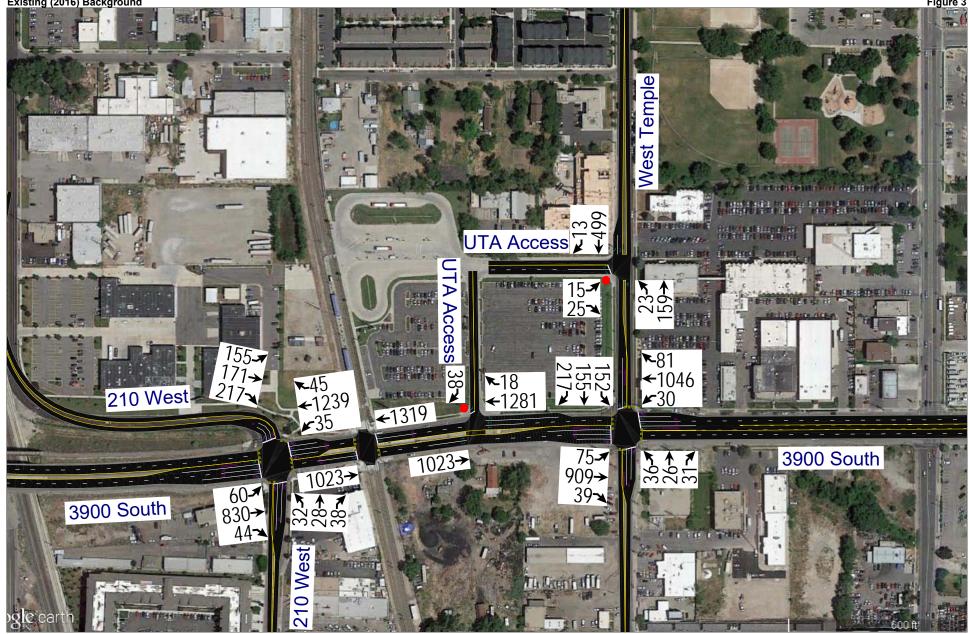
Intersection		Wor	st Approach	'	Overall Inters	ection
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
210 West / 3900 South	Signal	-	-	-	16.6	В
UTA Access / 3900 South	SB Stop	SB	21.5	С	-	-
West Temple / 3900 South	Signal	-	-	-	19.3	В
UTA Access / West Temple	EB Stop	EB	8.6	Α	-	-

^{1.} This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

Source: Hales Engineering, July 2016

^{2.} This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.

^{3.} SB = Southbound approach, etc.



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E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. Some queueing is present at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 330, 300, and 280 feet respectively. The southbound movement at the intersection of 210 West / 3900 South also has a queue length of approximately 330 feet. No other queueing of significance was observed during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended at this time.



III. PROJECT CONDITIONS

A. Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction.

B. Project Description

This study addresses the traffic impacts associated with the proposed transit oriented development (TOD) located in South Salt Lake, Utah at the Utah Transit Authority (UTA) MeadowBrook FrontRunner Station. The proposed development includes commercial space, live/work units, both affordable and market rate apartment units, Flextrans paratransit dependent units and office space. The TOD is located on the northwest corner of the West Temple / 3900 South intersection. A concept plan for the proposed developments has been included in Appendix C.

The proposed land use for the development has been identified as follows:

Shopping Center 15,000 sq. ft.
 (LIHTC) Residential Apartments 122 units
 Market Rate Apartments 34 units
 Office Space 5,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012). Trip Generation for the proposed project is included in

The total trip generation for the development is as follows:

Daily Trips: 1,456
Morning Peak Hour Trips: 82
Evening Peak Hour Trips: 136

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				Tab	Table 3							
		So	uth Salt L	ake - The	e Hub of	South Salt Lake - The Hub of Opportunity	<u>i</u> j.					
				an di i	i rip derieration							
Weekday Daily	Number of	Unit	Trip			Trips	Trips	Mixed-Use	Transit	Net Trips	Net Trips	Total Daily
Land Use ¹	Units	Туре	Generation	Entering	Exiting	Entering	Exiting	Internal Capture	Reduction	Entering	Exiting	Trips
Apartment (220)	156	Dwelling Units	1,070	20%	20%	535	535	15%	2%	432	432	864
General Office Building (710) [average rate]	2	1,000 Sq. Ft. GFA	29	20%	20%	28	28	15%	2%	23	23	46
Shopping Center (820) [average rate]	15	1,000 Sq. Ft. GLA	642	20%	20%	321	321	15%	%0	273	273	546
Project Total Daily Trips						884	884			728	728	1,456
A.M. Peak Hour	Number of	Unit	Trip	%	%	Trips	Trips	Mixed-Use	Transit	Net Trips Net Trips	Net Trips	Total a.m.
Land Use ¹	Units	Type	Generation Entering	Entering	Exiting	Entering	Exiting	Internal Capture	Reduction	Entering	Exiting	Trips
Apartment (220)	156	Dwelling Units	82	20%	%08	16	99	10%	15%	12	20	62
General Office Building (710) [average rate]	2	1,000 Sq. Ft. GFA	80	%88	12%	7	-	10%	15%	2	-	9
Shopping Center (820) [average rate]	15	1,000 Sq. Ft. GLA	16	%29	38%	10	9	10%	%0	6	2	14
Project Total a.m. Peak Hour Trips						33	73			56	26	82
P.M. Peak Hour	Number of	Unit	Trip			Trips	Trips	Mixed-Use	Transit	Net Trips	Net Trips	Total p.m.
Land Use ¹	Units	Туре	Generation Entering	Entering	Exiting	Entering	Exiting	Internal Capture	Reduction	Entering	Exiting	Trips
Apartment (220)	156	Dwelling Units	104	%59	35%	89	36	10%	15%	52	28	80
General Office Building (710) [average rate]	2	1,000 Sq. Ft. GFA	80	17%	83%	_	7	10%	15%	-	2	9
Shopping Center (820) [average rate]	15	1,000 Sq. Ft. GLA	26	48%	25%	27	59	10%	%0	24	56	20
Project Total p.m. Peak Hour Trips						96	72			77	29	136
1. Land Use Code from the Institute of Transportation Engineers Trip Generation Manual (9th Edition - 2012)	rs Trip Generation	Manual (9th Edition - 2012)										
SOURCE: Hales Engineering, July 2016												



D. Internal Capture & Transit Reduction

The site is being developed as a residential complex with some mixed use land uses. This type of development will generate less trips than usual due to the "internal capture" effects of a mixed use development. Internal capture refers to trips that originate and end within the development, and therefore do not add trips to the roadway network. Using ITE methodologies, a 10% internal capture rate was estimated for the residential, retail, and office land uses during the evening and morning peak hours.

This site will be located in close proximity to a UTA TRAX line as well as the UTA Bus Station. These three transit options will allow people to move about the area without the use of a personal vehicle. A transit trip reduction of 15% was used for the residential and office component of the project. This value was determined by using estimates from previous projects and was considered to be conservative.

E. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially in close proximity to the site. The resulting distribution of project generated trips during the evening peak hour is as follows:

To/From Project:

- 20% North
- 5% South
- 45% East
- 30% West

These trip distribution assumptions were used to assign the evening peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 4.

F. Access

The proposed project will have access at the two existing UTA accesses on West Temple and 3900 South. These access locations are described as follows (see also concept plan in Appendix C):

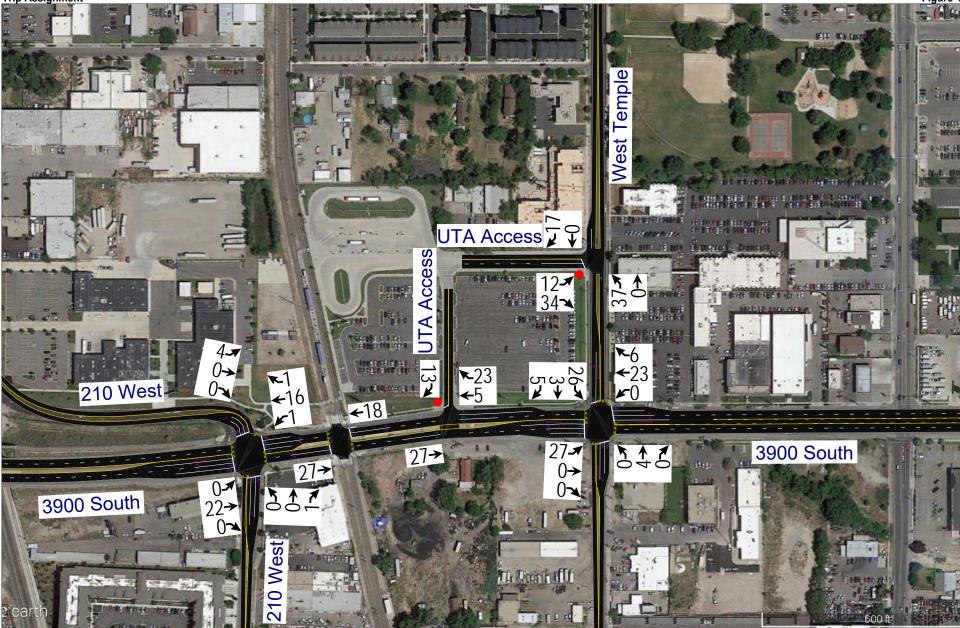


3900 South:

 The existing UTA Access is stop controlled in the southbound direction and is located approximately 330 feet west of the West Temple / 3900 South intersection. The access is limited to right-in right-out (RIRO) movements only by a raised median. An at-grade railroad crossing is located approximately 250 feet west of the access.

West Temple:

 The second existing UTA Access is stop controlled in the eastbound direction and is located approximately 330 feet north of the West Temple / 3900 South intersection.
 The access is a full movement access, with separate lanes for the left- and right-turn movements. Both accesses currently serve the UTA MeadowBrook TRAX Station.



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IV. EXISTING (2016) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2016) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Project trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The existing (2016) plus project evening peak hour volumes were generated for the study intersections and are shown in Figure 5.

The analysis that was completed included the rail crossing on 3900 South. The train schedules for both of the two TRAX lines were observed and taken into account in the modeling efforts.

C. Level of Service Analysis

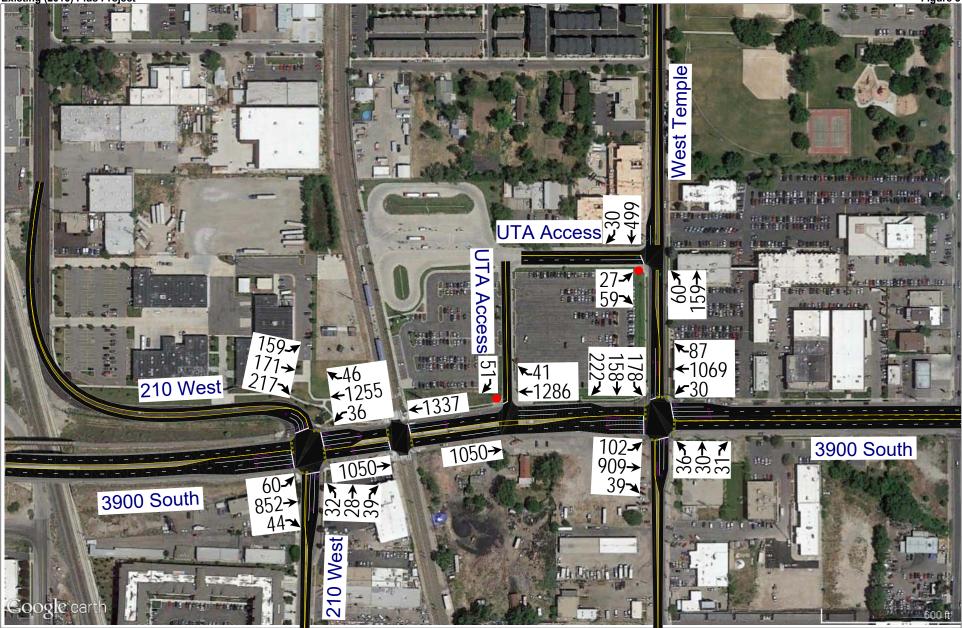
Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 4 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 4, all intersections are anticipated to operate at an acceptable LOS during the evening peak hour with project traffic added.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. Some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 350, 300, and 290 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of approximately 340 feet. No other queueing of significance was observed during the evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended at this time.



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Table 4 Existing (2016) Plus Project Evening Peak Hour Level of Service

Intersection		Wor	st Approach		Overall Intersection				
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²			
210 West / 3900 South	Signal	- -	-	-	16.8	В			
UTA Access / 3900 South	SB Stop	SB	21.5	С	-	-			
West Temple / 3900 South	Signal	-	-	-	21.3	С			
UTA Access / West Temple	EB Stop	EB	10.9	В	-	-			

^{1.} This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

Source: Hales Engineering, July 2016

^{2.} This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.

^{3.} SB = Southbound approach, etc.



V. FUTURE (2020) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2020) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified and potential mitigation measures recommended.

B. Roadway Network

According to the Regional Transportation Plan, produced by the Wasatch Front Regional Council (WFRC), there are no plans for roadway improvements with in the study area. It was assumed that in the future, some signal timing improvements and adjustments will be made when traffic volumes increase or traffic patterns change.

C. Traffic Volumes

Hales Engineering obtained future (2020) forecasted volumes from the Wasatch Front Regional Council (WFRC) / Mountainlands Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future 2020 evening peak hour turning movement volumes are shown in

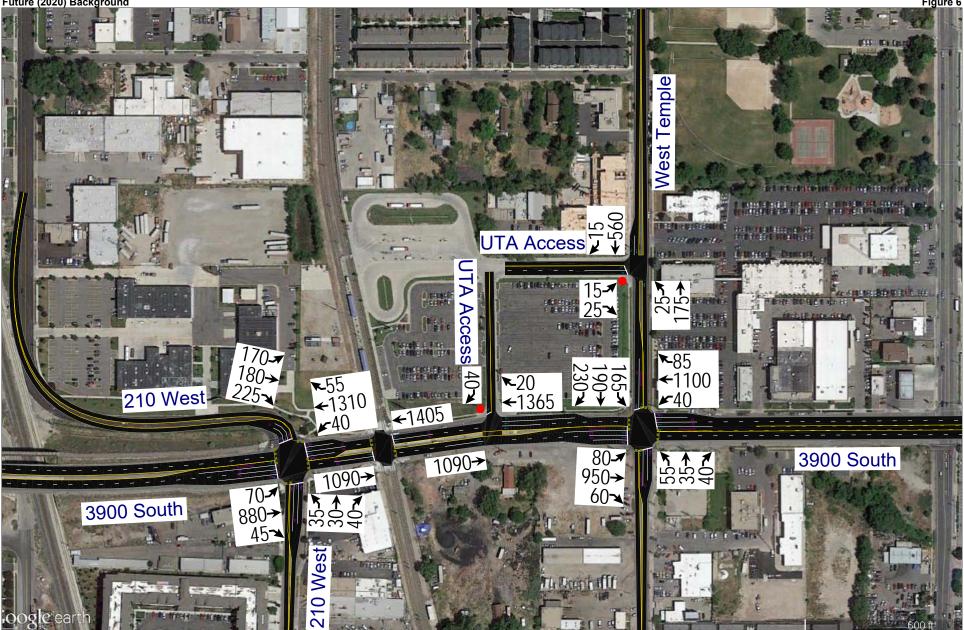


Figure 6.

The analysis that was completed included the rail crossing on 3900 South. The train schedules for both of the two TRAX lines were observed and taken into account in the modeling efforts.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 5 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development for future (2020) conditions. As shown in Table 5, all intersections in the study area are anticipated to operate at acceptable LOS during the evening peak hour.



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Table 5 Future (2020) Background Evening Peak Hour Level of Service

Intersection		Wor	st Approach		Overall Intersection				
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²			
210 West / 3900 South	Signal	-	-	-	15.5	В			
UTA Access / 3900 South	SB Stop	SB	14.2	В	-	-			
West Temple / 3900 South	Signal	-	-	-	21.1	С			
UTA Access / West Temple	EB Stop	EB	25.5	D	-	-			

- 1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
- 2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections
- 3. SB = Southbound approach, etc.

Source: Hales Engineering, June 2016

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. Some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 650, 240, and 300 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of approximately 350 feet. No other queueing of significance was observed during the evening peak hour.

F. Mitigation Measures

At the intersection of West Temple / 3900 South in the southbound direction, it is anticipated that queueing will block upstream accesses and intersections. Currently the southbound direction has a left-turn pocket and a shared through-right lane. It is recommended that a right-turn pocket be added in the southbound direction at this intersection.

An additional analysis was completed using the recommended mitigation measure. As shown in Table 6, all intersections in the study area are anticipated to operate at acceptable LOS during the evening peak hour. The 95th percentile queue lengths were also calculated and some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 250, 200, and 270 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of



approximately 350 feet. No other queueing of significance was observed during the evening peak hour. No other mitigation measures are recommended at this time.

Table 6 Future (2020) Background Evening Peak Hour Level of Service - Mitigated

Intersection		Wor	st Approach		Overall Intersection				
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²			
210 West / 3900 South	Signal	-	-	-	15.9	В			
UTA Access / 3900 South	SB Stop	SB	16.1	С	-	-			
West Temple / 3900 South	Signal	-	-	-	16.1	В			
UTA Access / West Temple	EB Stop	EB	7.9	Α	-	-			

^{1.} This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

Source: Hales Engineering, July 2016

^{2.} This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.

^{3.} SB = Southbound approach, etc



VI. FUTURE (2020) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2020) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

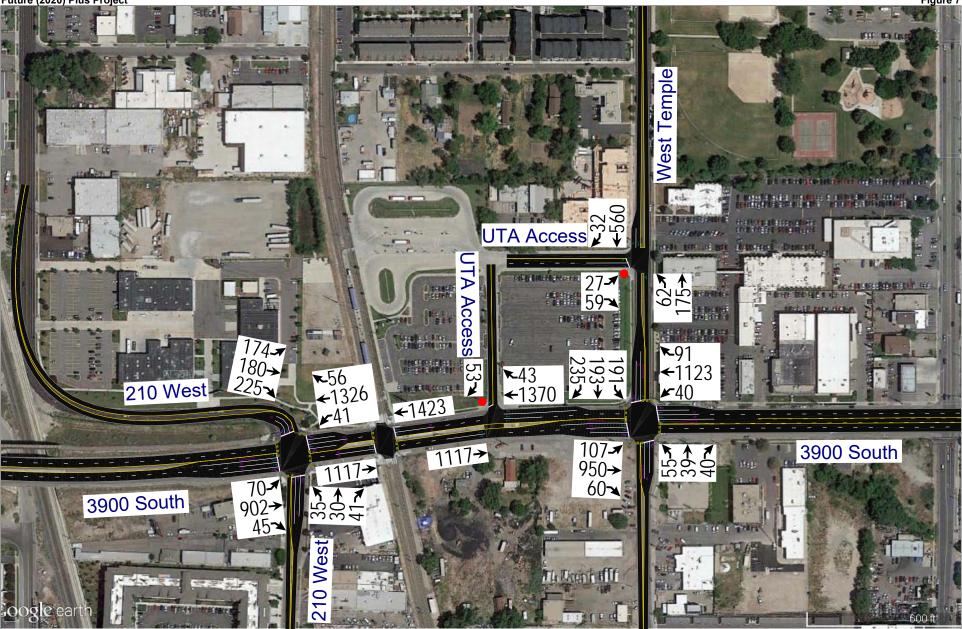
Hales Engineering obtained future (2020) forecasted volumes from the WFRC travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future ADT volumes to project the future turn volumes at the major intersections.

The analysis that was completed included the rail crossing on 3900 South. The train schedules for both of the two TRAX lines were observed and taken into account in the modeling efforts.

Trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. Future (2020) plus project evening peak hour turning movement volumes are shown in Figure 7.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the evening peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 7 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 7, all project intersections are anticipated to operate at acceptable LOS during the evening peak hour.



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Table 7 Future (2020) Plus Project Evening Peak Hour Level of Service

Intersection		Wor	st Approach		Overall Inters	ection
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
210 West / 3900 South	Signal	-	-	-	16.8	С
UTA Access / 3900 South	SB Stop	SB	15.8	С	-	-
West Temple / 3900 South	Signal	-	-	-	17.5	В
UTA Access / West Temple	EB Stop	EB	8.8	Α	-	-

^{1.} This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

Source: Hales Engineering, June 2016

D. Queuing Analysis

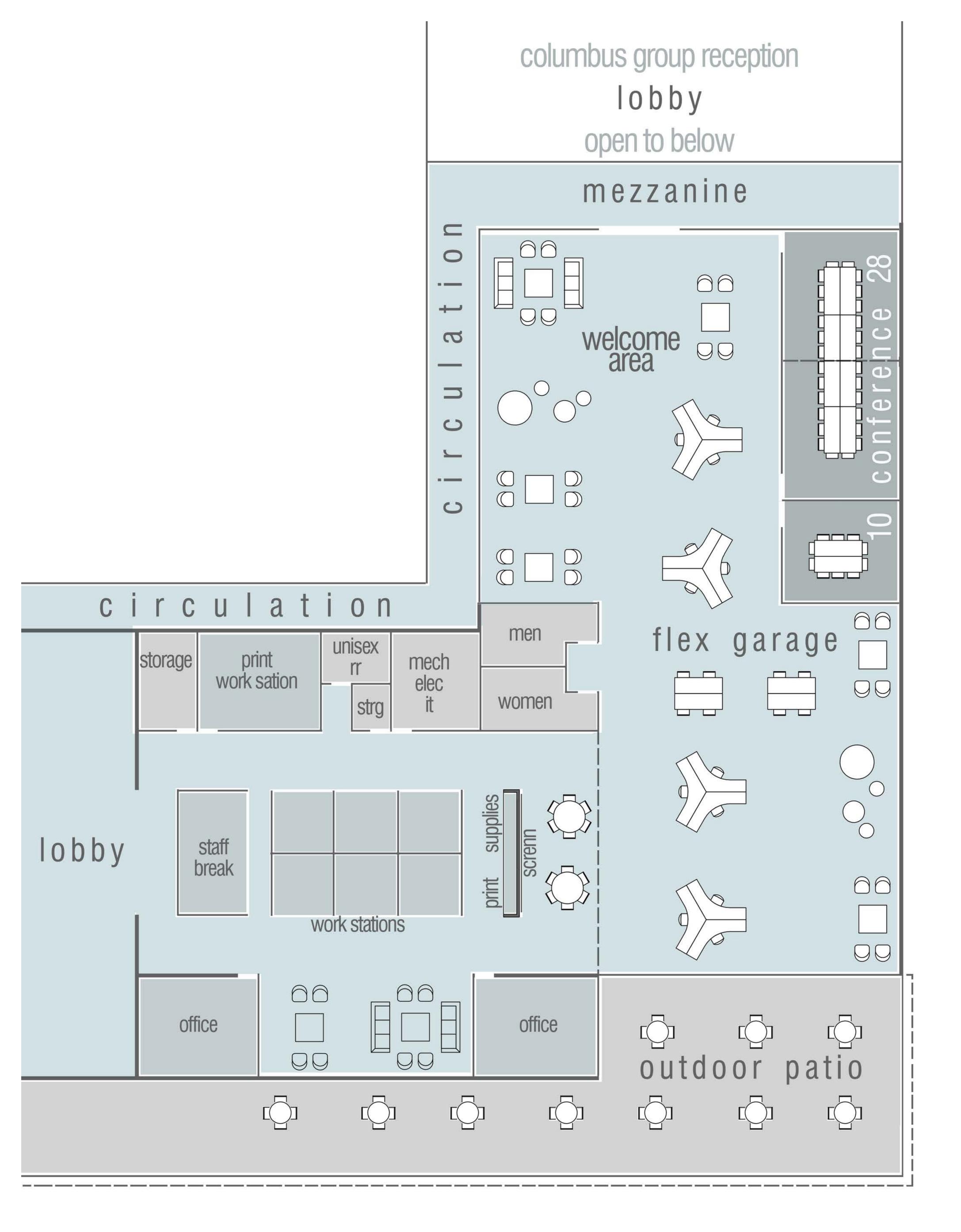
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. Some queueing is anticipated at the intersection of West Temple / 3900 South in the south-, east-, and westbound directions of approximately 270, 220, and 290 feet respectively. The southbound movement at the intersection of 210 West / 3900 South is anticipated to have a queue length of approximately 430 feet. No other queueing of significance was observed during the evening peak hour.

E. Mitigation Measures

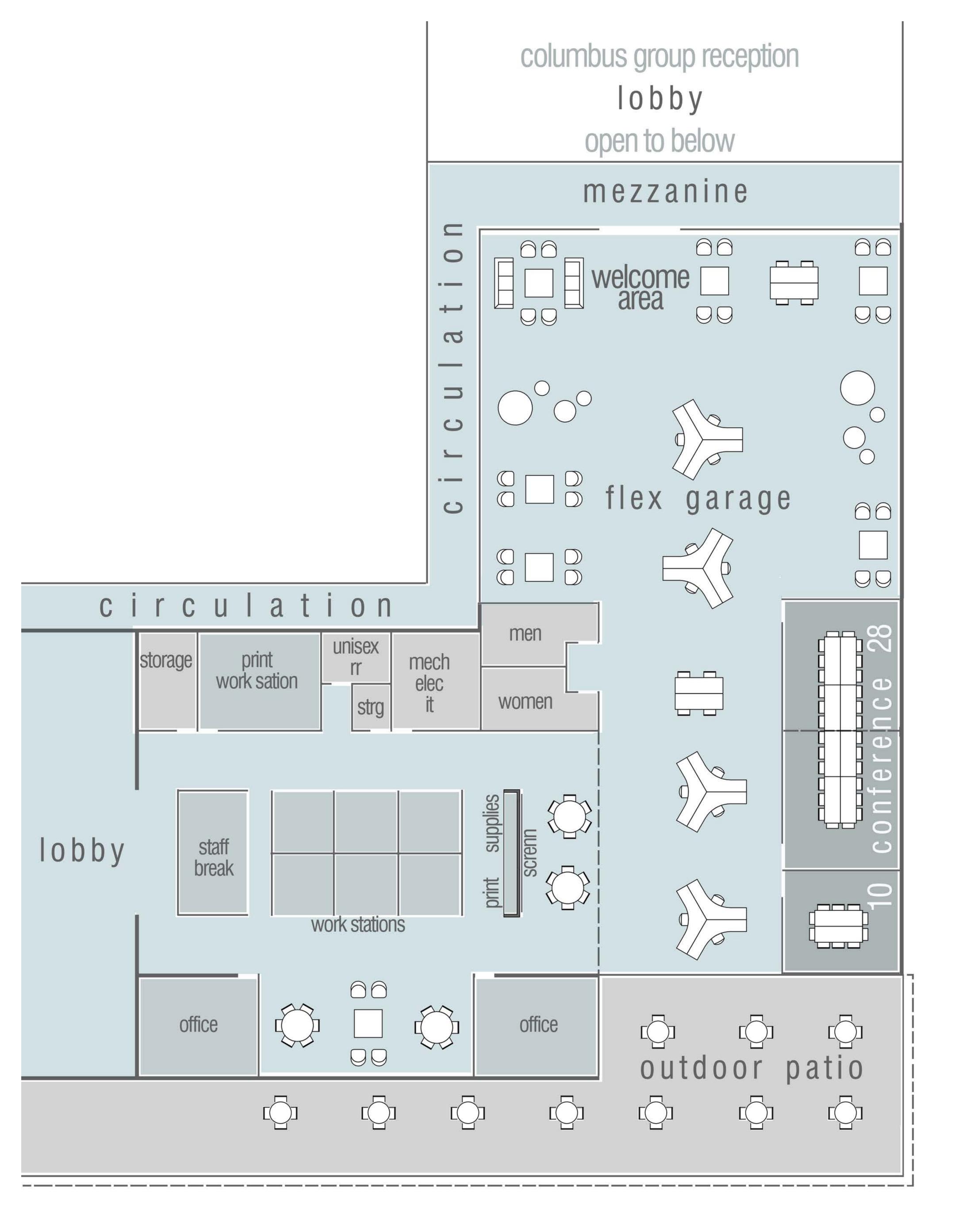
No mitigation measures are recommended at this time.

^{2.} This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections

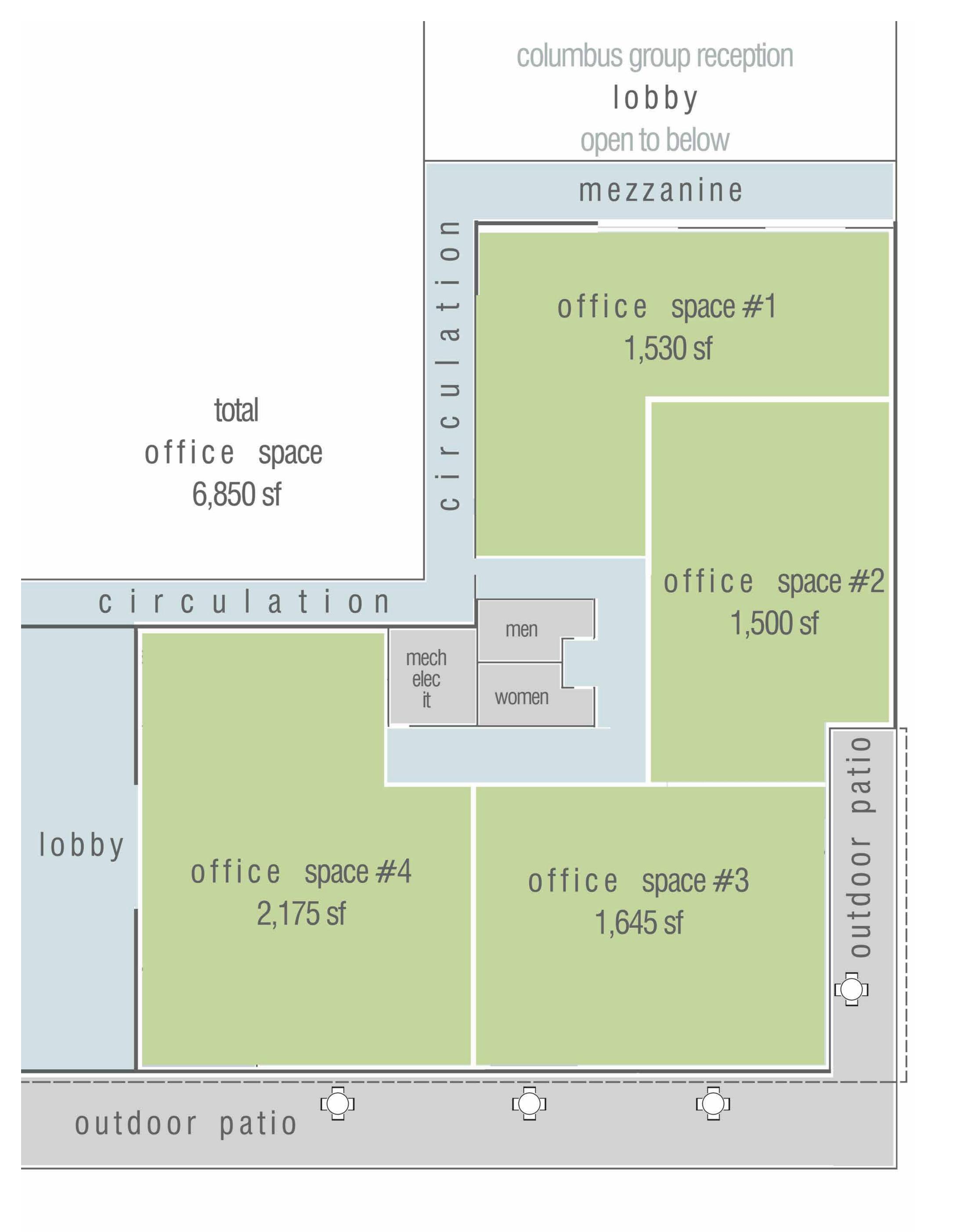
^{3.} SB = Southbound approach, etc.



GARAGE option D



GARAGE option C



OFFICE option



APPENDIX D

95th Percentile Queue Length Reports

Time Period: Evening Peak Hour 95th Percentile Queue Length (feet)



		EB					NB			;	SB			WB	
Intersection	Time Period	١	R	Т	L	LT	R	Т	L	R	Т	TR	L	R	T
210 West & 3900 South	Existing (2016) Background	84	35	198	62		46	58	166	161	323		70	72	219
3900 South & UTA Access	Existing (2016) Background			11						56					123
West Temple & 3900 South	Existing (2016) Background	130	106	293	76		44	53	236			324	63	90	274
West Temple & UTA Access	Existing (2016) Background	32	31			44				3	79				

Time Period: Evening Peak Hour 95th Percentile Queue Length (feet)



		EB				NB			;	SB		WB			
Intersection	Time Period	L	R	Т	L	LT	R	T	L	R	T	TR	L	R	Т
210 West & 3900 South	Existing (2016) Plus Project	75	36	205	70		43	54	169	169	337		74	77	218
3900 South & UTA Access	Existing (2016) Plus Project			19						67					102
West Temple & 3900 South	Existing (2016) Plus Project	153	100	293	82		34	58	259			349	70	96	289
West Temple & UTA Access	Existing (2016) Plus Project	38	51			73				20	118				

Time Period: Evening Peak Hour 95th Percentile Queue Length (feet)



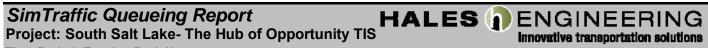
		EB					NB			;	SB			WB	
Intersection	Time Period	L	R	Т	L	LT	R	Т	L	R	Т	TR	L	R	Т
210 West & 3900 South	Future (2020) Background	89	34	200	72		44	66	169	173	344		66	48	199
3900 South & UTA Access	Future (2020) Background			4						46					79
West Temple & 3900 South	Future (2020) Background	106	71	234	95		45	71	275			378	87	116	297
West Temple & UTA Access	Future (2020) Background	31	48			47				32	278				

Time Period: Evening Peak Hour 95th Percentile Queue Length (feet)



		EB		NB SB				WB						
Intersection	Time Period	L	R	T	L	LT	R	Т	L	R	T	L	R	T
210 West & 3900 South	Future (2020) Background - Mitigated	102	33	207	73		45	54	169	178	373	70	60	200
3900 South & UTA Access	Future (2020) Background - Mitigated			11						51			22	89
West Temple & 3900 South	Future (2020) Background - Mitigated	103	77	208	98		42	78	192	176	249	77	103	267
West Temple & UTA Access	Future (2020) Background - Mitigated	29	29			61				2	32			

Time Period: Evening Peak Hour 95th Percentile Queue Length (feet)



		EB			NB			SB		WB				
Intersection	Time Period	L	R	Т	L	LT	R	Т	L	R	Т	L	R	Т
210 West & 3900 South	Future (2020) Plus Project	97	45	220	67		44	56	171	178	427	66	64	208
3900 South & UTA Access	Future (2020) Plus Project			17						58				80
West Temple & 3900 South	Future (2020) Plus Project	125	48	212	101		46	92	221	178	266	84	89	286
West Temple & UTA Access	Future (2020) Plus Project	38	47			85				11	49			