



978 East Woodoak Lane
Salt Lake City, UT 84117
(801)747-7000

March 17, 2021

RE: Update and Amendment to Capitol Park Cottages (673 F Street) Zoning and Master Plan Amendment (FB-UN1 to SR-1)

Petition Number: PLNPCM2020-00334/0035

Dear Salt Lake City Planning Division Staff:

Please accept this letter as a formal amendment to our petition changing the originally requested FB-UN1 designation to that of the SR-1 Zone (Special Development Pattern Residential).

Through the application process, we have engaged with neighbors, residents, city leaders, staff, and the Community Council. In response to public comment we re-designed our plan to reduce density, expand open space, and remove a roadway. As a result, our plan no longer requires the introduction of the FB-UN1 into the Avenues.

Notable changes within the concept plan include:

1. Added an exhibit illustrating the 20' walls and 28' maximum height restrictions on our homes
2. Clarified the F Street setback to 20' and recessed garages behind the living spaces of homes
3. Increased the westerly setback to 20' minimum on the main and 30' minimum on the upper level
4. Added internal sidewalks

We appreciate working with you through the City process.

Sincerely,

Christopher P. Gamvroulas

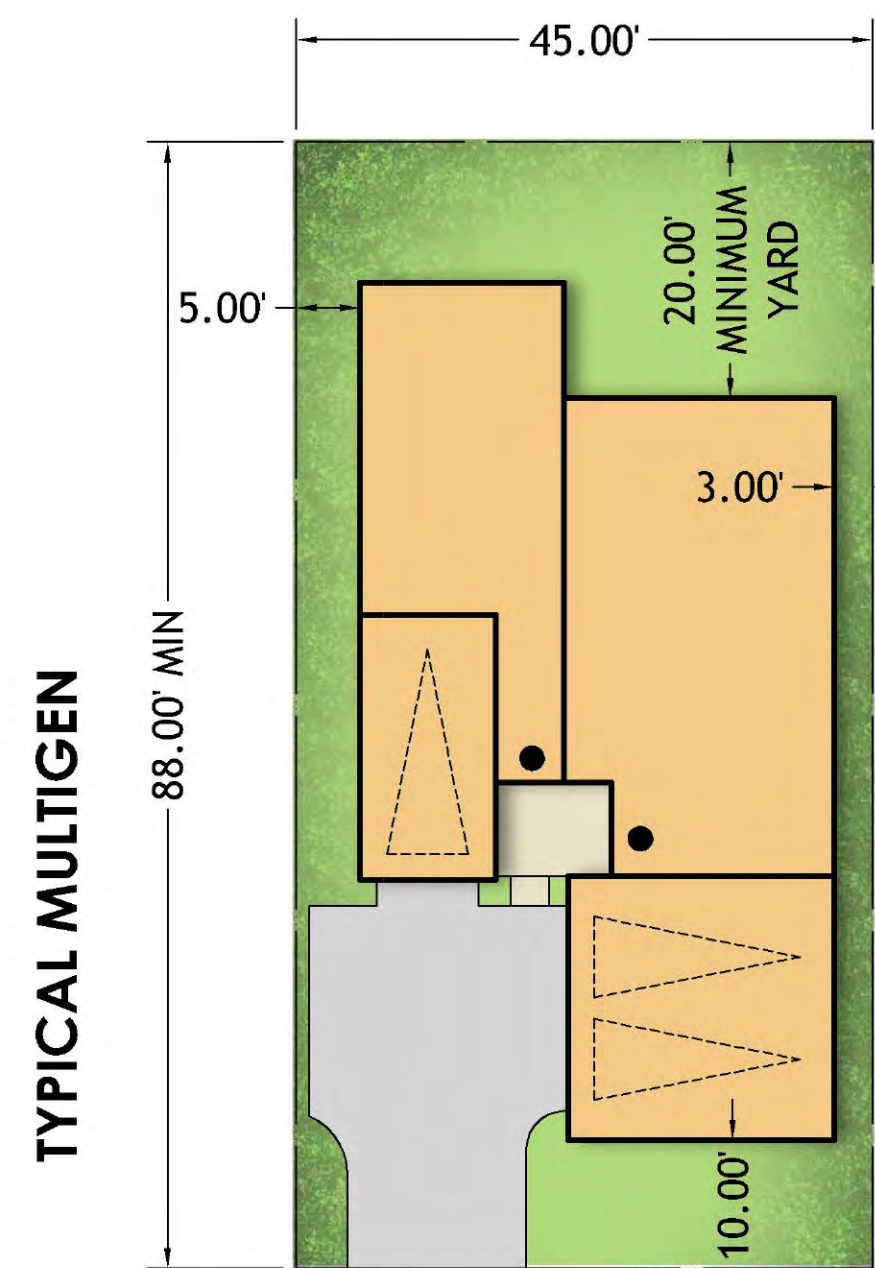
Christopher P. Gamvroulas

President

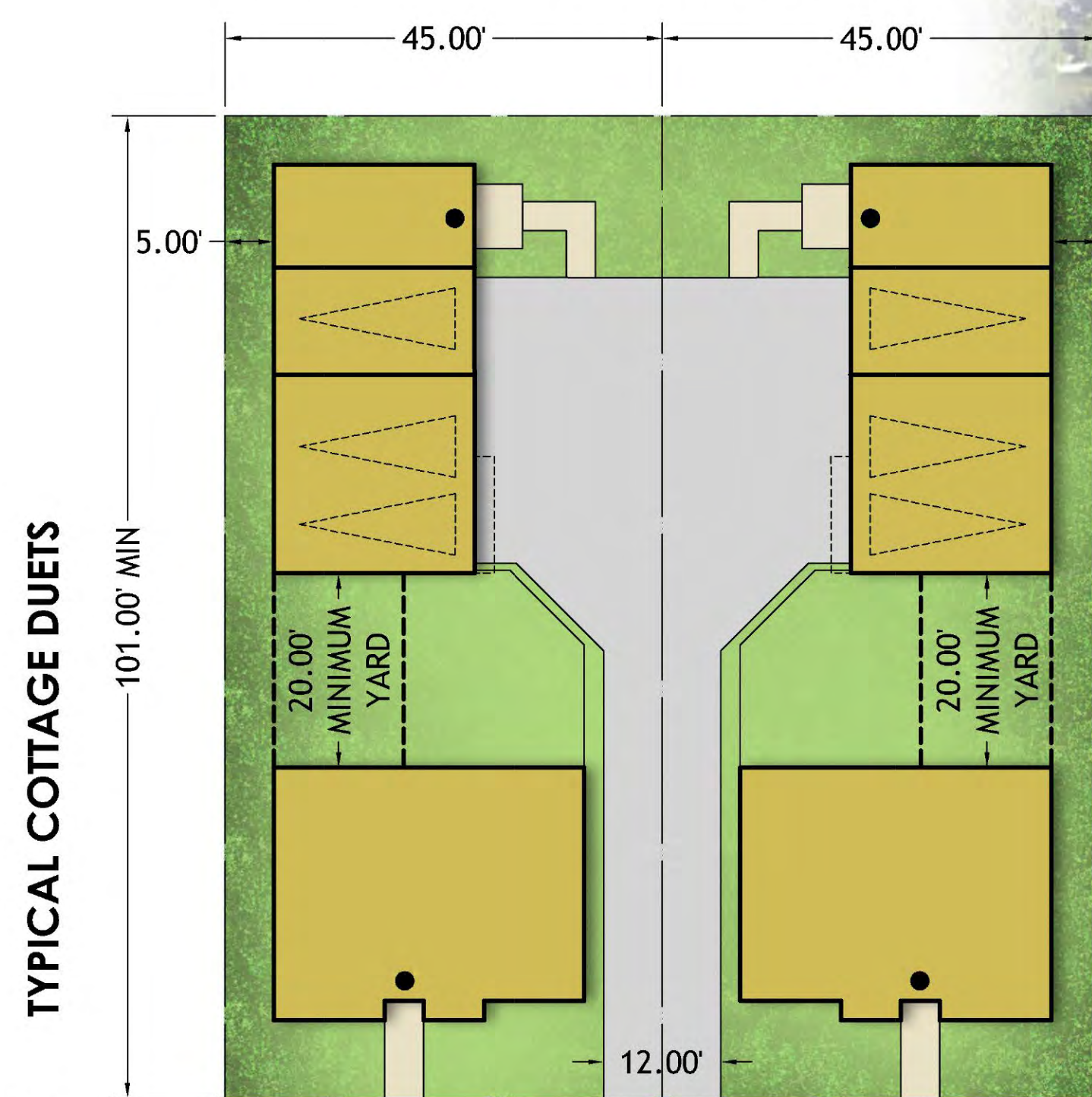
ENCLAVE LOTS

MULTIGEN UNITS	9
COTTAGE DUETS	6
TOTAL	15

GARAGE SPACES	45
DRIVEWAY SPACES	5
STREET SPACES	12
TOTAL SPACES	62
SPACES PER UNIT	4.1



NOTE: 20' MIN SETBACK TO GARAGE DOOR FROM STREET

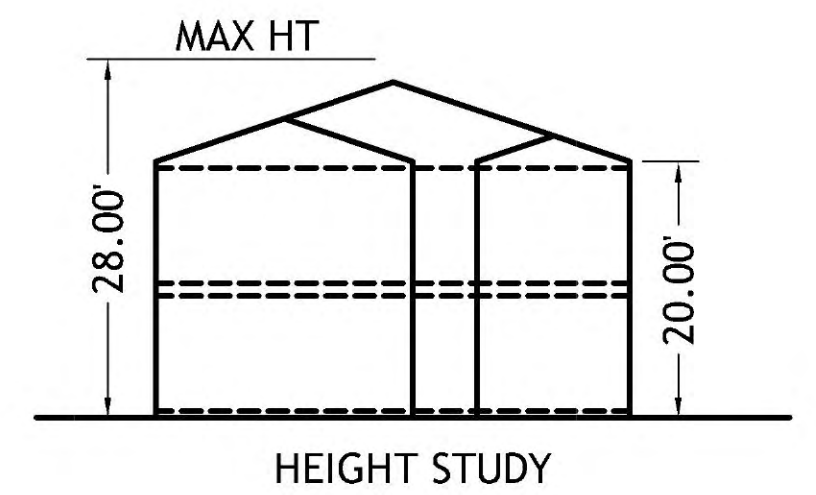


NOTE: 20' MIN SETBACK TO GARAGE DOOR FROM STREET

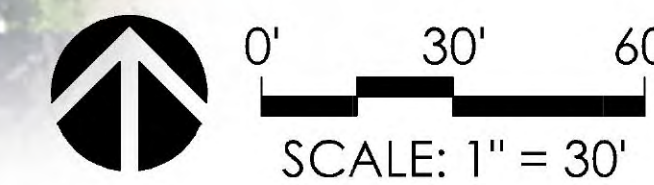


CUSTOM LOTS

CUSTOM LOTS	5
TOTAL	5



13TH AVENUE
(650 NORTH)



03.10.21

SITE STUDY | 20 TOTAL LOTS

CAPITOL PARK | IVORY HOMES
SALT LAKE CITY, UTAH

NOTE: SQUARE FOOTAGE MAY VARY BASED ON CALCULATION METHODS

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978 East Woodoak Lane
Salt Lake City, UT 84117
(801) 747-7000

January 26, 2021

The Honorable Erin Mendenhall
The Honorable City Council
Members of the Planning Commission
Salt Lake City Planning Division
Salt Lake City Corporation
451 South State Street
Salt Lake City, UT 84111

RE: Capitol Park Cottages (673 F Street) Amended and Supplemented Application Submittal
Petition Number: PLNPCM2020-00334/00335

Dear Mayor Mendenhall, Council Members, Planning Commission Members, and Planning Division Staff:

We are pleased to introduce Capitol Park Cottages, a unique and innovative housing plan for the Avenues and Salt Lake City. A new-build, in-fill, planned community that incorporates Accessory Dwelling Units (ADU's) will be the first of its kind in Utah and will create an opportunity to sensibly increase density and introduce a new variety of housing options that will serve Salt Lake's diverse residents and household structures. It respects the architectural and zoning precedents of the area and will result in additional housing stock to an established neighborhood. In so doing, it will also create more access and attainability for ownership and rental opportunities in one of Salt Lake's most desirable neighborhoods.

Due to the extensive public interest in our application last summer, we asked planning staff to hold our application to provide us time to respond to comments and suggestions. We have reacted by amending the conceptual site plan to, among other things:

1. Reducing the overall density from 25 to 20 homes
2. Increased private yard space around each home
3. Create a .4 acre consolidated park area along Capitol Park Avenue
4. Limited access to Capitol Park Avenue to one road connection
5. Clarified that we will complete the public improvements on F Street
6. Added sidewalk to our south boundary along Capitol Park Avenue

In addition to adjusting the concept plan, we have spent a great deal of time working on detailed home plans as well as very attractive exterior elevations that will fit into the neighborhood aesthetic seamlessly which we have included for your review. Also attached is a traffic study, wildlife study, demographic analysis, city department comments, as well as flyers and information on the Ivory Homes sustainability and housing affordability initiatives, among other information you will find helpful as you deliberate this application.

As Utah's Capitol City, Salt Lake City has been leading the way to demonstrate leadership and find innovative solutions to our market's housing challenges. Capitol Park Cottages can be another model for smart infill development that responds to market conditions, presents innovative new housing options, and fits within the character of one of our state's great neighborhoods.

We appreciate your consideration and look forward to working with you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris P. Gamvroulas".

Christopher P. Gamvroulas
President

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Appendix A

Revised Site Plan

SINGLE FAMILY HOMES

COTTAGES	15 UNITS
CUSTOMS	5 UNITS
TOTAL	20 UNITS

PARKING (COTTAGES ONLY)

GARAGE	45
DRIVEWAY	5
STREET	12
TOTAL	62
SPACES PER UNIT	4.1

OPEN SPACE (COTTAGES ONLY)

PARK	0.39 AC
PRIVATE YARDS	0.61 AC
TOTAL	1.00 AC
COTTAGES SITE AREA	2.42 AC
OPEN SPACE %	41.3 %

DENSITY

COTTAGES SITE AREA	2.42 AC
COTTAGES DENSITY	6.2 DU/AC
TOTAL SITE AREA	3.21 AC
TOTAL DENSITY	6.23 DU/AC



Appendix B

Home Plans and Elevations



elevation-A



elevation-B

COTTAGE DUETS PLAN ONE
CAPITOL PARK | IVORY HOMES
SALT LAKE CITY, UTAH

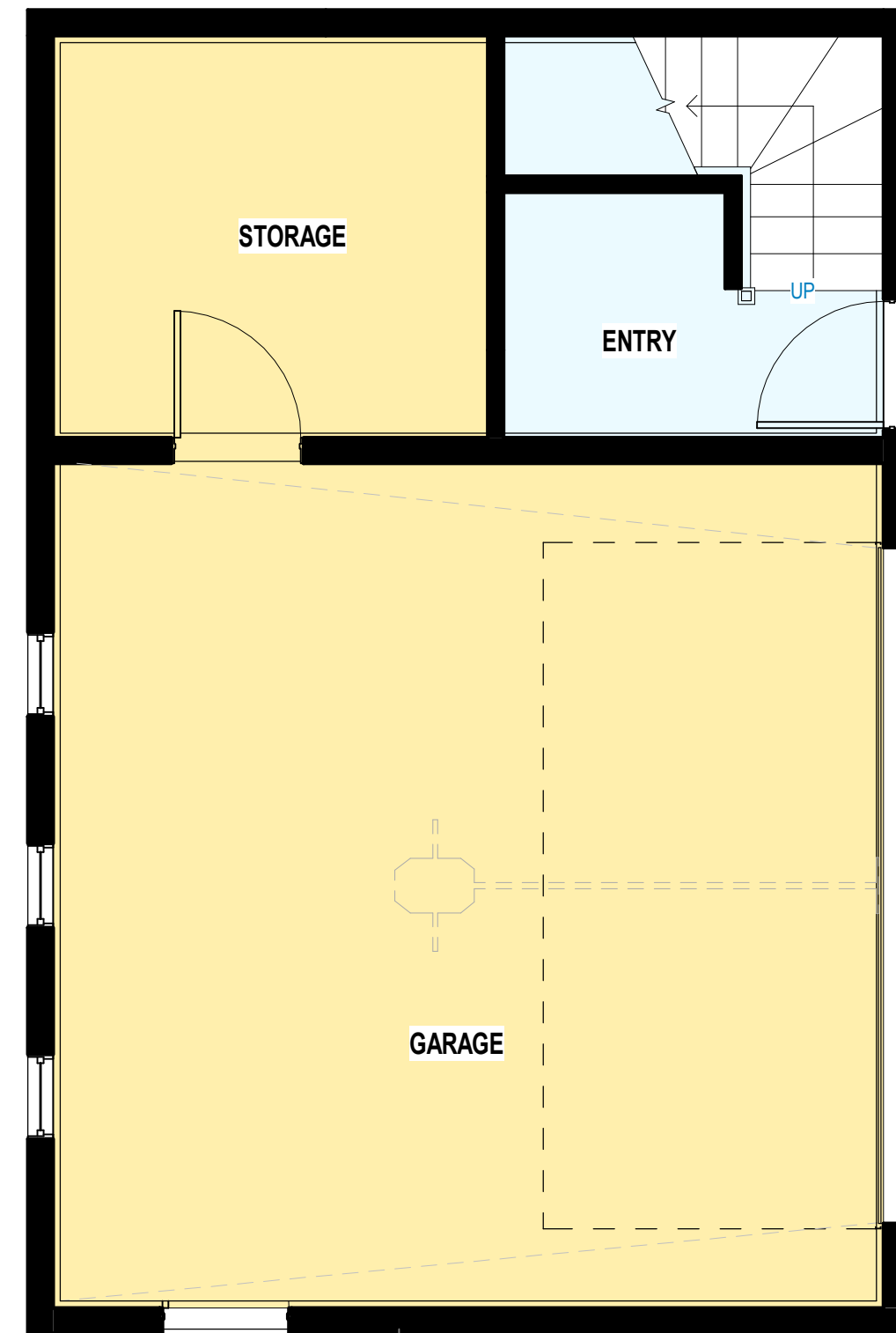
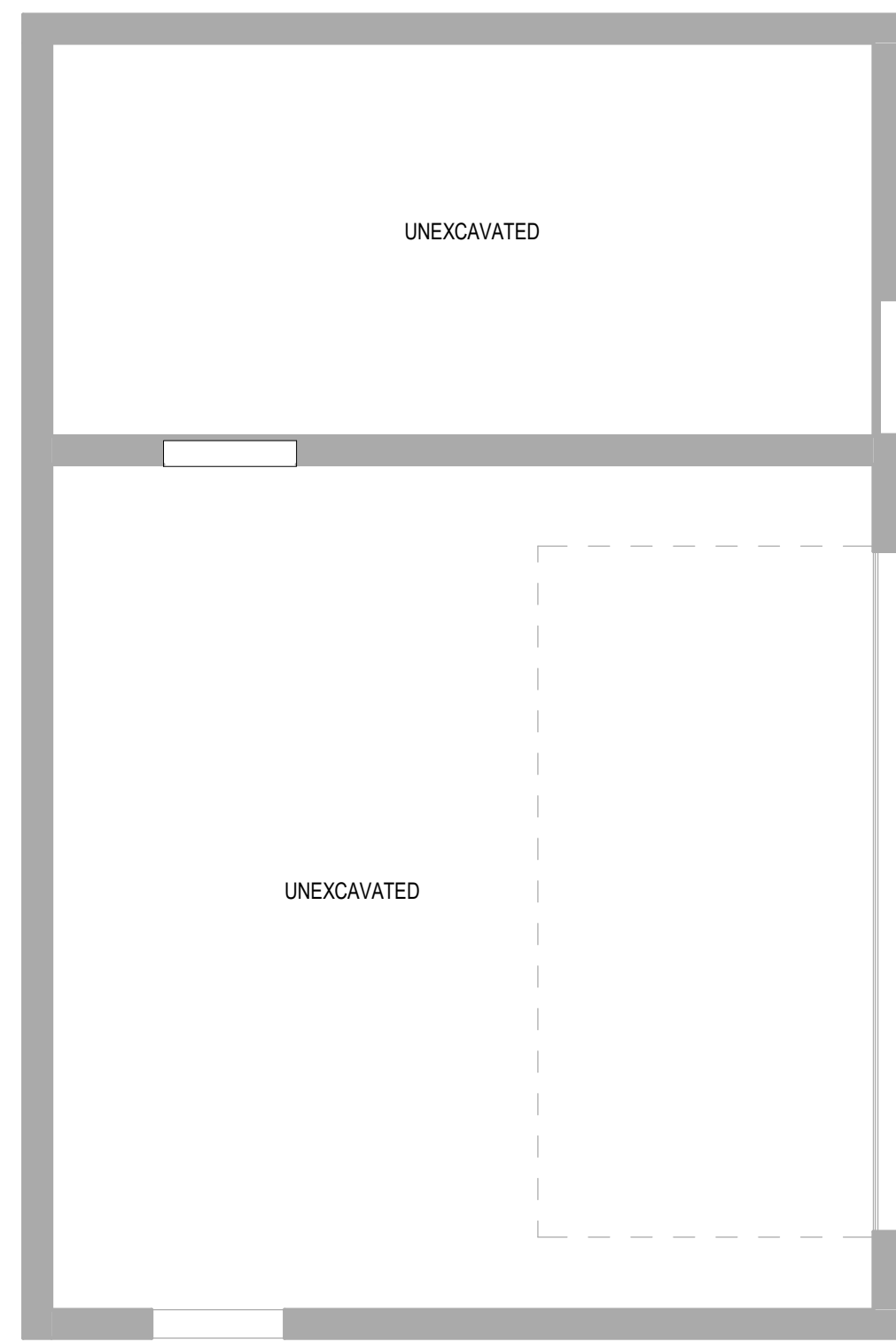


elevation-A



elevation-B

COTTAGE DUETS | PLAN TWO
CAPITOL PARK | IVORY HOMES
SALT LAKE CITY, UTAH



Basement Floor Plan

1 1/4" = 1'-0"

Level 1 Floor Plan

2 1/4" = 1'-0"

Level 2 Floor Plan

3 1/4" = 1'-0"



03.31.20

MULTI-GEN HOMES | PLAN ONE
CAPITOL PARK | IVORY HOMES
SALT LAKE CITY, UTAH

 woodley
architectural
group, inc
colorado // 731 southpark dr. suite B
littleton, co 80120 / 303.683.7231
california // 2943 pullman st. suite A
santa ana, ca 92705 / 949.553.8919

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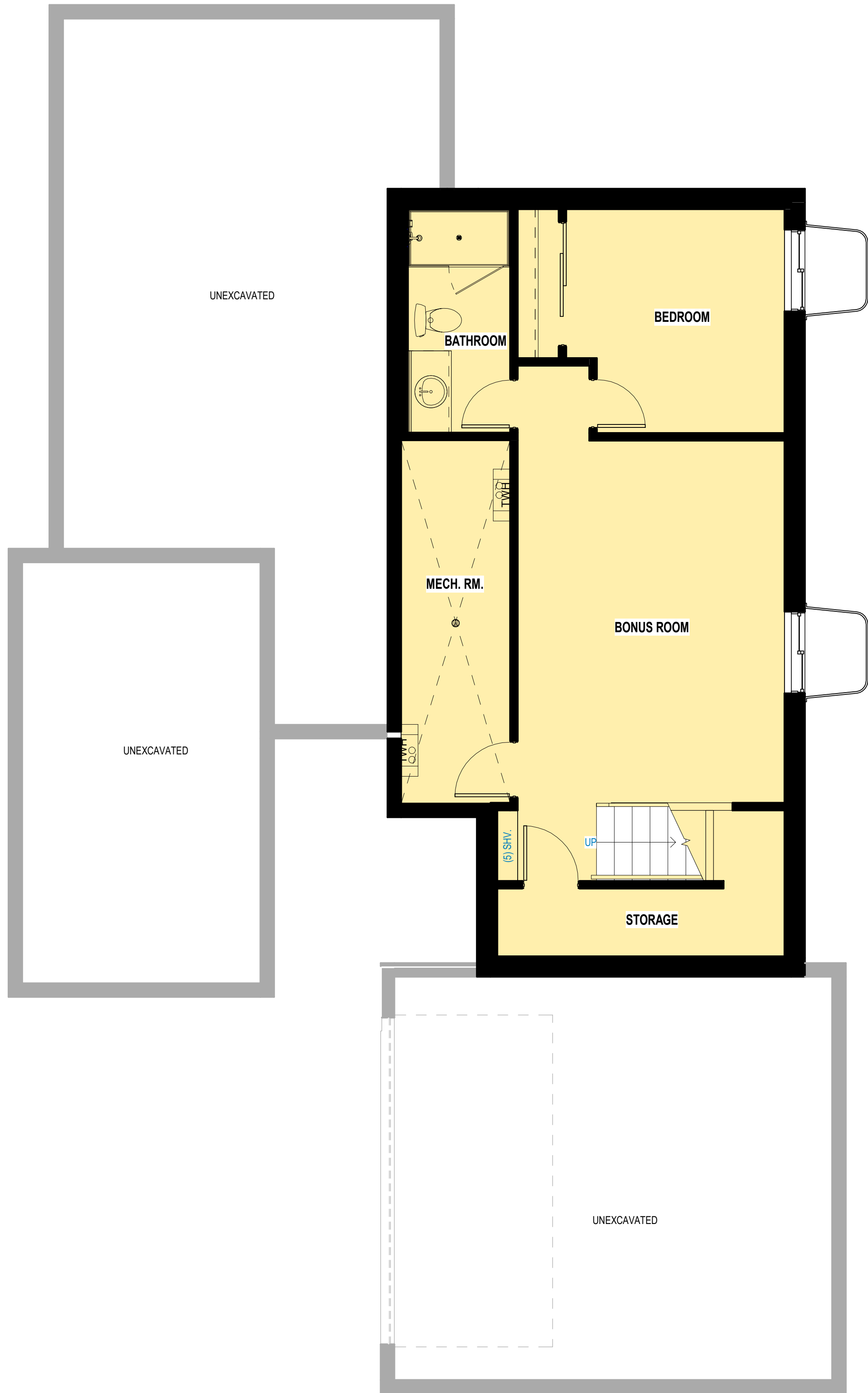


03.31.20

MULTI-GEN HOMES | PLAN TWO
CAPITOL PARK | IVORY HOMES
SALT LAKE CITY, UTAH

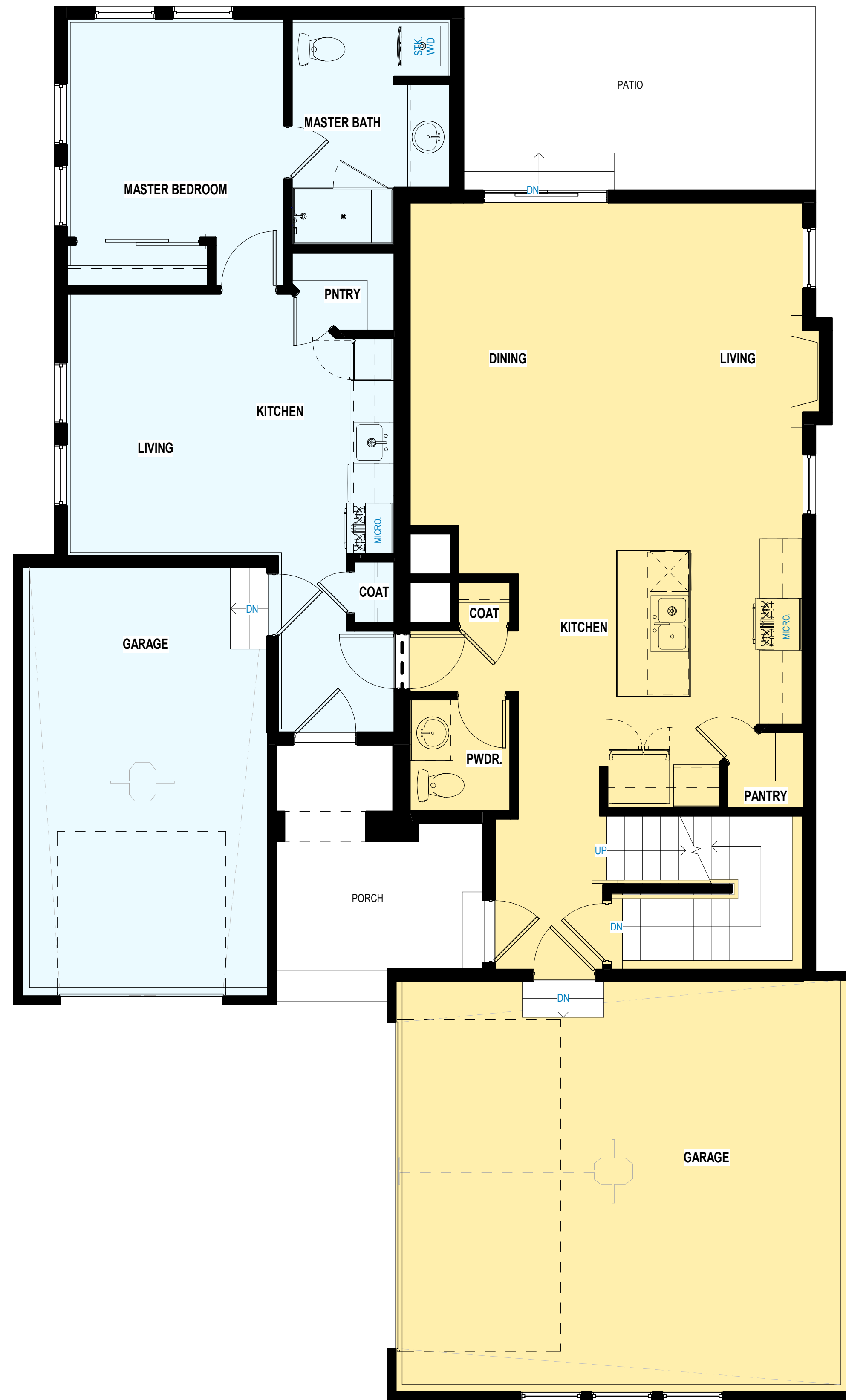
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Basement Floor Plan

1 1/4" = 1'-0"



Level 1 Floor Plan

2 1/4" = 1'-0"



Level 2 Floor Plan

3 1/4" = 1'-0"

Appendix C

Site Aerial



Appendix D

AHC and CPB Perpetual Non-Exclusive Right of Way Easement

The Capitol Park development property is bordered to the east by “F” Street, a public road. The southern border of the property is a private road, Capitol Park Avenue, owned and maintained by The Meridien at Capitol Park Condominiums (“the Meridian”). On December 12th, 2003 the Avenue Heights Condominiums, LLC (“AHC”), the preceding property owner of the Meridian, granted a continuous, perpetual non-exclusive easement and right of way easement to the development property. The benefit of ingress and egress is burdened upon the Easement Property and runs with the land. All benefits and restrictions are binding upon and to the benefit of all present and future land holders in the subject property.

The easement provides that the owner of the development property has the right to place *at least* one (1) curb cut approximately thirty (30) feet wide in the curb located on the Easement Property and to be determined by the development property owner in its sole and absolute discretion. The curb cut(s) may be used to provide pedestrian and vehicular ingress and egress from the subject property.



Per Ivory Development, LLC's ("Applicant") request, I provide the following background on the Easement Agreement that Avenue Heights Condominiums, LLC (predecessor of The Meridien at Capitol Park Condominiums) granted to the Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints (predecessor of the Applicant). The Easement Agreement allows Applicant to access and use Capitol Park Avenue. Specifically, the Easement Agreement expressly grants the owner of the 3.2 acre parcel located at approximately 675 North ("675 N Lot") and

their respective employees, agents, servants, members, beneficiaries, contractors, consultants, guests, invitees, successors and assigns. . . a continuous, perpetual non-exclusive easement and right of way on the Easement Property appurtenant to the CPB Property for the placement, to and egress from the CPB Property Easement ("Easement"). Subject to any municipal or governmental approvals, CPB shall have the right to place at least one (1) curb cut approximately thirty (30) feet wide in the curb located on the Easement Property at a location to be determined by CPB in its sole and absolute discretion to permit ingress to and egress from the CPB Property onto the Easement Property.

Easement Agreement at Paragraph 1.

The plain language of the easement is unambiguous in terms of its scope, *i.e.* ingress and egress from the 675 N Lot. The number of curb cuts allowed is not explicit, but the plain language suggests more than one was anticipated and allows Applicant absolute discretion in determining the location of the cut(s). A copy of the Easement Agreement is enclosed for your convenience. Please let me know if you have any questions.

Analise Wilson
General Counsel

8923197

8923197
12/12/2003 03:50 PM 30.00
Book - 8923 Pg - 1596-1605
GARY W. OTT
RECORDER, SALT LAKE COUNTY, UTAH
AMERICA WEST TITLE
BY: BRM, DEPUTY - WL 10 P.

Recording requested by
and when recorded return to:

KIRTON & McCONKIE
Attn: Steven L. Whitehead, Esq
1800 Eagle Gate Plaza
60 East South Temple
Salt Lake City, Utah 84111

Property No. 533-3822

(Space Above This Line For Recorder's Use)

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT ("**Agreement**") is made and entered into as of this 12th day of October, 2001, by and between AVENUE HEIGHTS CONDOMINIUMS, L.L.C., a Utah limited liability company ("**AHC**") and CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, a Utah corporation sole ("**CPB**"); individually, a "**Party**", and collectively, the "**Parties**".

RECITALS:

- A. AHC is the fee owner of that certain real property located in the City of Salt Lake City, County of Salt Lake, State of Utah, which property is more particularly described on Exhibit "A" attached hereto and depicted by diagonal lines on the Plat Map attached hereto as Exhibit "B" ("**Easement Property**"). The Easement Property is improved with a private drive, curbs, gutters, sidewalks, and related improvements, which private drive connects Capitol Park Avenue to the intersection of "F" Street and 13th Avenue.
- B. CPB owns certain real property located in the City of Salt Lake City, Salt Lake County, State of Utah, which is legally described in Exhibit "C" attached hereto and incorporated herein by this reference ("**Existing Property**").
- C. CPB is purchasing from AHC, or has purchased from AHC, fee ownership of that certain real property located between the Easement Property and the Existing Property in the City of Salt Lake City, County of Salt Lake, State of Utah, which is legally described in Exhibit "D" attached hereto (the "**Adjacent Property**"). The Existing Property and the Adjacent Property shall hereinafter collectively be referred to as the "**CPB Property**."
- D. In connection with the purchase of the Adjacent Property by the CPB, AHC and CPB have entered into that certain Agreement for Purchase and Sale and Joint Escrow

C:\MyFiles\Client-Matters\WRIGHT.WA\AVEHEIGHTS\CPB.sale\easement.agt10-10-01.wpd

Instructions (the "**Purchase Agreement**"). Pursuant to the terms and conditions of the Purchase Agreement, AHC desires to grant to CPB, for the benefit of CPB Property, a non-exclusive easement burdening the Easement Property and benefitting the CPB Property.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the Parties hereby agree as follows:

1. **Grant of Easement.** AHC hereby grants, conveys and warrants to CPB for the benefit of CPB and any entity controlling, controlled by, or under common control with CPB, and their respective employees, agents, servants, members, beneficiaries, contractors, consultants, guests, invitees, successors and assigns (collectively, "**CPB Affiliates**"), upon each and every term and condition contained herein, a continuous, perpetual non-exclusive easement and right of way on the Easement Property appurtenant to the CPB Property for the placement, installation, maintenance, repair and removal of utilities and for pedestrian and vehicular ingress to and egress from the CPB Property ("**Easement**"). Subject to any municipal or governmental approvals, CPB shall have the right to place at least one (1) curb cut approximately thirty (30) feet wide in the curb located on the Easement Property at a location to be determined by CPB in its sole and absolute discretion to permit ingress to and egress from the CPB Property onto the Easement Property.

2. **Covenants Run with Land.** The Easement, together with each of the restrictions, covenants and agreements contained herein shall be appurtenant to and for the benefit of the CPB Property and shall be a burden upon the Easement Property, and shall run with the land. The Easement, this Agreement and the restrictions, covenants, benefits and obligations created hereby shall be binding upon and shall inure to the benefit of all present and future holders of interests in the CPB Property and shall be deemed a covenant running with the land.

3. **Maintenance.** The maintenance of the Easement Property will be addressed in a Joint Maintenance Agreement to be mutually agreed upon by the parties. Until the Joint Maintenance Agreement is negotiated and executed, the parties agree as follows: (i) AHC shall maintain the Easement Property in a good and clean condition; (ii) if AHC fails to maintain the Easement Property, CPB shall have the right, but not the obligation, to do so; (iii) the costs to maintain the Easement Property, along with a portion of a portion of a road extending westerly from the Easement Property to the point at the southwest corner of certain real property owned by Karen S. Wright commonly known as 364 East Capitol Park Avenue if such road is maintained by AHC, shall be allocated 16.67% to CPB and 83.33% to AHC; and (iv) each party will reimburse the other party that performed maintenance on the Easement Property and the adjacent road within thirty (30) days after receipt of a statement of the maintenance costs.

4. **Successors and Assigns.** This Agreement shall inure to the benefit of, and will be binding upon, the Parties hereto and their respective successors and assigns.

5. **Special Warranty.** AHC hereby fully warrants the title to the Easement Property and will defend the same against the lawful claims of all persons claiming by through or under AHC and against acts of AHC, subject to any easements and rights-of-way of record as of the date hereof.

6. **Not a Public Dedication.** Nothing contained in this Agreement will be deemed to be a gift or a dedication of any portion of the Easement Property to the general public or for the general public or for any public purpose whatsoever, it being the intent of the Parties that this Agreement be strictly limited to and for the purposes expressed herein.

7. **Authority.** The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity, authority to do so and to bind the entities for which they are executing this Agreement.

8. **Exhibits.** The following exhibits are a part of this agreement to the same extent as if set forth in the body of this Agreement:

- Exhibit A - Legal Description of Easement Property
- Exhibit B- Plat Map Depicting Easement Property
- Exhibit C- Legal Description of Existing Property
- Exhibit D- Legal Description of Adjacent Property

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

AHC:

**AVENUE HEIGHTS CONDOMINIUMS,
L.L.C.**, a Utah limited liability company

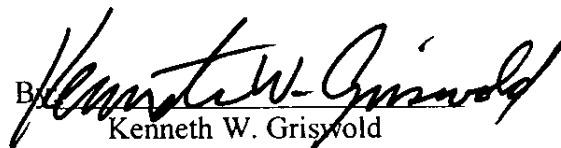
By: 

Its: Member

By: 

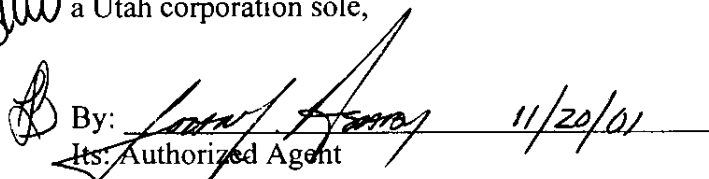
Its: Member

By: GREENWICH EAST, L.L.C., a
Texas limited liability company
Its Member

By: 
Kenneth W. Griswold
Its Managing Member

CPB:

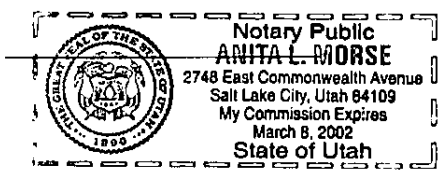
sw
**CORPORATION OF THE PRESIDING
BISHOP OF THE CHURCH OF JESUS
CHRIST OF LATTER-DAY SAINTS,**
a Utah corporation sole,

B By: 
Its Authorized Agent

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

On the 2nd day of November, 2001, personally appeared before me WALLACE A. WRIGHT, JR., who being duly sworn, did say, for himself that he is a member of AVENUE HEIGHTS CORPORATION*, L.L.C., and that the within and foregoing instrument was signed in behalf of said limited liability company, and duly acknowledged to me that such limited liability company executed the same. * CONDOMINIUMS

My Commission Expires

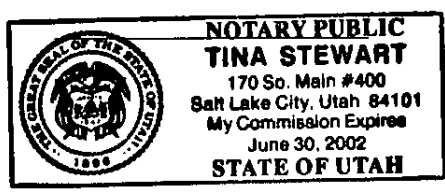


Anita L. Morse
Notary Public

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

On the 17th day of October, 2001, personally appeared before me DAVID R. SABEY, who being duly sworn, did say, for himself that he is a member of AVENUE HEIGHTS * CORPORATION, L.L.C., and that the within and foregoing instrument was signed in behalf of said limited liability company, and duly acknowledged to me that such limited liability company executed the same. * CONDOMINIUMS

My Commission Expires

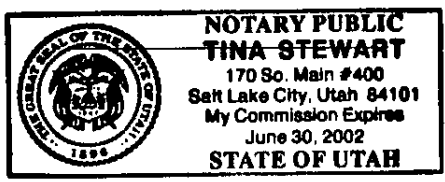


Tina Stewart
Notary Public

STATE OF Utah)
COUNTY OF Salt Lake) ss.

On the 12th day of October, 2001, personally appeared before me KENNETH W. GRISWOLD, who being duly sworn, did say, for himself that he is the managing member of GREENWICHEAST, L.L.C., a member of AVENUE HEIGHTS CORPORATION, L.L.C., and that the within and foregoing instrument was signed in behalf of said limited liability company and duly acknowledged to me that such limited liability company executed the same. * CONDOMINIUMS

My Commission Expires



Tina Stewart
Notary Public

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

On the 20th day of November, 2001, personally appeared before me John Ashby, who being duly sworn, did say, for himself that he is the authorized agent of THE CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, and that the within and foregoing instrument was signed in behalf of said corporation by authority of its board of directors, and duly acknowledged to me that such corporation executed the same.

My Commission Expires

January 23, 2002

Marilee E. Davis
Notary Public

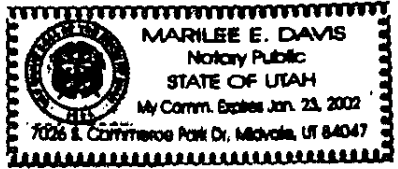


EXHIBIT "A"
OF EASEMENT AGREEMENT

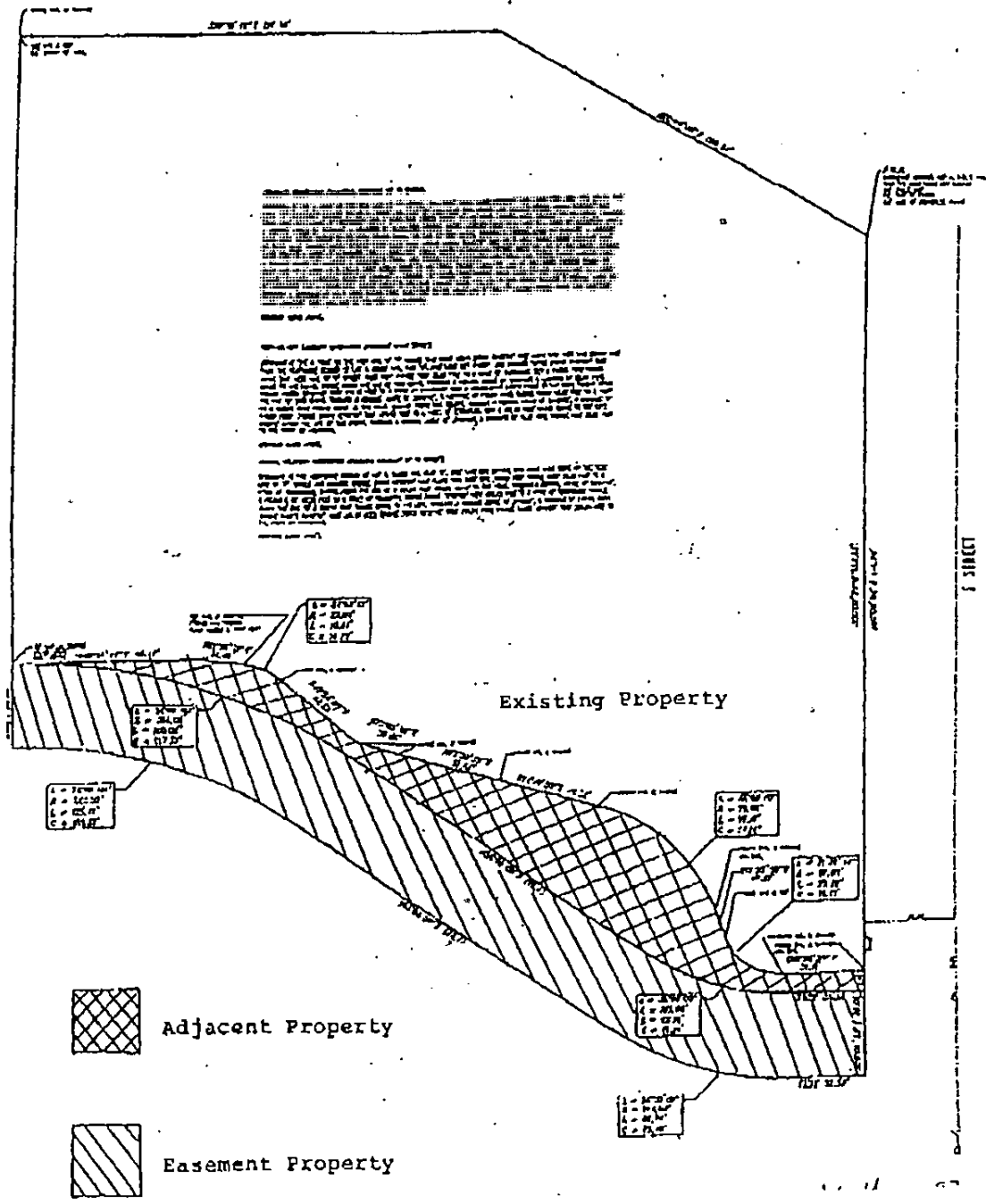
(Legal Description of Easement Property)

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF CAPITOL PARK AVENUE, A PRIVATE STREET, SOUTH 00°00'24" EAST 365.35 FEET FROM THE NORTHEAST CORNER OF LOT 4, BLOCK 188, PLAT "D", SALT LAKE CITY SURVEY, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY LINE OF "F" STREET AND RUNNING THENCE SOUTH 00°00'24" EAST ALONG SAID WEST LINE 40.00 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID CAPITOL PARK AVENUE, SAID POINT BEING NORTH 00°00'24" WEST 337.24 FEET (DEED = 337.15 FEET) FROM THE SOUTHEAST CORNER OF LOT 1, BLOCK 177, PLAT "D", SALT LAKE CITY SURVEY; THENCE ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE OF CAPITOL PARK AVENUE THE FOLLOWING FOUR (4) COURSES; WEST 34.78 FEET TO A POINT OF CURVATURE; NORTHWESTERLY ALONG THE ARC OF A 142.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 35°00'00", A DISTANCE OF 86.74 FEET TO A POINT OF TANGENCY; NORTH 55°00'00" WEST 180.63 FEET TO A POINT OF CURVATURE; NORTHWESTERLY ALONG THE ARC OF A 222.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 35°00'00", A DISTANCE OF 135.61 FEET; THENCE NORTH 40.00 FEET TO THE SOUTHEAST CORNER OF LOT 415, CAPITOL PARK PLANNED DEVELOPMENT PHASE 4, AS RECORDED WITH THE OFFICE OF THE SALT LAKE COUNTY RECORDER AND THE NORTHERLY RIGHT-OF-WAY LINE OF SAID CAPITOL PARK AVENUE; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING FOUR (4) COURSES: SOUTHEASTERLY ALONG THE ARC OF A 262.00 FOOT RADIUS CURVE TO THE RIGHT, (CENTER BEARS DUE SOUTH), THROUGH A CENTRAL ANGLE OF 35°00'00". A DISTANCE OF 160.05 FEET TO A POINT OF TANGENCY; SOUTH 55°00'00" EAST 180.63 FEET TO A POINT OF CURVATURE; SOUTHEASTERLY ALONG THE ARC OF A 102.00 FOOT RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 35°00'00" A DISTANCE OF 62.31 FEET TO A POINT OF TANGENCY AND EAST 34.78 FEET TO THE POINT OF BEGINNING.

CONTAINS 0.402 ACRES

19-36-455-008

Exhibit "B"



FILMED AS RECEIVED
CO. RECORDER

EXHIBIT "C"

(Legal Description of Existing Property)

BEGINNING at the Northeast corner of Lot 4, Block 188, Plat "D", Salt Lake City Survey, and running thence South 00°00'24" East 354.35 feet to the back of an existing curbwall; thence South 89°29'22" West 37.11 feet to a point of curvature; thence along the arc of a 27.00 foot radius curve to the right 33.77 feet to a point of tangency; thence North 18°50'50" West 14.61 feet to a point of curvature; thence along the arc of a 79.00 foot radius curve to the left 77.17 feet to a point of tangency; thence North 74°49'00" West 49.32 feet; thence North 72°00'28" West 51.64 feet; thence North 72°00'28" West 20.05 feet; thence North 47°53'00" West 44.93 feet to a point of curvature; thence along the arc of a 32.00 foot radius curve to the left 19.01 feet to a point of tangency, and North 81°55'21" West 18.46 feet; thence North 89°51'43" West 85.47 feet; thence North 00°00'24" West 296.86 feet; thence South 89°51'43" East 217.58 feet; thence South 60°00'00" East 200.84 feet to the point of BEGINNING.

09-30-455-008

EXHIBIT "D"
OF EASEMENT AGREEMENT

(Legal Description of Adjacent Property)

BEGINNING AT A POINT ON THE WEST LINE OF "F" STREET, SAID POINT BEING SOUTH 00°00'24" EAST ALONG SAID WEST LINE 354.35 FEET FROM THE NORTHEAST CORNER OF LOT 4, BLOCK 188, PLAT "D", SALT LAKE CITY SURVEY, AND RUNNING THENCE SOUTH 89°29'22" WEST 37.11 FEET TO A POINT OF CURVATURE WITH A 27.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 71°39'44", A DISTANCE OF 33.77 FEET; THENCE NORTH 18°50'50" WEST 14.61 FEET TO A POINT OF CURVATURE WITH A 79.00 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 55°58'07", A DISTANCE OF 77.17 FEET; THENCE NORTH 74°49'00" WEST 49.32 FEET; THENCE NORTH 72°00'28" WEST 71.69 FEET; THENCE NORTH 47°53'00" WEST 44.93 FEET TO A POINT OF CURVATURE WITH A 32.00 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 34°02'14", A DISTANCE OF 19.01 FEET; THENCE NORTH 81°55'21" WEST 18.46 FEET, THENCE NORTH 89°51'43" WEST 85.47 FEET TO THE SOUTHEAST CORNER OF LOT 415, CAPITOL PARK PLANNED DEVELOPMENT, PHASE 4, BEING AT A POINT ON A 262.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, (CENTER BEARS DUE SOUTH), THROUGH A CENTRAL ANGLE OF 35°00'00", A DISTANCE OF 160.05 FEET; THENCE SOUTH 55°00'00" EAST 180.63 FEET TO A POINT OF CURVATURE WITH A 102.00 FOOT RADIUS CURVE TO THE LEFT; THENCE ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 35°00'00", A DISTANCE OF 62.31 FEET, THENCE EAST 34.78 FEET TO THE WEST LINE OF SAID "F" STREET; THENCE ALONG SAID WEST LINE NORTH 00°00'24" WEST 11.00 FEET TO THE POINT OF BEGINNING.

CONTAINS 0.208 ACRES

09-30-455.008

Appendix E

City Department Comments 7/22/20

Department Comments



Petition Number: PLNPCM2020-00334/00335

Project Name: FR-3/12,000 to FB-UN1 Zoning/Master Plan Amendment

Property Address: 675 N F Street

Date: July 22, 2020

Public Utilities

No objections to proposed zone change.

- The property currently has water service with one 2" meter. There is currently no sewer service to the property.
- There is adequate sewer and water capacity in the system however they will need to install sewer mains to provide service to the majority of the properties.
- Because the property is greater than 2 acres a complete technical drainage study will be required including stormwater detention. Offsite drainage improvements may be required. A complete stormwater pollution prevention plan will also be required.
- Streets should be public streets to allow for public water and sewer mains. If private streets are requested - master metering, fire meters and private sewer mains may be required.
- ADUs must meet all public utility requirements.

Engineering

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

Transportation

My initial reaction is that a traffic study is not necessary under any scenario, particularly under the current zoning scenario. While there will certainly be an increase in traffic in the area with any of the development scenarios, the existing street system should be able to handle it. Those already living in the area may not want any increase in traffic to occur, but it is something the city experiences with any new development. However, since a rezone would be needed to increase the number of units under the proposed rezone scenarios and since there are a lot of concerns about traffic in the area, a traffic study would be helpful in the rezone scenarios in providing information based on the study rather than any perceived impacts. With any of the rezone development scenarios the traffic study will provide existing plus project information. I don't see a traffic study providing any recommended improvements to the transportation system in this area, but a study would confirm that. I don't see that there are any unique transportation consideration or concerns for this site.

Fire/Building/Zoning

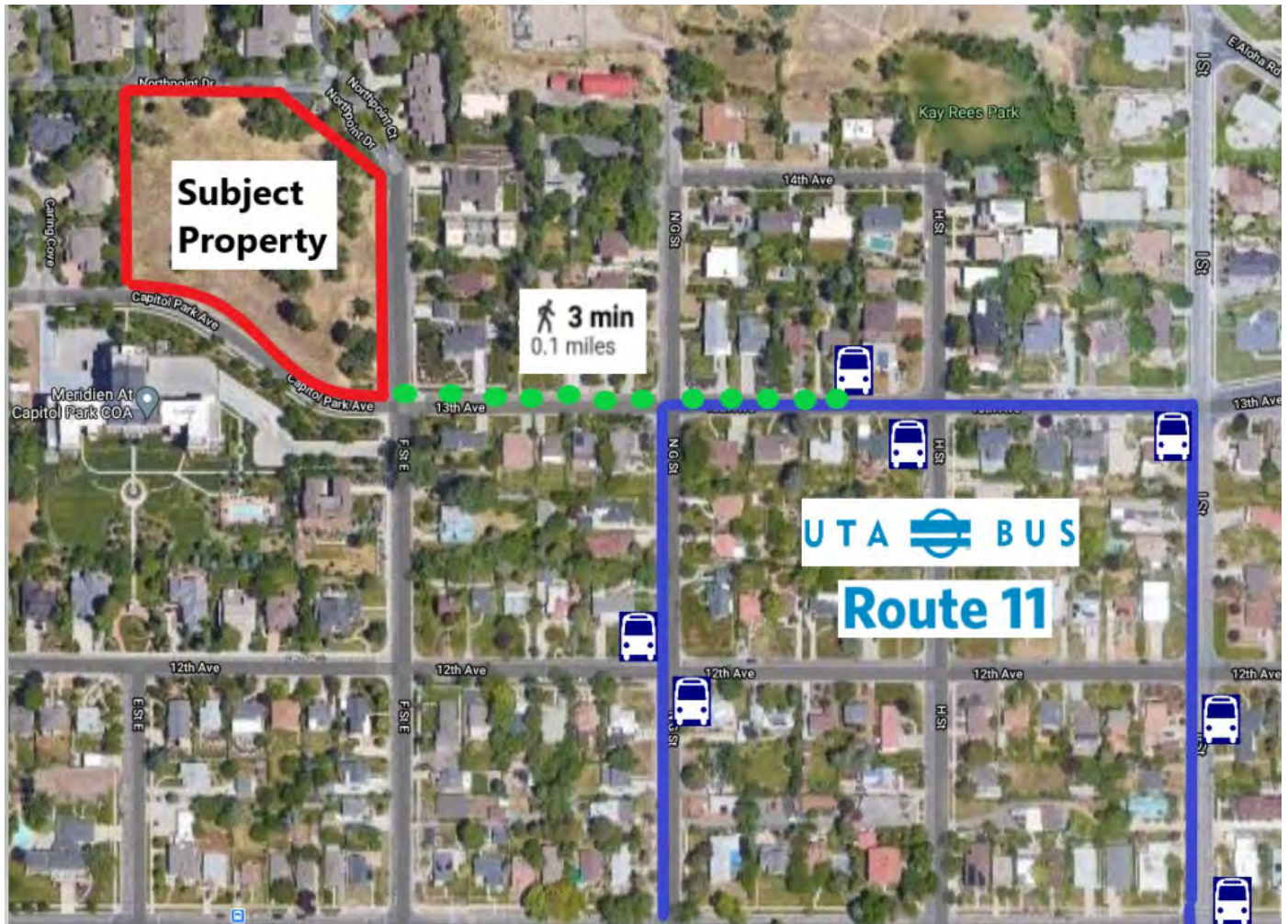
No comments. As the drawings and site plan are concept plans, it was not evaluated by these departments for code compliance. At the time of permitting for any development on the site, a subdivision, or a discretionary Planning Commission plan review such as for a Planned Development, it would be reviewed for Fire Code (including fire vehicle access requirements), Building, and Zoning codes, and would have to comply with those codes.

Appendix F

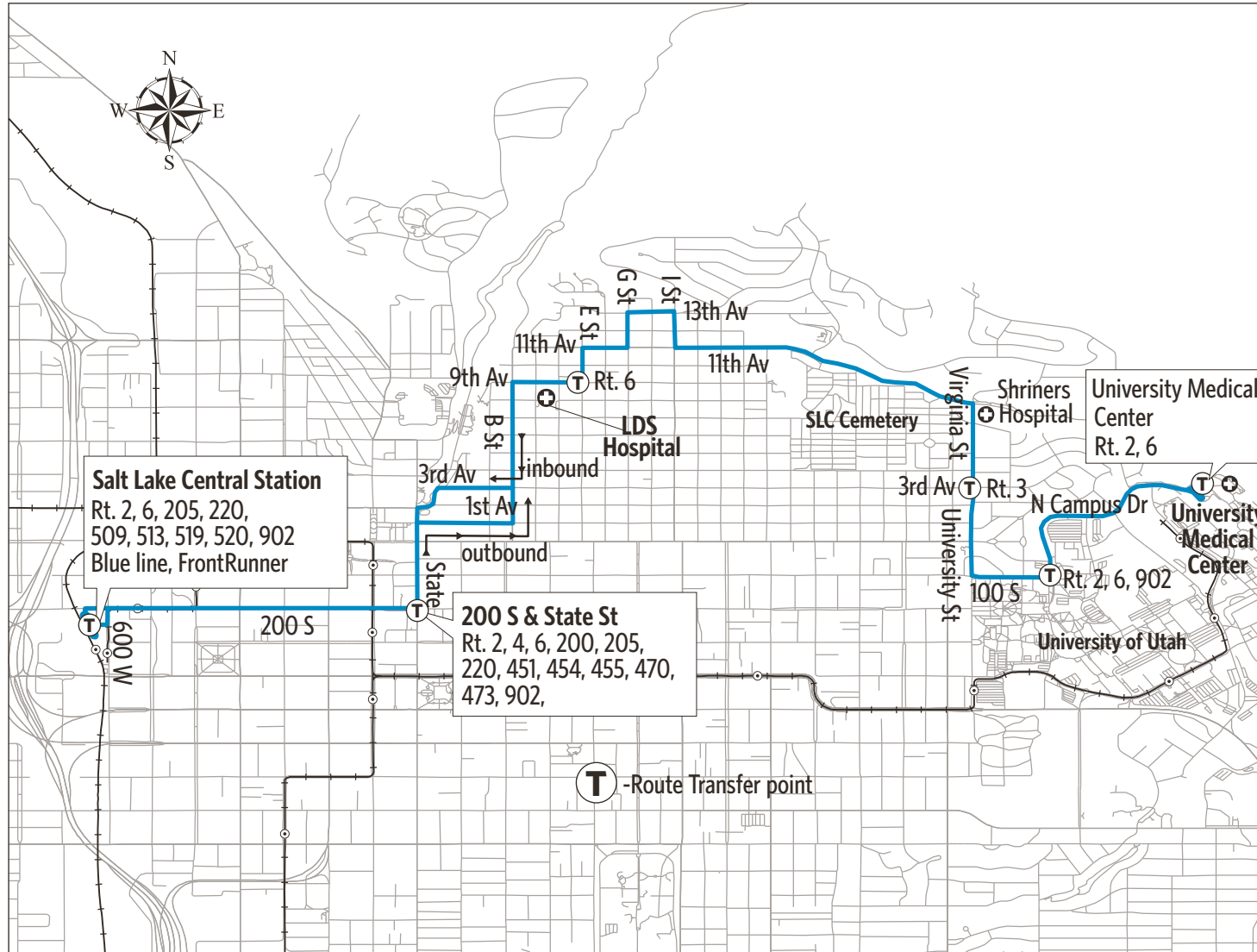
Public Transportation Proximity and Frequency

The proposed Capitol Park development is within a three-minute walk to two bus stops on the 11th avenue blue line bus route.

The 11th avenue blue line bus route runs every half hour from 7:00am to 7:00pm and stops directly at some of the City's largest employment centers such as Downtown Salt Lake City, the University of Utah Medical Center, Shriners Hospital and LDS Hospital. Furthermore, the 11th avenue blue line goes directly to the Salt Lake Central Station linking nine different bus lines and the Front Runner.



Route 11 - 11th Avenue



SEE SOMETHING?
SAY SOMETHING!

To contact UTA police:
Call: 801-287-EYES (801-287-3937)
Or Text UTATIP and your tip to 274637



INTERPRETER



801-RIDE-UTA
call (801-743-3882)
Toll-Free (888-743-3882)

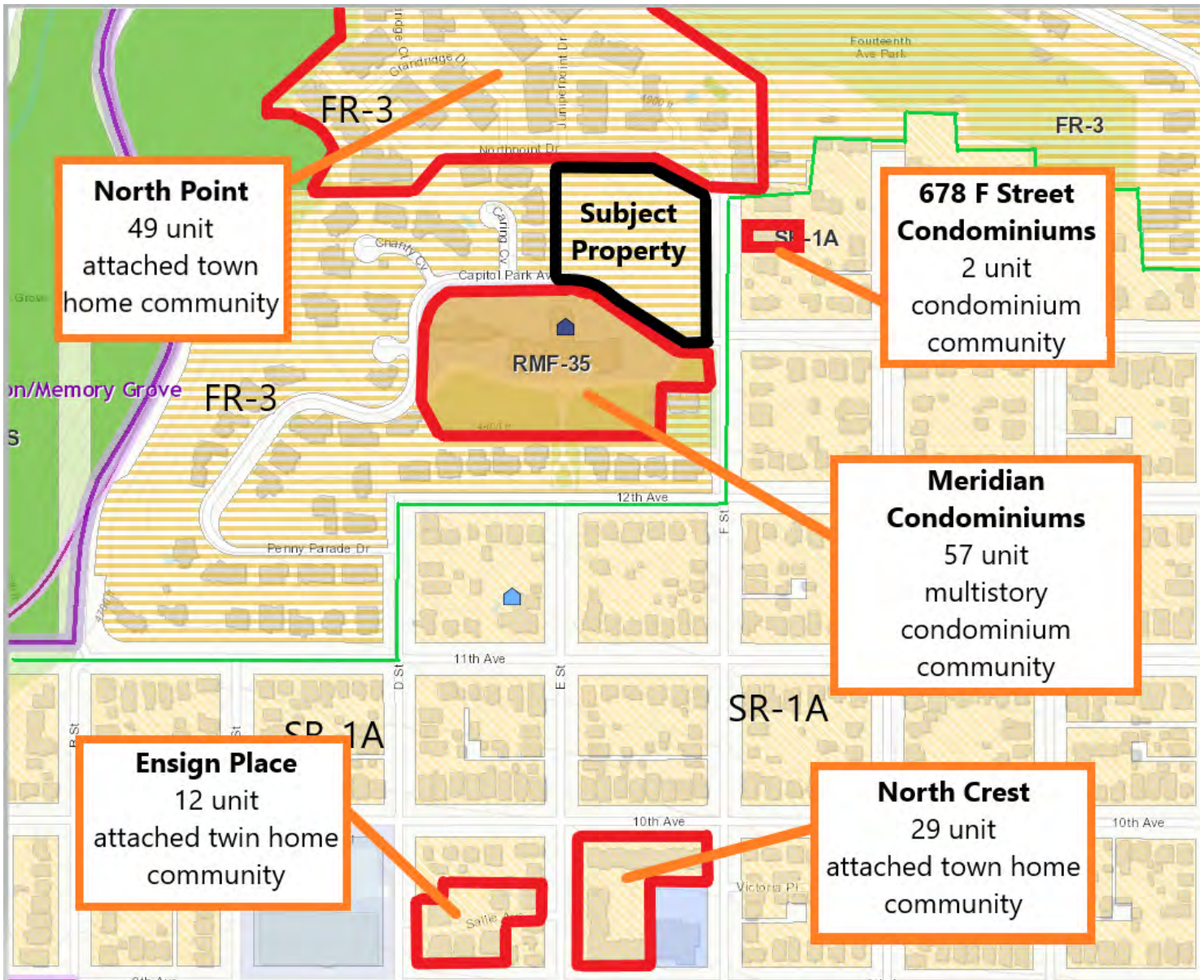
Intérprete 口譯 thông dịch viên
해석자 tumač переводчик
インタプリタ Dolmetscher 通譯

Timepoints are approximate and may vary due to road and traffic conditions

Appendix G

Surrounding Zoning Designations and Land Uses

With the exception of the western boundary, the surrounding land uses are much more dense than what could be built on the subject property under the current zone. Adjoining this property to the north is a 49 unit gated, attached condominium community. The southern neighbor is a five story, stacked condominium complex zoned RMF-35, arguably the most dense zoning island of property in the area. Across F Street to the east are single family and two family lots in the R-1A Avenues zone, which is the reasoning behind our proposed site plan that includes larger lots and homes that face the public sphere on F Street.



Appendix H

GROWING SLC: A FIVE-YEAR HOUSING PLAN 2018-2022

In 2018 Salt Lake City adopted a Five-Year Housing Plan (5YP) to address the many challenges regarding the City's population growth and housing affordability and supply crisis. The plan adopts a multi-faceted approach to address supply and affordability concerns in the Salt Lake City housing market.

1.1.2 Develop in-fill ordinances that promote a diverse housing stock, increase housing options, create redevelopment opportunities, and allow additional units within existing structures, while minimizing neighborhood impacts. (5YP pg. 19)

“Exacerbating the housing crisis are *local barriers to housing development*. These barriers, such as *density limitations, prohibitions on different types of housing, and other development regulations*, have contributed in part to a *general supply deficit and economic segregation*. Many of these regulations were created at a time of population contraction. For example, much of the east side of the city is zoned *for single-family scale development*, which *significantly reduces the number of residential units* that are built and drives up prices for the limited supply that is available” (5YP pg. 11)

1.1.3 Revise the Accessory Dwelling Unit ordinance to expand its application and develop measures to promote its use. (5YP pg. 20)

“Accessory dwelling units (ADUs) will contribute to creating a range of housing options. *This model also allows for households to accommodate their changing family needs, perhaps housing a student or aging parent*. The revised ordinance *should expand the use of ADUs* and create design and approval standards that ensures an ADU integrates within the neighborhood.” (5YP pg. 20)

1. EXECUTIVE SUMMARY

Universally, the home is the bedrock upon which every person builds the foundation of their lives. The home is fundamental to establishing roots in a community and achieving a basic sense of safety, security, and stability for those that live within its walls. It is when these basic needs are met that people have the ability to take a risk and improve their situations, to contribute socially, culturally, and economically, and build a better community.

In recognition of the role that housing plays in the success of the individual and the community, this plan is intended to establish that **Salt Lake City is a place for a growing diverse population to find housing opportunities that are safe, secure, and enrich lives and communities.** This plan outlines the housing solutions through which Salt Lake City will advance this vision. This plan imagines a city where all residents, current and prospective, regardless of race, age, economic status, or physical ability can find a place to call home. To achieve this goal, the City's housing policy must address issues of affordability at the root cause, creating long-term solutions for increasing the housing supply, expanding housing opportunities throughout the city, addressing systemic failures in the rental market, and preserving our existing units.

Salt Lake City is growing. From 2010-2014, the city gained 4,400 new residents, doubling the pace of growth that was recorded between 2000 and 2010. Estimates anticipate that this growth will continue, adding an additional 30,000 residents by 2030. Salt Lake City's current population of 190,873 people consists of 75,923 households. **The average household in Salt Lake City includes 2.45 people, with 52 percent of the households being comprised of families.**

Salt Lake City's population includes unique characteristics, notably a high proportion of millennials and minority groups and a low proportion of seniors. Post-college aged millennials (age 25-34) account for 21 percent of the population,

SALT LAKE CITY HOUSING PLAN AT-A-GLANCE

Policy solutions over the five year period of this plan will focus on :

- (1) UPDATES TO ZONING CODE
- (2) PRESERVATION OF LONG-TERM AFFORDABLE HOUSING
- (3) ESTABLISHMENT OF A SIGNIFICANT FUNDING SOURCE
- (4) STABILIZING LOW-INCOME TENANTS
- (5) INNOVATION IN DESIGN
- (6) PARTNERSHIPS AND COLLABORATION IN HOUSING
- (7) EQUITABILITY AND FAIR HOUSING

Salt Lake City Residents by Age, 2014



Nearly 4 of every 10 Salt Lake City residents is an adult millennial (between 18 and 34 years old).

Source: BBC Housing Market Study, 2016

which is higher than peer cities such as Boise (14%) and Portland (19%) and on par with cities like Denver and Austin (both 22%). Additionally, minority groups make up approximately 35 percent of the city’s population, of which one-fifth of the total population identify as Latino. The majority of these groups live west of Interstate 15. Conversely, Salt Lake City has an unusually low population of seniors, with those age 65 and older only accounting for 10 percent of the population. These demographic characteristics are important to understanding the unique housing wants and needs of the population as a whole. Each generation has different ideas and behaviors that influence their decisions at each stage of life, and in the aggregate create the demand for housing that the city is currently experiencing.

Salt Lake City is in the beginning stages of a systemic housing crisis that highlights the shortcomings of the multi-year economic rally. While many factors have contributed to the housing crisis, at its root is the demand for housing in Salt Lake City driving up home prices and rental rates at a faster pace than wage increases. Between 2011 and 2014, rental rates increased two times faster than the wage increase for renters. Additionally, home sale prices increased four times faster than the wages of homeowners. Unabated, this trend will impact greater numbers of low- and middle-income residents of the city every year pushing out those that make it diverse and dynamic and fill critical roles and occupations in our communities.

The growing disparity between wages and rental rates will create greater instability in the lives of low-income households. There is currently a 7,467 unit deficit for the 12,624 residents living in poverty and making \$20,000 per year or less. In the absence of these units which provide predictable, affordable housing, people are forced to live in unclean, crowded, and unsafe conditions, or forced into homelessness. These residents require a rental rate of \$500 per month or less or the burden of housing becomes overwhelming. Today, 49 percent of renters and 22 percent percent of homeowners in Salt Lake City spend more than 30

Salt Lake City Average Rents vs. Affordability (80% AMI)

(source: CBRE 2016)



Affordable rent for one-person household Affordable rent for four-person household
 1BR Average Rent + Utilities 3BR Average Rent + Utilities

percent of their income on housing. Additionally, 24 percent of renters are severely cost-burdened, spending more than 50 percent of their income on housing. For those already living in poverty, being cost burdened by their housing can result in having as little as \$500 remaining each month to cover all other costs, including food and healthcare. These groups are also likely to miss rental and mortgage payments, placing the stability of their home in jeopardy. Such a burden has significant impact on children and their lifetime potential for success. Children that are hungry, move frequently, and experience high stress environments at home are less likely to perform well in school, which in turn can contribute to the inter generational impacts of cost-burdened households and poverty.

The housing crisis also impacts middle-income households. The historically low vacancy rate of 2 percent in Salt Lake City in 2017 has driven prices up in every neighborhood. In many cases, middle-income households are forced to make the decision to locate in neighborhoods that they would not otherwise choose, take on greater amounts of debt, or move to another community. In August 2016, Salt Lake City conducted the Salt Lake Live Work Survey, which included people that commuted into the city for work. Among these commuters, 52 percent indicated that they would consider living in Salt Lake City if housing were more affordable. Salt Lake City's population grows by 60 percent every day from in-commuters, which creates significant stress on our transportation network and the environment. Providing more affordable options could greatly reduce these impacts, which are shared by all residents.

Exacerbating the housing crisis are local barriers to housing development. These barriers, such as density limitations, prohibitions on different types of housing, and other development regulations, have contributed in part to a general supply deficit and economic segregation. Many of these regulations were created at a time of population contraction. For example, much of the east side of the city is zoned for single-family scale development, which significantly reduces the number of residential units that can be built and drives up prices for the limited supply that is available. While the current building boom is in part supported by improvements in land use regulations that were made throughout the last decade, the expanded application of these improvements, as well as further modernization, is required to reduce local barriers and create more housing opportunities throughout the city for low and moderate income households. The removal of these barriers will not solve the housing crisis on its own. Without well-crafted policies and additional incentives, creating greater flexibility could result in the displacement of affordable housing. However, if done correctly, the removal of local barriers is fundamental to opening up neighborhoods with quality infrastructure, as well as strong educational, social, economic, and culture networks

WHAT IS "AFFORDABLE" HOUSING IN SLC?

Housing and utilities for a renter and monthly mortgage payment and housing expenses for a homeowner **should be less than 30%** of a household's gross monthly income.

A single person household in Salt Lake County has an Area Median Income (AMI) of \$51,690; the AMI for a family of four is \$73,800.

Affordable housing for a single person in Salt Lake City currently earning 60% AMI, or \$41,350, would be a rental costing approximately **\$1,034/month, or a home priced around \$175,000 (est. mortgage \$824/mo + taxes and insurance).**

Affordable housing for a Salt Lake City family of four earning 80% AMI, or \$59,050, would be a rental costing about **\$1,476/month or or a home priced around \$265,000 (est. mortgage \$1,193/month + taxes and insurance).**

Source: Salt Lake County Community Resources and Development (2016 Area Median Income).

and institutions, to low- and moderate-income households. Raj Chetty, a professor of Economics at Stanford University and co-author of “The Effects of Exposure to Better Neighborhoods on Children: New Evidence from the Moving to Opportunity Project,” found that children that move to neighborhoods with less poverty will have a higher earning potential than their peers. While earning potential is not the only measurement of success, it is an indicator that policies that effectuate economic segregation also contribute to inter generational poverty. It’s critical that these barriers be removed to create greater opportunity for the residents of Salt Lake City and contribute to further breaking down the systems that perpetuate poverty in our community.

In addition to locally created barriers, resolving the housing crisis will also require addressing the economic inequities in the market. This includes providing financial assistance to renters, programs to support home-ownership, financial incentives for developers, and risk mitigation for landlords. The end goal is to decrease the cost of renting or owning a home for low- and moderate-income households and increase the amount of funding they have available for rent and mortgage payments. These fixes are not inexpensive, and will require a long-term and sustainable funding source. The development of such a funding source will require support from the community and a network of committed local partners.

The systemic affordable housing crisis has implications for every Salt Lake City resident and business. While the unique needs of our vulnerable population such as those with disabilities, refugees, or people experiencing homelessness are not specifically addressed, this plan creates a flexible framework that can address the needs of these groups as they too search for affordable housing options. Resolving the crisis will require a community wide effort to embrace change and develop a willingness to invest a little to change a lot. The following are the housing goals and objectives established in this plan. Through these goals and objectives, Salt Lake City will work to remove local barriers to housing development, address economic conditions that prevent the development and preservation of affordable housing, and support access to affordable housing for all Salt Lake City residents.

Goal 1: Reform City practices to promote a responsive, affordable, high-opportunity housing market.

Objective 1: Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city.

Objective 2: Remove impediments in City processes to encourage housing development.

Objective 3: Lead in the construction of innovative housing solutions.

Objective 4: Provide residents, community advocates, business leaders, and elected officials with high-quality data to drive decision-making.

Goal 2: Increase housing opportunities for cost-burdened households.

Objective 1: Prioritize the development of new affordable housing with an emphasis on households earning 40 percent AMI and below.

Objective 2: Pursue funding for affordable housing opportunities.

Objective 3: Stabilize very low-income renters.

Objective 4: Secure and preserve long-term affordability.

Objective 5: Work with landlords to improve their housing stock and rent to very low-income households earning 40 percent AMI and below.

Objective 6: Increase home ownership opportunities.

Goal 3: Build a more equitable city.

Objective 1: Eliminate incidences of housing discrimination in Salt Lake City.

Objective 2: Align resources and invest in strategic expansion of opportunity throughout all neighborhoods of the city and access to existing areas of opportunity.

Objective 3: Implement life cycle housing principles in neighborhoods throughout the city.

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING

SNAPSHOT SALT LAKE: SUMMARY

Salt Lake City Residents by Age, 2014



Source: BBC Housing Market Study, 2016

Nearly 4 of every 10 Salt Lake City residents is an adult millennial (between 18 and 34 years old). **Demand for housing in walkable neighborhoods and non-single family housing types by this demographic will drive the housing market for the next decade.**

In addition, similar housing choice preferences among the Baby Boomer cohort as they retire will put added pressure on urban types of housing development.

Nearly **one-half of all renters in Salt Lake City are cost-burdened**, and nearly one-quarter are extremely cost-burdened (spend more than 50% of income on rent).

Cost-burdened City



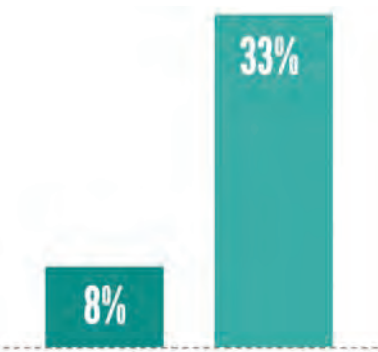
Not cost-burdened



Cost-burdened & Extremely Cost-burdened

Source: BBC Housing Market Study, 2016

Wage Increase vs. Home Sale Price Increase 2011-2014



- Increase in homeowner wages
- Increase in home sale prices

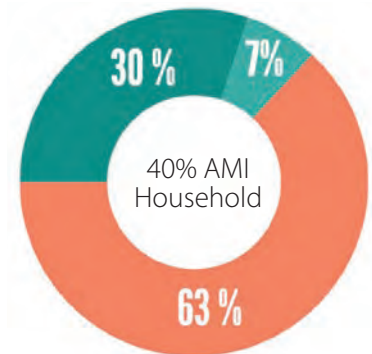
Source: BBC Housing Market Study, 2016

Homeowners in Salt Lake City are increasingly cost-burdened. **Wages over the last 5 years have not nearly kept pace with the average home sale price in the city.**

With an **average annual cost in Utah of more than \$18,000 to own and operate two cars per household**, the option of transit access can have a major impact on the financial stability of a cost burdened household. It is imperative that new housing be constructed in the right locations of the city.

(Source: Utah Business)

Monthly Cost Burden of Housing + Transportation



- Housing Costs
- Costs for 2 Cars

Remaining budget ~\$2,000/year

Salt Lake City Workforce



Source: BBC Housing Market Study, 2016

Salt Lake City has a very high in-commuter percentage as a portion of the city's total workforce relative to comparable cities. Of those surveyed, **52% of in-commuters would consider relocating to Salt Lake City if housing were more affordable.** (Salt Lake Live Work Survey, 2016)

2. GUIDING PRINCIPLES FOR EVALUATING & APPROPRIATING CITY FUNDS ON HOUSING DEVELOPMENTS

During the City Council's adoption process for this plan in the fall and winter of 2017, a series of policy statements were developed to guide the City's investments during implementation. The City Council approved these principles with the intent that they will inform and provide guidance to City officials, the community, developers, and all interested parties of the Council's housing priorities when considering the appropriation of any City funds on housing related projects.

The following guiding principles will help staff as they consider and evaluate proposals and applications for City housing funds, regardless of the funding source.

The Salt Lake City Council will support and fund projects that:

1. Adhere to federal-level efforts to encourage a mix of income in individual projects and neighborhoods.
2. Uphold an equitable ratio of affordable to market rate new units throughout the city. Ideally, projects outside areas of high opportunity should have lower ratios of affordable units.
3. Incentivize affordable housing within areas of high opportunity.
4. Award funding through a competitive, accountable, fair and transparent process to give all interested developers, agencies and organizations equal opportunity to submit proposals for consideration.
5. Incentivize the preservation and improvement of existing affordable housing.
6. Create a net increase in affordable housing units while:
 - i. Avoiding displacement of existing affordable housing to the extent possible, and
 - ii. Retaining and expanding the diversity of AMI and innovative housing types.
7. Keep publicly-funded housing projects affordable as long as possible.
8. Create a spectrum of housing options for people of all backgrounds and incomes.
9. Collaborate with the private sector to include affordable units in developments that are planned or in progress, which otherwise might not have affordable units.
10. Include collaboration with community and private sector partners to enable opportunities for in kind contributions, creative financing and service delivery models.
11. Utilize City-owned land whenever possible.
12. Enable residents' success to maintain housing through partnerships with providers of supportive services.
13. Support tax increment and neighborhood development goals when utilizing RDA money for housing development.
14. Identify opportunities to expedite City funded projects that are already in the process.
15. Clearly articulate to the community, developers and all interested parties options for funding and collaborating with the City on establishing affordable housing in all neighborhoods.
16. Identify tools to increase and diversify the total housing supply including housing types that the private market does not sufficiently provide such as family housing in the downtown area, innovative housing types, missing middle housing and middle- to low-income apartments.
17. Include affordable housing in transit-oriented developments because access to public transit increases access to opportunities. Moderate increases in density should be encouraged along transit corridors.
18. Include innovative parking solutions especially for projects near public transit to bring down construction costs so more affordable housing units can be built.
19. Include quality construction materials, design, and incorporate public or private amenities.
20. Allow and encourage opportunities for projects to remain at least to some extent on the City's tax rolls.

3. RESPONDING TO THE CRISIS: COMPREHENSIVE SOLUTIONS & POLICIES

Salt Lake City is witnessing tremendous growth as households are expanding and new housing is being developed. The vision of this plan, that Salt Lake City is a place for a growing diverse population to find housing opportunities that are safe, secure, and enrich lives and communities, recognizes the changing nature of the city, and provides the foundation for creating goals and strategies to manage the housing needs of tomorrow. The following pages outline the housing goals, objectives and strategies through which City departments and divisions, and public and private partners can achieve the outcomes identified in Plan Salt Lake and the Comprehensive Housing Policy adopted by the Council in February 2016.

GOAL 1: INCREASE HOUSING OPTIONS: REFORM CITY PRACTICES TO PROMOTE A RESPONSIVE, AFFORDABLE, HIGH-OPPORUNITY HOUSING MARKET

GOAL 1: INCREASE HOUSING OPTIONS
GOAL 2: AFFORDABLE HOUSING
GOAL 3: EQUITABLE & FAIR HOUSING

In order to respond to Salt Lake City’s changing demographics and the housing needs of its diverse communities, it is critical to begin to look within the City for real and responsive change that will encourage the market to develop the housing and infrastructure needed to accommodate our growing community. This goal focuses on the need to increase the diversity of housing types and opportunities in the city by seeking policy reforms that can enhance the flexibility of the land-use code and create an efficient and predictable development process for community growth. Strategic policy decisions that integrate the transportation system, development related infrastructure, financial institutions, and data, as well as innovative design and construction methods, can break down social and economic segregation, thus building a city for everyone.

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING

Objective 1: Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city

Plan Salt Lake's Existing Conditions report shows that the City has not had a significant update to its zoning code since the mid-1990s. Land use decisions of the 1990s came about as a reaction to the gradual population decline that occurred over the preceding three decades. Conversely, the city's population has grown by 20 percent in the last two decades, (the fastest rate of growth in nearly a century) presenting a need for a fundamentally different approach. Household type and makeup has also significantly changed to reflect smaller household sizes in the city.

Increasing flexibility around dimensional requirements and code definitions will reduce barriers to housing construction that are unnecessary for achieving city goals, such as neighborhood preservation. A concentrated zoning and land use review is warranted to address these critical issues and to refine code so that it focuses on form and scale of development rather than intended use.

1.1.1 Develop flexible zoning tools and regulations, with a focus along significant transportation routes.

In order to respond to the demographic shift described above, modernizing zoning is key not only to catching up with the demand, but creating housing that responds to every stage of life whether just starting out or downsizing later in life. Immediate strategies that will be pursued for greatest impact include improving or expanding on zones that have supported recent housing development, including the Transit Station Area (TSA), Residential Mixed-Use (R-MU), Sugar House Business District (CSHBD), Gateway Mixed-Use (GMU), Central Business District (D-1), Downtown Warehouse/Residential District (D-3), and new form-based zones (FBUN). In addition, there is a need for in-fill ordinances that allow for greater density in existing neighborhoods, offering owners the option to subdivide large parcels to increase the utility and value of their land, removing impediments to innovative construction types, such as accessory dwelling units, and reducing parking requirements to bring down the cost of developing new housing units.

Form-based zoning is not the only zoning tool that can support new housing growth, but it has many benefits, including allowing the City and residents to determine what height, depth, and general shape a building should be, thus allowing the private market to decide the best use of that space. Form-based zoning has been piloted in select neighborhoods around the city, including the Central 9th neighborhood, and has proven a successful tool for creating regulatory flexibility that supports new development, while ensuring that neighborhood

character is preserved and enhanced. This has been accomplished by ensuring that the form of a building fits into the neighborhood surrounding it, rather than focusing regulation on the specific use of that building as traditional zoning code requires.

Expanding this system of zoning with a focus on new residential and commercial development along transportation corridors will allow the private market to fill the housing demand where the city needs it most. To ensure that the maximum potential of these regulatory changes is realized, the City will need to plan, design, fund, and construct the infrastructure that will be required to support the increases in residential density. This will require significant and targeted investment in multiple utility systems and other public improvements. Where possible, the City will seek public-private partnerships to fund the infrastructure improvements.

1.1.2 Develop in-fill ordinances that promote a diverse housing stock, increase housing options, create redevelopment opportunities, and allow additional units within existing structures, while minimizing neighborhood impacts.

In-fill ordinances provide both property owners and developers with options to increase the number of units on particular parcels throughout the city. Such options would also help restore the “missing middle” housing types where new construction has principally been limited to single-family homes and multi-story apartment buildings for decades. Missing middle housing types are those that current zoning practices have either dramatically reduced or eliminated altogether: accessory dwelling units, duplexes, tri-plexes, small multi-plexes, courtyard cottages and bungalows, row houses, and small apartment buildings. Finding a place for these housing types throughout the city means more housing options in Salt Lake City, and restoring choices for a wider variety of household sizes, from seniors to young families.

Apart from traditional infill ordinances, responding to the unusual age, form, and shape of housing stock should be addressed and leveraged to add incremental density in existing structures. This would include options for lot subdivision where there is ample space to build an additional home on a property or alternatively expand rental opportunities in existing structures. This solution responds to the strong preference for single-family homes that was captured in the Salt Lake Live Work Survey. Allowing land owners to subdivide their large, underutilized lots creates a path to building more single family homes in a city that has limited space left for them under its current land-use regulations.

GOAL 1: INCREASE HOUSING OPTIONS
GOAL 2: AFFORDABLE HOUSING
GOAL 3: EQUITABLE & FAIR HOUSING



Encouraging in-fill housing like this multi-unit building throughout the city means more people are able to find homes in Salt Lake City. (Image: Atlas Architects)

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING



Because the land is already owned, the production cost on these small, inexpensive units is reduced even further, making ADUs the most cost-effective method of new construction for small housing units. (Image: Pacific Residential Mortgage)

While lot subdivision responds to some of the single-family home demands, the expansion of rental opportunities in existing structures is another strategy to meet affordability needs and increase access to opportunity. Allowing owners to subdivide large homes into apartments could be a solution resulting in rent rates closer to \$500 - \$600 per unit based on current market examples. Older homes throughout the city that were dissected into apartments have been grandfathered in through a unit legalization process. The unit legalization ordinance is designed to increase the safety of those existing units, not increase the total number of available units. It allows large homes with existing apartments to become legal if certain criteria are met, but there is no streamlined mechanism that allows additional units to be built within existing structures such as large homes or apartment complexes. Allowing property owners to subdivide those existing structures to add new units within them could boost the total number of inexpensive rental units on the market without affecting the scale of development in a neighborhood. Such an ordinance could actually create more units on the market without demolishing or constructing any new structures.

1.1.3 Revise the Accessory Dwelling Unit ordinance to expand its application and develop measures to promote its use.

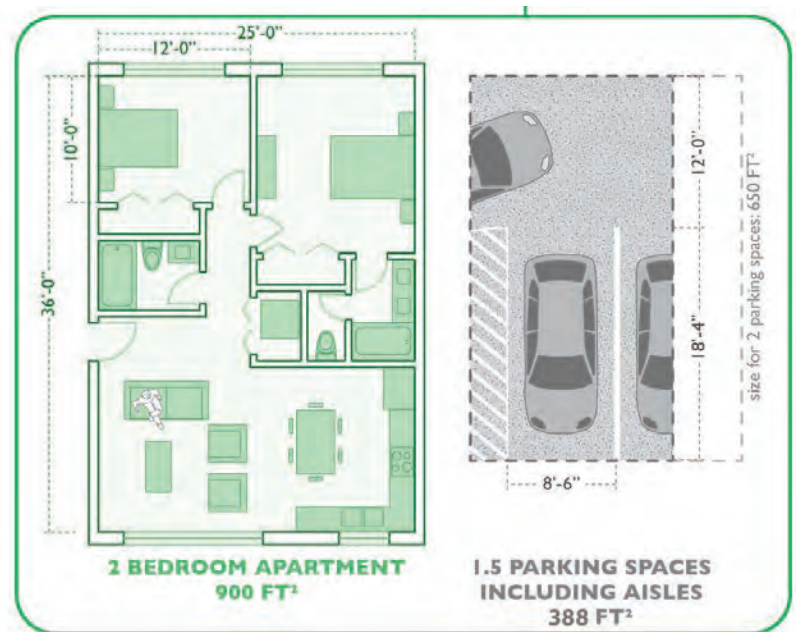
Accessory dwelling units (ADUs) will contribute to creating a range of housing options. These units, typically 500-600 square feet in size, fit on existing properties, usually behind single-family homes. The production cost on these small, relatively inexpensive units is reduced, because the price of land is removed from the equation. This model also allows for households to accommodate their changing family needs, perhaps housing a student or aging parent. The City will explore and make recommendations on clear internal processes and potential building plans. The revised ordinance should expand the use of ADUs and create design and approval standards that ensures an ADU integrates within the neighborhood.

1.1.4 Reduce parking requirements for affordable housing developments and eliminate parking requirements in transit-rich, walkable neighborhoods or when the specific demographics of a development require less parking, such as senior populations.

The City's parking requirements for new development have been identified by numerous local housing developers as a hurdle to keeping rents low in their projects. Reforming parking regulations has also been identified as a prerequisite for reducing housing costs by policy analysts across the country. The opportunity and construction costs associated with constructing surface or structured parking can be extremely expensive, running as high as \$50,000 per parking stall. This expense subsequently adds hundreds of dollars to the rental rates for a

development. This financial impact, paired with financial institutions hesitancy to loan money on projects with limited parking, will require a flexible and strategic approach from the City. This means that parking requirements will be based on the needs of each neighborhood and the specific needs of new development based on parking demand and incentives. Further, this same approach will be utilized for transit-oriented development. City parking requirements for new development in transit-rich areas will be significantly reduced or eliminated to reduce the cost of construction and ultimately reduce apartment rental prices. In conjunction with the Planning Department's efforts to revise the parking code, the City will work with developers to explore transit incentives to tenants, such as the HIVE Pass, when parking requirements are reduced.

Living Space vs. Parking Space



Minimum parking requirements focus more funding and resources towards storing cars than to housing. (Image source: Sightline Institute).

Objective 2: Remove impediments in City processes to encourage housing development

The City consistently hears that internal permitting and licensing procedures add to the total cost of all projects, especially affordable housing developments. Adjusting this process to incentivize affordable units may serve as an incentive for housing developers to engage with the City on how to integrate affordability into projects. Further, the savings from fee waivers and time could function as a subsidy for some developers, increasing the number of affordable units throughout Salt Lake City.

1.2.1 Create an expedited processing system to increase City access for those developers constructing new affordable units.

To encourage the construction of affordable units, the City will create an expedited administrative process that will oversee the permitting, licensing, and inspection process of projects that meet a minimum threshold of long-term affordable units. Providing developers who build affordable units with a fast-tracked permitting process will decrease the cost of those projects, increasing the likelihood that such projects make it to the market. The process will empower the administration with the authority to waive fees and expedite City procedures.

GOAL 1: INCREASE HOUSING OPTIONS
GOAL 2: AFFORDABLE HOUSING
GOAL 3: EQUITABLE & FAIR HOUSING

Objective 3: Lead in the construction of innovative housing solutions

Reducing regulation and decreasing processing times are two examples of reform the City needs to lead in, but the value of actually constructing new housing will stimulate local development and cannot be overlooked. One of the most important areas that the government can and should influence the private market is in pioneering technologies that provide a long-term public benefit, but that must first be “proven.” Additionally, the City must provide examples of how affordable housing can incorporate high-quality exterior design that is durable, aesthetically appealing, and neighborhood compatible. Quality design is particularly important, because it is often the few poorly designed developments that are remembered and create negative expectations for future developments.

1.3.1 Lead in the development of new affordable housing types, as well as construction methods that incorporate innovative solutions to issues of form, function, and maintenance.

Through the City’s Housing Innovation Lab, city staff will seek opportunities to incorporate green technologies and innovative construction methods that use fewer natural resources and lower consumer’s utility costs when developing new housing units. Additionally, the City will support the development of new or underutilized housing types that meet the unique needs of the diverse communities that live in Salt Lake City. This has already begun with projects that focus on a significant mix of resident incomes and micro-units and could be expanded to include other housing types. Efforts to develop well-designed and well-built homes that serve the changing needs of residents will improve housing choice into the future.

The Planning Division and HAND will analyze and recommend processes that may allow the city to be more responsive to changing housing demands and trends so that proposals that fit into a neighborhood are easier to realize. Small lot developments, cottage courts, and tiny homes are examples of housing trends that do not meet current zoning regulations but may be appropriate in some situations.

1.3.2 Establish partnerships with housing industry leaders to construct innovative and affordable developments.

Two entities within the City are currently working to fill this need. The Redevelopment Agency has a proven record of utilizing innovative land-use policies, such as the City’s Form Based Urban Neighborhood Zone, and working

with private partners to develop new housing types, including accessory dwelling units and cottage homes.

The City's Housing Innovation Lab located in the Housing and Neighborhood Development division also works with public and private partners to develop single-family homes and mixed-use projects to encourage the next generation of housing innovations. In the past year, the Housing Innovation Lab has undertaken a variety of projects with the goal of spurring innovation:

- Design Build Salt Lake: Design Build Salt Lake is a partnership between the City and the University of Utah with the goal of building high-quality homes that are sustainable and affordable. As part of the program, students will assess the development potential of small City-owned parcels, prepare construction plans, and work with the City to build new homes.
- Emery Passive House: In 2016, as part of the Housing Innovation Lab, Salt Lake City constructed a solar-ready passive home at 381 South Emery Street. The 2,100 square foot home includes four bedrooms, 2 ½ bathrooms, and a two car garage. The home also incorporates innovative design features with the goal of minimizing utility expenses. These features include cutting edge insulation products and techniques, and advanced mechanical systems.
- Housing Innovation Competition: In 2016, Salt Lake City held the Housing Innovation Competition, which sought two teams to design and build high-quality, innovative, and affordable homes on City-owned property.

It is imperative that the City continue to work with its partners to spread the innovative designs and constructions methods that come from their projects, so housing that is sustainable, functional, and affordable can become the standard in our community.

Objective 4: Provide residents, community advocates, business leaders, and elected officials with high quality data to drive decision-making

In order to measure the success of any of the objectives outlined above and below, the City will need to focus on accurately monitoring and reporting its progress as it implements this plan. Consistent and timely monitoring can also be used to assess impact and necessary changes that may be warranted by evolving market conditions.

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING

GOAL 1: INCREASE HOUSING OPTIONS

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GOAL 3: EQUITABLE & FAIR HOUSING

1.4.1 Maintain a public-facing set of housing metrics to provide insight into market characteristics and the performance of regulatory changes that will drive decision making.

Ultimately, this effort will allow the public, advocates, private businesses, and elected officials the ability to participate in and hold the City accountable to this Plan. In order to accomplish this objective stakeholders must have access to meaningful and understandable information such as:

The current rate of housing unit production and types of units being produced

The change in population and demographics

The impact zoning changes are having on housing unit production

The citywide Opportunity Index

The impact of City investments such as federal grants and the Housing Trust Fund

The full cost of purchasing or renting a home

GOAL 2: AFFORDABLE HOUSING: INCREASE HOUSING OPPORTUNITIES AND STABILITY FOR COST-BURDENED HOUSEHOLDS

This aggressive goal is dedicated to serving and addressing the needs of those most vulnerable in our community. It is driven by a strong belief that housing stability is good for the entire city, adding income to small businesses, creating food stability for children, and allowing residents to enrich their neighborhoods. Salt Lake City needs to pursue a combination of strategies outlined in the objectives below to achieve this goal. **There is no singular initiative that will resolve this crisis, it must be addressed with a range of strategies to best fit the diverse needs of our entire community.**

To that end, over the last several years, City staff has focused on understanding how growth in the local economy has affected its most cost-burdened households. As this understanding grew, the City developed a strategy for allocating federal funds that would result in the greatest impact to these households. That initial effort culminated in the 2015-2019 Consolidated Plan, "Neighborhoods of Opportunity". Unfortunately, the total amount of those federal grants is insufficient to cover the city's need for affordable housing assistance. What is more troubling is that the funds are consistently decreasing.

If the City is going to increase the chances that cost-burdened households will weather the housing crisis, it needs to increase funding for housing development, preservation, and assistance programs.



Providing developers who build affordable units a fast-tracked permitting process will decrease the cost of those projects, increasing the likelihood that such projects make it to the market. (Image: VODA)

Objective 1: Prioritize the development of new affordable housing with an emphasis on households earning 40 percent AMI and below

Recognizing the growing need to identify financing opportunities for new affordable housing, the City convened a Finance Working Group in the Spring of 2016, comprised of experts in the finance and development field, to explore feasible solutions to address the affordability gap for those primarily earning 40 percent of AMI. This resulted in the production of the “Affordable Housing Finance Working Group Report and Recommendations”. The Working Group’s report, available in the Appendix, charts the path for increasing primary financing options for affordable housing across a range of possibilities from those that the City can initiate entirely on its own, to those that will require long-term effort. These recommendations are evident in the following objectives.

2.1.1 Convene a Blue Ribbon Commission for affordable housing comprised of industry experts, advocates, partners, and government entities.

As discussed earlier, collaboration is a key component of mitigating the housing crisis, as such the need for ongoing community leadership and guidance is critical to arriving at robust and locally-relevant solutions. Under the Mayor’s leadership a Blue Ribbon Commission, comprised of policy and industry leaders, will evaluate the best ways in which to leverage a variety of resources, while focusing on some of the city’s most challenging housing issues. This group will also be able to look at the issue without geographical constraints, cultivating partnerships across jurisdictions and with a variety of public and private organizations.

2.1.2 Consider an ordinance that would require and incentivize the inclusion of affordable units in new developments.

The need for large scale inclusion of affordable housing has driven the exploration of an inclusionary zoning (IZ) policy. Such practices fit into a larger theme surrounding a comprehensive strategy to increase affordable housing and increase the available housing stock across the “affordable” spectrum. Inclusionary zoning programs refer to local land use ordinances that require or encourage developers to include affordable units in new residential developments, either applied to an entire city or focused on a distinct geographic area. Affordability is often achieved through an indirect subsidy to residential developers—including through increased development capacity or other accommodations during the development review

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING



9TH EAST LOFTS AT BENNION PLAZA

444 South 900 East
Salt Lake City

54 Affordable Units
68 Total Units

The 9th East Lofts at Bennion Plaza, in which 80% of units are affordable, opened in 2017. Located just steps from the 900 East TRAX station, and in walking distance of shops and restaurants, the 9th East Lofts at Bennion Plaza are midway between Downtown and the University.

Salt Lake City’s Housing Trust Fund provided a \$ 750,000 loan to develop this apartment complex.

Image: Method Studio

GOAL 1: INCREASE HOUSING OPTIONS

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process—and therefore the public cost of generating affordable homes can be relatively low. HAND's staff produced an analysis (see full report in the Appendix) of how an inclusionary zoning program may be structured; the analysis identified the need for an incentive to be paired with any requirement therefore easing the financial burden on developers while increasing the likelihood for partnership. This strategy could eliminate the common criticisms of inclusionary programs related to slowing overall development and unduly increasing costs for developers who simply pass those costs on to consumers. The Division is also researching options that would focus inclusionary requirements on city-owned properties, or designated target areas, such as Redevelopment Agency Project Areas. Any future inclusionary program could also feature a payment in-lieu of construction option.

2.1.3 Offer incentives to developers of affordable housing such as land discounts and primary financing options.

Many of the primary financing options for affordable housing, such as tax credits and loan programs, are not meeting current funding needs. While the Salt Lake City Housing Trust Fund plays a critical role by providing low interest debt, the need for affordable housing funding continues to increase overall. As the strategies in this plan are deployed, funding sources will need to increase their capacity and their flexibility in order to incentivize new development. In addition to conventional financing, the use of land “write-offs” and other non-traditional methods of incentives will be incorporated when developing available City-owned land. While this is a common practice of the RDA and HAND, the practice will be expanded and policy should require long-term affordability and increased affordability compliance measures. To strengthen the leveraging of City land, the following will be considered: 1) a policy that requires affordable housing to be evaluated in surplus land disposition, which could include development requirements and/or allocation of proceeds from sale to the Housing Trust Fund; and 2) taking a more proactive surplus property approach which would involve an analysis of the whole portfolio of City-owned land and prioritization of parcels best for housing; and 3) evaluating if additional city staff or resources are necessary to maximize leveraging City lands and assets.

Objective 2: Pursue funding sources for affordable housing opportunities

There is no greater need than to identify a long-term sustainable and predictable funding source. There is no one-size-fits-all approach to addressing the housing crisis. A diverse set of tools and menu of options is needed. There is no current

policy or subsidy that has the capacity to address the affordable housing crisis. If this is neglected it will result in a deepening crisis that will have lasting consequences. Current financing programs, like the tax credit program and grants, are insufficient to meet demand and are a diminishing pool of resources with extremely burdensome regulatory barriers. This environment drives the objectives below, which target not only a funding source, but a new way of deploying resources quickly and efficiently to meet the unique needs of current and future residents.

GOAL 1: INCREASE HOUSING OPTIONS
GOAL 2: AFFORDABLE HOUSING
GOAL 3: EQUITABLE & FAIR HOUSING

2.2.1 Propose a significant, long-term, and sustainable funding source for the development, preservation, and stability of affordable housing.

A local funding source, as identified in the Affordable Housing Finance Working Group Report (Appendix D), needs to be designed in a way that could subsidize new units under an inclusionary program, infuse the Housing Trust Fund’s loan program with capital, purchase and preserve vacant land for future affordable development, offer program assistance, or purchase dilapidated properties for housing redevelopment projects. Most importantly this funding source would target the difficult task of stabilizing current cost burdened households through an incentivized rent assistance program (this is further outlined in Objective 3).

Such a pool of funding would provide a significant investment that could be structured into a long-term and sustainable fund. Throughout the country, there are a range of options that have been effective tools for increasing local affordable housing funds, from relatively simple real estate transaction fees or short term rental fees to more time and resource intensive options, such as impact fees, bonds, or a levy. No matter which specific initiative these funds would be focused on, it would provide an immediate boost to closing the current affordability gap and providing housing to those households earning 40 percent AMI and less.

2.2.2 Pursue legislative change at the state and federal level that would create opportunities for new incentives and revenue sources.

While Salt Lake City is committed to addressing local issues, there is a realistic understanding that there is a shortage of affordable units in many Wasatch front cities and across the state. To this end there are several mechanisms that should be approached as long term legislative actions, including:

- Tax abatement allowing the City to issue a reduction of a developer’s taxes if that developer constructed a certain percentage of affordable units within their project. This could effectively reduce or refund the additional cost associated with constructing the affordable units.
- An impact fee for affordable housing that assesses the impact that new,

GOAL 1: INCREASE HOUSING OPTIONS

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616 LOFTS

616 South State Street
Salt Lake City

274 Affordable Units
274 Total Units

Situated south of the downtown business district, 616 Lofts opened in 2017.

The 616 Lofts are two blocks from the Courthouse TRAX stop, and along bus routes with 15 minute headways.

Salt Lake City's Housing Trust Fund provided a \$1,000,000 loan to develop this affordable apartment complex.

Image: Wasatch Group

large construction projects have on overall housing affordability and impose a fee on that new development to offset that impact. These fees are calculated and assessed for other impacts that new growth has on the city, such as streets, parks, police and fire.

- Real estate fees which could consist of a flat fee that generates ongoing revenue to offset the cost of affordable housing. These fees are widely used throughout the nation to mitigate the effects of housing booms. Communities such as Philadelphia, PA and St. Louis, MO charge fees ranging from \$50-100 for recording certain real estate documents, which generates several million dollars annually.
- State and federal advocacy to increase funding available to cities for affordable housing development and supportive services for residents.

Any of these initiatives would require legislative action, and therefore, a coordinated effort with legislators, municipalities and public partners. These efforts will be worked on in collaboration with the Blue Ribbon Commission and the legislature as a whole.

Objective 3: Stabilize very low-income renters

Since there has not been an increase in wages that matches the increase in cost of living the need for additional resources to stabilize very low income renters (40 percent AMI) is a critical piece of a comprehensive solution. Historically, the primary source of stabilization has been the Housing Choice Voucher program, and while it is the foundation of support for those on fixed incomes, the elderly, and many with disabilities, it is also clear that the federal requirements demand a great deal of administration. Additionally, the application of vouchers is not responsive to our local market, and residents can wait years to access this benefit as the availability of vouchers is incredibly limited, therefore the need for a new, outcome based and innovative method of stabilization is long overdue.

2.3.1 Work with housing partners and government entities to create an incentivized rent assistance program.

This strategy gets to the heart of program creation and innovation, assisting families and working with partners to ensure responsiveness to the needs of those seeking assistance through a robust rent assistance program. Under the direction of this strategy the City could utilize its own source of funding, creating guidelines tailored to meet the needs of Salt Lake City residents, taking into account the housing needs, gaps that exist in the community, and the current housing market. The program would have flexibility in a way that incentivizes economic mobility for program participants and reduces dependence on such assistance. It would

also allow recipients to live in areas of high opportunity. This would provide people with the opportunity to locate closer to schools of their choosing, their workplace, healthcare facilities, or other amenities that match their needs. The success of such a strategy would be dependent on identifying a long-term, sustainable funding source, as outlined in 2.2.1, or other innovative funding strategies, such as creating single-property owner Community Reinvestment Areas to provide tax increment reimbursement and reduce the cost of building new supportive housing.

2.3.2 Work with housing partners and government entities to continue supporting and enhancing service models that meet the needs of the City’s most vulnerable households.

Some very low income renters will need intensive resident services to find stability and thrive in housing. This is especially true for people entering supportive and permanent supportive housing, who require regular, ongoing care and counseling. Similarly, some residents earning above 30 percent AMI may benefit from less frequent, “light-touch” support and home visits.

As the City works with its public and private housing partners to expand housing opportunities for very low income households, it needs to work with the city’s service provider network to ensure their needs are understood and met.

Objective 4: Secure and preserve long-term affordability

As a result of low vacancy rates, rising housing costs, and flattening wages it is not only necessary to create new affordable housing units, but also preserve them in the long term. This need is described in Kem C. Gardner Policy Institute’s report on the downtown rental market, which details the tremendous growth of real estate prices downtown, property that is now the most expensive in the state. Downtown also has the densest allowed zoning, the best access to transit, and the greatest number of amenities, making it an ideal location for affordable housing development. However, without tangible preservation tools, existing housing affordability is at risk of being lost amidst one of the greatest construction booms Salt Lake City has seen.

2.4.1 Create an Affordable Housing Community Land Trust.

In order to preserve the ability to develop affordable housing in the future, the City will create a Community Land Trust and work with its institutional partners to purchase land and entrust it for future development. This will ensure that as values continue to rise, there will still be land available to build new affordable housing as

GOAL 1: INCREASE HOUSING OPTIONS

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Home Repair Program

Salt Lake City offers home repair loans and technical assistance to homeowners and investors within the city. The images below illustrate the positive impacts the program can achieve for residents and neighborhoods.

Before



After



GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

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the City grows. This mechanism preserves affordability in perpetuity in a way that also ensures housing stock (single and multi-family) is maintained and well taken care of through formalized partnerships.

2.4.2 Work with community partners and government entities to acquire hotels, multi-family properties, and surplus land to preserve or redevelop them as affordable housing.

The most cost-effective means of adding new affordable units may be to purchase existing multi-family structures, either hotels and motels or apartment complexes, renovate or redevelop those units, and partner with a local housing operator to manage the properties. Vacant, abandoned, and underutilized properties pose safety risks to the public, place a strain on the City's resources, and detract from neighboring property values. The City will identify these properties and purchase them for redevelopment, while preserving long-term affordability. The City will also explore opportunities to acquire or partner in the redevelopment of aging public housing facilities and tax credit funded developments that are nearing the expiration of their affordability restrictions.

Additionally, the City will work with government partners to prioritize affordable housing development and contributions to the Community Land Trust whenever appropriate federal, state, or county surplus land is dispossessed within Salt Lake City.

2.4.3 Structure renovation programs to reduce utility, energy, and maintenance costs while promoting healthy living.

As the housing stock continues to age, especially for homeowners, rehabilitation and energy efficiency upgrades will be central to long term community preservation. The City's home repair programs provide efficiency upgrades that decrease the long-term cost for households earning modest incomes. Continued development of these programs can bring stability to households whose utility bills fluctuate considerably over the course of the year as the seasons change. The expansion of these programs will be essential in improving and maintaining Salt Lake's multi-family and single family units.

Objective 5: Work with landlords to both improve their housing stock and rent to very low-income households

Throughout Salt Lake City, the age and condition of the housing stock is varied with some rental properties being maintained and improved, while others slowly deteriorate causing blight, vacancy and increased crime. Poorly-maintained properties are typically rented at lower cost and serve a lower-income population making them de facto affordable housing. However, this stock is not rent-restricted and may become unaffordable overnight through changing market conditions and ownership. In addition, such properties are often rented at lower costs serving a low-income population while the conditions of the units are not suited for habitability. This issue is complex as renovation can increase rents and therefore displace current tenants however, the current condition merits significant improvement to be habitable. In order to begin to address a few of these issues the following objectives lay out some alternative methods for both serving low-income renters and improving housing conditions.

2.5.1 Support and potentially expand incentives for landlords to rent low-income households, including landlord insurance programs.

Based on both the number of currently homeless individuals in the city and the feedback provided through a workshop at St. Vincent's in 2016, there is a great need for more housing options, specifically for those exiting homelessness. The need for affordable options, outside of new development, but within existing neighborhoods is a key piece of equitable distributions of housing and access to opportunity. While community partners have long developed relationships with landlords there is further opportunity to increase those willing to rent to low-income and formerly-homeless populations while also improving the current condition of their property. This may be most propelled by the creation of a landlord insurance program that covers possible damages and other related costs to ease concerns as they relate to individuals who may traditionally be considered hard to house. Adding the incentive of rehabilitation or repair can be used as an engagement and educational opportunity to increase understanding of those who are in most need of housing.

2.5.2 Enhance neighborhood development programs to entice landlords of substandard properties to improve their rental units.

Home repair programs like the one the City operates can be marketed specifically towards landlords whose properties are in need of improvement. In practice, these two concepts would pair nicely together, creating incentives for property

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St. Vincent de Paul Housing Workshop

November 15, 2016

"We're in a tough position. My daughter collects disability and I am her full time caretaker, so I can't hold down a regular job. With her disability payment alone we could just about afford rent, but not first and last month's rent on top. Or a security deposit. If we got help with those, we wouldn't be out here on the street."

-Workshop Participant

"Why is it that most [apartment] complex or private owners refuse to overlook an eviction? They act like it is your fault. Nobody is willing to even consider giving you a second chance. The biggest problem is when most people hear that you live at the Road Home they automatically look down on you, they look at you like you're garbage."

-Workshop Participant

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improvements and gaining a larger pool of tenants for landlords who are willing to provide rentals to previously-homeless tenants. Partnering with service agencies and engaging landlords through the process will be a critical piece of expanding this program.

In addition, the program will be geared toward landlords who own properties in specific neighborhoods, streets, or nodes where additional City investment is already planned specifically in accordance with Master Plans thereby magnifying the overall impact of efforts in the target area. This process is directly related to the objective of aligning resources to create Areas of Opportunity in Goal 3.

Objective 6: Increase home ownership opportunities

As mentioned throughout this plan, Salt Lake City has become an increasingly difficult market in which to purchase a home, quickly becoming out of reach for anyone making less than area median income. One of the underlying issues here is that, along with the compounding effects of longer commute times and increased burden on infrastructure and resources, first-time homebuyers who move out of the city due to affordability may never return. The objective below is designed to increase accessibility to homeownership and provide a pathway for families to stay in Salt Lake City.

2.6.1 Increase funding, marketing, and partnerships that will lead to more affordable homeownership programs within the city's network of homeownership partners.

As noted in the Salt Lake Live Work Survey the primary reason for leaving the Capitol City was related to housing and homeownership options and affordability. Therefore, the increase in funding should be leveraged through an increase in down payment assistance and through additional access to permanent mortgages. Currently, there is a strong infrastructure of agencies that administer housing programs and such partners should be used to expand their current programs, explore new and diverse ways of making homeownership more accessible, and increase visibility of those programs throughout the city. In addition, both the City and partners should look to the land trust model to ensure long-term affordability as it applies to homeownership. This approach will ensure that investment benefits generations to come.

GOAL 3: EQUITABLE & FAIR HOUSING: BUILD A MORE EQUITABLE CITY

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Equity is not only about eliminating discrimination, it is also about increasing access to opportunity. One of the guiding principles of Plan Salt Lake is to create an equitable city by ensuring “access to all city amenities for all citizens while treating everyone equitably with fairness, justice, and respect.” The City will accomplish this by working to eliminate housing discrimination, strategically investing in neighborhoods that stand the most to gain, and building a city that meets needs of a diverse population.

Actively working to eliminate discrimination in housing is not only a standard that Salt Lake City holds itself to, but it is also a requirement under the U.S. Department of Housing and Urban Development (HUD) administrative ruling of 2015, the Affirmatively Furthering Fair Housing rule (AFFH). The City will need to focus on both identifying discrete acts of discrimination against protected classes, such as documented instances of housing discrimination against persons with disabilities, and policies that create a structure of discrimination, such as residential zoning practices that eliminate the opportunity for low income households to live in high opportunity neighborhoods.

Meeting the City’s requirements under the new ruling will help sustain the ongoing effort to create new high-opportunity neighborhoods, which will require alignment across the City’s Departments and Divisions. Concentrating the City’s investment and its institutional partners’ investments in neighborhoods and nodes within those neighborhoods will yield a greater impact with finite funding. Spreading the concept of equity to new development and infrastructure investment also means integrating Life Cycle Housing (creating neighborhoods that accommodate every stage of life).

Objective 1: Eliminate incidences of housing discrimination in Salt Lake City

Discrimination grows when market conditions increase competition among renters, and competition is strong and on the rise in Salt Lake City. The Policy Institute reports the competition among new and existing units is incredibly strong: citywide vacancies rates are around 3 percent while vacancy in new construction is below 2 percent. Working to increase the housing supply will help decrease competition over time, which may reduce instances of discriminatory housing practices in the long-term, but there are distinct actions the City will pursue to make a direct impact on reducing discrimination.

GOAL 1: INCREASE HOUSING OPTIONS

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Affirmatively Furthering Fair Housing (AFFH)

Interpretations of the recent AFFH administrative ruling and experts on the Fair Housing Act of 1968 point to evidence that economic and racial segregation existing within America's housing market today are largely an outcome of zoning policies enacted in the 1950s and 1960s.

One of the most powerful tools that localities—cities and towns—possess is zoning control. Since its inception, zoning has been an effective means of eliminating the opportunities for low-income residents to live in high-opportunity neighborhoods.

This clarification on the 1968 law asserts that simply providing protections for individuals who traditionally face discrimination is insufficient in eliminating discriminatory practices. Municipalities must prove that they are actively working to identify and eliminate discriminatory housing practices.

3.1.1 Utilize data and evaluation efforts developed by partner organizations about housing discrimination to meet the City's requirements under the Affirmatively Furthering Fair Housing ruling.

While Salt Lake City's plan to respond to the Affirmatively Furthering Fair Housing ruling is not due during this plan, it is imperative that actions are undertaken to understand current discriminatory practices and evaluate ways to reduce their occurrence. Equity can be established through policies and zoning as laid out earlier in this plan. During the implementation of this plan special attention will be paid to:

- Ensuring that local zoning policies do not create segregation
- Creating affordable opportunities in high-opportunity neighborhoods
- Directing resources to invest in the lifting up of traditionally low-income neighborhoods
- Utilizing local data about instances of discrimination to steer policy making
- City staff receives the necessary training to identify discriminatory housing practices and work with community partners to reduce such practices

These efforts will go a long way to increasing access and creating a more equitable city. To accomplish this there must be a deepening of the City's relationship with local partners, currently working on housing discrimination.

3.1.2 Work with partners to enhance awareness and resources around tenant rights and responsibilities.

Another key aspect of promoting equity is ensuring the community understands and is empowered to expose discriminatory practices and defend their rights as tenants. The importance of this was made abundantly clear through the comments, questions, and stories that were expressed by the attendees at the housing workshop held at St. Vincent de Paul, who were primarily those experiencing homelessness. Through the input provided at the workshop, several specific areas of education were identified as being needed, including how to qualify for programs, what to do in the face of eviction, and tenant rights and responsibilities.

The City will coordinate local service providers to help inform and guide tenants about their rights and responsibilities. City employees and service providers would then be able to also provide information about services available throughout Salt Lake County that support tenants while also directing individuals to active lists of available properties.

Objective 2: Align resources and invest in strategic expansion of opportunity throughout all neighborhoods of the city and access to existing areas of opportunity

GOAL 1: INCREASE HOUSING OPTIONS
GOAL 2: AFFORDABLE HOUSING
GOAL 3: EQUITABLE & FAIR HOUSING

The City is in the unique position of having acquired a depth of knowledge about neighborhoods and possesses the ability to direct funds to produce the greatest impact in those neighborhoods. A key priority in alignment of resources is ensuring that they create opportunity in under served neighborhoods or conversely create access to neighborhoods considered areas of opportunity, where residents have access to jobs, healthcare, education, transportation, and other amenities.

3.2.1 Align financial resources to increase opportunity in neighborhoods that score below 4.0 on the Opportunity Index’s 10 point scale.

Access to jobs, quality education, healthcare, fresh food, transportation, and other amenities is key to unlocking the potential of the city’s residents to succeed economically. Unfortunately, these opportunities are not available in every neighborhood in the City. To address this geographic inequity, the City will align its resources to achieve significant and impactful change within specifically targeted areas of concentrated poverty. Funding through Community Development Block Grants, Capital Improvement Program, Impact Fees, RDA tax incentives, and a sustainable housing funding source should all be employed in creating access to opportunity in all neighborhoods throughout the City. This investment strategy is intended to increase access to opportunity, and ultimately improve the lives of the residents that live in the target areas. In addition to this long-term strategy, the City will also seek to encourage and fund the development of new affordable housing units in neighborhoods that are already considered areas of opportunity. Recent studies have shown that relocating a child from a low-opportunity neighborhood to a high-opportunity neighborhood can significantly increase their earning potential over their lifetime. In light of this finding and others like it, the City should strive to be a community where the success of an individual is not determined by their address, but on the merits of their effort.

3.2.2 Make strategic affordable housing investments in high opportunity neighborhoods.

The City and its housing partners will need to take an active role to promote affordable housing options in certain areas of the city where affordable options are especially challenging to create. Those neighborhoods scoring high on the Opportunity Index (4.0 out on a 10 point scale) have higher than average land costs, therefore requiring additional subsidies to build affordable housing units.

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITABLE & FAIR HOUSING

In order to capitalize on the amenities these neighborhoods present, the City and its partners must be willing to invest in these areas with targeted policies and resources that promote affordable housing.

To encourage more housing in these neighborhoods, the City will review its regulatory and acquisition policies for ways to attract more affordable development and purchase land for the Community Land Trust.

3.2.3 Work with partners at the Kem C. Gardner Policy Institute to produce an updated Opportunity Index assessment as a tool for guiding City investment.

Understanding how and where opportunity is will drive how alignment should be implemented. Further, identifying which community assets should be built, leveraged or enhanced is a process that should be driven by residents and the community partners. In 2013, James Wood of the University of Utah led a study that mapped finite details about housing and opportunity in Salt Lake County.

Part of this process was developing an Opportunity Index “to quantify the number

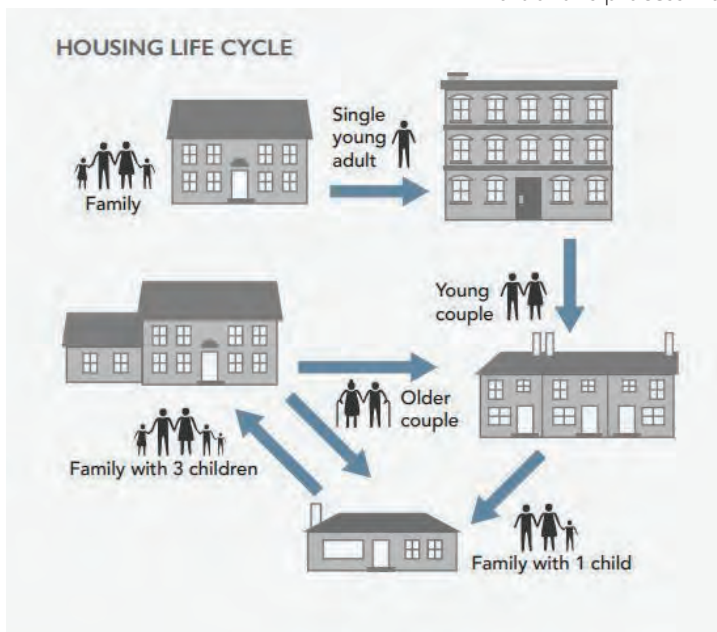
of important liabilities and assets that influence the ability of an individual, or family, to access and capitalize on opportunity.” An update will be necessary in order to track the impact of alignment efforts and to help neighborhoods identify which primary asset opportunities are missing.

Objective 3: Implement Life cycle Housing principles in neighborhoods throughout the city

Salt Lake City should be a place where residents are not stifled in their housing choice, because certain neighborhoods are not conducive to their stage of life. The goal with this objective is to enable a diversity of housing types that responds to housing needs, allowing

individuals to stay in their communities as their housing needs evolve.

The Kem C. Gardner Policy Institute’s demographic projections show a growing senior population statewide, and while we know from the housing market study that Salt Lake City’s percentage of seniors (10% of total population) is relatively low compared to other municipalities in the state, the City will begin anticipating the needs of a growing senior community. However, seniors are not the only



Life cycle housing seeks to provide housing choice for all residents, for all phases of their lives, within each neighborhood. (Image source: VODA)

population that is demanding a different type of housing. Across the country there are trends for micro housing, community style living, generational housing to accommodate aging parents, and intentional community and living space that co-exist (like a day care in a Senior Center). There is not one way to achieve life cycle housing, but infinite possibilities and it is the goal to engage the community in way that not only fosters the possibility, but creates policy that allows for the building.

GOAL 1: INCREASE HOUSING OPTIONS
GOAL 2: AFFORDABLE HOUSING
GOAL 3: EQUITABLE & FAIR HOUSING

3.3.1 Support diverse and vibrant neighborhoods by aligning land use policies that promote a housing market capable of accommodating residents throughout all stages of life.

In order to truly encourage new types of housing that considers cost, energy efficiency, and accessibility a strong land use and zoning foundation must be laid that supports new types of building. The City must also understand how the type of housing being produced and home prices align with changing household dynamics. An understanding of housing demand and gaps in the housing market will inform land use decisions and priorities, including the disposition of City-owned property.

As resources are aligned a program will be structured that encourages new ways of adaptive re-use or new build through the use of City-owned land and request for proposals. This shift in programming will also closely align with the Housing Innovation Lab as life cycle housing is not just applicable to low-income populations, but for every resident in the City.

3. GUIDING POLICY

The goals, objectives, and strategies outlined in this plan were developed using a combination of public input, professionally generated data and analysis, and existing housing policy. The primary sources of current policy are Plan Salt Lake and the Salt Lake City Comprehensive Housing Policy. The following is a summary of those two documents:

Plan Salt Lake

Plan Salt Lake was adopted by the Salt Lake City Council on December 1, 2015 and sets a citywide vision for Salt Lake City for the next twenty-five years. It considers where we are as a city, where we want to be, and establishes the framework for decision making that will get us there. The plan is a result of consolidated existing City policies and input gathered from thousands of city residents and visitors, leaders, business owners, experts, and concerned citizens. The plan sets the stage for future neighborhood, community, and city system plans to address how they will each contribute to the established 2040 Vision for Salt Lake City.

Plan Salt Lake establishes a guiding principle for housing that seeks to achieve, “Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.”

The plan also sets the following 2040 Targets specific to housing:

1. Increase diversity of housing types for all income levels throughout the city.
2. Decrease percent of income spent on housing for cost-burdened households.

PLAN SALT LAKE

HOUSING INITIATIVES:

1. Ensure access to affordable housing citywide (including rental and very low income).
2. Increase the number of medium density housing types and options.
3. Encourage housing options that accommodate aging in place.
4. Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.
5. Enable moderate density increases within existing neighborhoods where appropriate.
6. Promote energy efficient housing and rehabilitation of existing housing stock.
7. Promote high density residential in areas served by transit.
8. Support homeless services.

Salt Lake City Comprehensive Housing Policy



Focusing housing density around rail and bus transit facilities can have many positive impacts on the city, as well as on individual households. (Image: VODA)

The Salt Lake City Comprehensive Housing Policy was adopted on March 1, 2016. The Housing Policy represents the City Council's efforts to establish a policy direction to address current conditions in Salt Lake City. The intent is that this direction will be followed whenever the City engages in housing funding assistance, zoning and land use planning, master planning neighborhoods, and creating economic incentives. Additionally, the Housing Policy is intended to achieve the following:

1. Foster and celebrate the urban residential tradition;
2. Respect the character and charm of predominantly residential districts, including those with historic character and qualities, while also providing opportunities for the provision of local goods and services easily accessed by neighborhoods;
3. Promote a diverse and balanced community by ensuring that a wide range of housing types and choices exist for all income levels, age groups, and types of households;
4. Develop new housing opportunities throughout the City;
5. Ensure that affordable housing is available in all neighborhoods and not concentrated in a few areas of the city;
6. Emphasize the value of transit-oriented development, transit accessibility, and proximity to services;
7. Recognize that residents, business owners, and local government all have a role to play in creating and sustaining healthy neighborhoods;
8. Create an appropriate balance of rental and ownership opportunities in neighborhoods without jeopardizing an adequate supply of affordable housing;
9. Strongly incentivize or require the use of green building techniques and sustainability practices in public and private housing developments;
10. Examine the changing needs of Salt Lake City's population, and develop and maintain reliable demographic information to support housing policy and residential development;
11. Consider the needs of multi-generational households and ensure housing products are available to meet those needs.
12. Address the livability of neighborhoods and concentrations of ageing adults, and plan and implement strategies that will allow residents to Age in Place.

4. HOUSING CRISIS

Salt Lake City has been experiencing an unprecedented multifamily residential boom since the end of the Great Recession. **Between 2010 and 2020, there will be nearly as many apartment units built in the downtown area than in the previous 100 years.** According to the Ivory-Boyer Construction Report and Database, in 2016 nearly 3,000 multi-family apartment units were permitted. Vacancy rates are also at an all-time low, hovering around 2 percent, with little indication that they will raise in the near future. Even with the increase in the inventory of apartments, rental rates are exceeding \$2 per square foot. According to the October 2016 Research Brief written by James Wood from the Kem C. Gardner Policy Institute at the University of Utah, new downtown apartments have the highest rents in the state: the average rent for a studio is \$1,000, \$1,100 for a one bedroom, and \$1,450 for a two-bedroom unit. This tremendous growth is resulting in an increasingly vibrant city in which a growing number of people want to live, but only those with high incomes can afford.

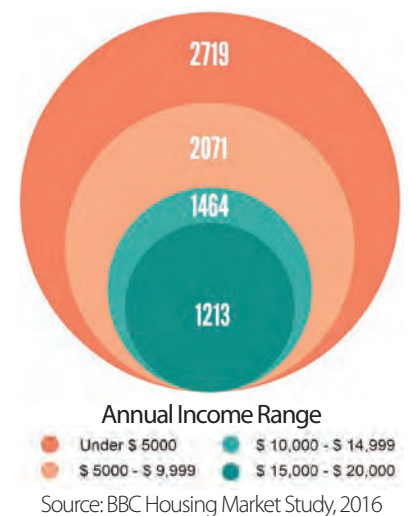
However, while the market rate apartment inventory continues to grow, affordable multi-family is at a net loss, even with the addition of new units.

Many existing affordable units throughout the city are being leased at higher rental rates due to market demand, or in the fastest growing areas of the city, such as Downtown and Sugar House, they are being sold and converted to housing for those with higher incomes. In 2013, a Salt Lake City Housing Market Study and Gaps Analysis was completed by BBC Research primarily using Census and American Communities Survey data from 2000-2010. In addition to reporting demographic data and trends in Salt Lake City, this study identified a gap of approximately 8,200 rental units for those at 40 percent or below of area median income. An updated Market Study and Gaps Analysis was recently completed using 2010-2014 data that indicates a rental housing shortage of approximately 7,500 units in Salt Lake City for those making \$20,000 or less a year. This decrease is not



A recent study suggests the boom in construction of new rental housing units in downtown Salt Lake City will continue over the next five years.(Image: VODA)

7,500 households in SLC need help paying rent



WHAT IS A “COST-BURDENED HOUSEHOLD”?

A household spending 30 percent or more of its entire income on total housing expenses – rent/mortgage, basic utilities, and property taxes – is considered “cost burdened.” A household spending 50 percent or more of its entire income on housing is “severely cost burdened.”

49 percent of all renters in Salt Lake City are cost burdened and 23 percent of all renters are severely cost burdened.

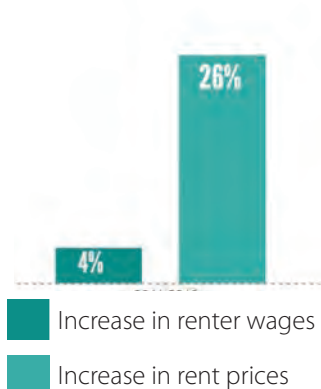
In comparison, 22 percent of all homeowners are cost burdened and only 8 percent are severely cost burdened.

a result of new affordable housing units, but is due to a slight increase in incomes between 2011 and 2014.

The development and preservation of affordable housing is one of the most pressing and complicated issues facing not only Salt Lake City, but the nation as a whole. And while it is a conversation that is continuing both at federal and local levels, funding resources continue to be jeopardized and, in many cases, decreased. Salt Lake City has proven itself as a leader in creative and thoughtful ways to address its housing shortage through stronger relationships with the for-profit and non-profit community, financing organizations, and advocacy groups in addition to funding housing needs through federal grants and the City’s Housing Trust Fund. However, even with the great strides that have been taken, the City has now entered the beginning of a systemic crisis in providing affordable housing for all of its residents in all communities.

The data from the 2013 Housing Market Study and Gaps Analysis identified the alarming trend that incomes are not keeping up with the increase of housing costs. The updated report shows that this disparity continues and may be increasing at a higher rate than before.

Wage Increase vs. Rent Increase,
2011-2016



Source: BBC Housing Market Study, 2016

Salt Lake City is experiencing an affordable housing crisis and despite the efforts of many, it is not improving. Too many people are not able to find appropriate and affordable housing and many of those who are housed are spending too much of their income on housing costs. The updated Market Study provides the following data:

- Both renters and owners lost purchasing power between 2011 and 2014 (continuing the trend from 2000). That is, **sales prices increased faster than owner incomes (33% vs 8%) and rent increased faster than renter incomes (8% vs 4%).**
- The rental affordability gap is higher than the owner affordability gap and renters are more likely to be cost-burdened than owners (49% of renters and 22% of owners spend more than 30% of their income on housing).

- Among renters, single parent families and minority households may have some of the greatest housing needs as they are more likely than other households to live in poverty; both also have low rates of homeownership.
- Nearly 33 percent of all renters earn 30 percent or less of area median income and nearly 60 percent of renters earn 50 percent or less of area median income (AMI).
- Nearly half of all renters (18,672 households) in Salt Lake City are cost burdened. **A quarter of renters are severely cost burdened spending more than 50 percent of their income on housing costs.** This situation prevents those with low incomes from being able to afford the basic necessities of life and further exacerbates the issues surrounding poverty.
- Approximately 4 percent of the city's households—or about 3,265 households—are overcrowded. Two percent of owner-occupied housing units are overcrowded and 7 percent of renter-occupied units are overcrowded.
- Altogether, the city has a shortage of rental units priced affordably for renters earning less than \$20,000 per year of 7,467 units (down from 8,240 units in 2011).



Nearly one-half of all renters in Salt Lake City are cost-burdened, and nearly one-quarter are extremely cost-burdened.

Source: BBC Housing Market Study, 2016

The data indicates that the housing market is not supplying enough affordable housing—in particular rental units—for those with fixed incomes who desire to live in the city. Incomes are not keeping up with housing costs and too many people are cost burdened, severely cost burdened, or living in overcrowded homes. And while the number of rental units decreased from 8,200 to approximately 7,500 it is due to a very slight increase in incomes, which is not enough to cover other housing and living expenses.

Poverty

Even with the slight increase in incomes, too many of those living in Salt Lake City are in poverty. The Census Bureau determines those who are living in poverty by using money thresholds that vary by family size and composition. In 2014, the federal poverty level for a family of four (two parents and two children) was \$24,008 and \$12,071 for an individual. In Salt Lake City, the 2014 poverty rate was 21 percent, or 40,248 people, which is down from 22 percent in 2010, but substantially higher than the County and State who are both at 12 percent. The city's poverty rate does include University of Utah students who may have more opportunities for economic mobility and thus inflate poverty rates, so it may be best to look at the family poverty rate. Fifteen percent or 5,707 families in Salt Lake City are living in poverty, which is higher than peer cities of Boise at 9 percent and Denver at 12 percent. Poverty is highest among children in the city with 30% (11,763) living at or below the threshold and is especially prevalent with 39 percent of single



Source: BBC Housing Market Study, 2016

parents in poverty. The west side area of Salt Lake City has a higher concentration of minorities and has a poverty rate of 30-40 percent. In 2010, one quarter of the city's population was under 18 and approximately 43 percent of the city's youth live on the west side. This data indicates that a higher number of youth living on the west side are also living in poverty.

The effects of poverty negatively impact the physical, mental health, and wellbeing of the city's children. Unfortunately, the effects of poverty are long lasting and create a barrier to breaking the cycle. According to the American Psychological Association's website, some of the academic, physical, and psychosocial outcomes of poverty include:

- Chronic stress associated with living in poverty has been shown to adversely affect children's concentration and memory, which may impact their ability to learn
- They are more likely to be developmentally delayed or have a learning disability
- They are more likely to not complete high school
- Children in poverty are more likely to have chronic asthma, pneumonia, and anemia
- They are more likely to have lead poisoning
- They are more likely to be low birth weight
- Children in poverty are more likely to have an ongoing emotional or behavioral problem that lasts 3 months or more
- Female teens in poverty are more likely to become pregnant
- Children are ten times more likely to have experienced hunger at least once in the past year
- They are more likely to be victims of child abuse or neglect

SALT LAKE CITY'S GREATEST HOUSING NEEDS

1) **7,500 affordable rental units** to meet the needs of the city's lowest income renters (those earning \$20,000 and less per year).

2) **Additional residential housing product** to entice in-commuters to relocate to the city, encourage current residents—particularly millennials—to remain in the city and provide more homeownership opportunities for minority renters.

Source: BBC Housing Market Study, 2016

While there are certainly other contributing factors, the lack of affordable, healthy, and safe housing further compounds the issues of poverty. As shown previously, 25 percent of renters are extremely cost burdened, spending more than 50 percent of their income on housing. A family of four living in poverty who spends half of their income on housing and 20 percent on transportation costs, is left with only \$20 each day to provide health care, food, and other basic essentials of healthy living. Stable and affordable housing allows parents to feel some degree of financial security as their very basic need of shelter is being met. Such stability diminishes the feeling of always being in crisis and allows parents to focus on getting out of poverty.

Defining Affordable Housing

Dialogue around affordable housing often uses words that are interchangeable or not clearly defined. In the truest sense “affordable housing” is something that every person needs regardless of his or her income. Affordable housing means that no person should spend more than 30 percent of their income on housing costs. HUD uses the following categories and AMI percentages to break incomes into segments so that specific housing needs can be met:

Median Family Income	100%
Low Income	80%
Moderately Low Income	60%
Very Low Income	50%
Extremely Low Income	30%

However, in common vernacular, affordable housing has come to mean housing for those with lower incomes and is further defined by associating the term “low-income housing” for those in the Very Low and Extremely Low Income categories. Some of those who need low-income housing would include those experiencing or are near homelessness or those making a minimum wage. Even those who are working full time being paid \$12-14 per hour would qualify for housing at 50 percent of AMI. **One third of Salt Lake City renters are at 30 percent or below AMI, and yet only 15 percent of our housing inventory would be affordable for them.** A family of four between 60 percent and 80 percent of area median income (which equates to a salary range of \$44,280 to \$59,050) could most likely afford a smaller rental unit or, at the higher end of the spectrum, could afford to purchase a home. Once again, the inventory isn’t available or the living conditions would be substandard which may include overcrowding. Much of the existing inventory of housing that is affordable to very low income and extremely low income households is not restricted stock and is at risk with changing market conditions.

Impediments to Affordable Housing

Lack of Funding

One of the primary impediments to the construction and management of affordable housing is a lack of financial resources. Typical funding sources include two federal tax credit programs that allow tax credits to be sold to an investor in turn giving a project 40-90 percent equity. While this is an incredibly valuable financing tool, the 9 percent tax credits that are the main source for funding



NORTHWEST PIPELINE BUILDING DEVELOPMENT

In August 2015, Salt Lake City launched a request for proposals to develop the historic 1958 Northwest Pipeline Building at 315 East 200 South. The development will provide new market rate, affordable, and permanent supportive housing units.

The development will include the rehabilitation of the Northwest Pipeline building and new construction on parcels adjacent to it. In addition, the project will provide much-needed Central City public space and commercial space for local businesses.

housing for the very low and extremely low income are limited, making them very competitive to obtain. A project funded by the 9 percent tax credits usually has about 90 percent equity with the rest of the funding, if needed, from financial institutions, government resources and/or deferred developer fees, but the program is only available once a year with a limited number of available credits. A 4 percent tax credit project offers lower equity amounts but can be done at any time. A 4 percent project does require a Private Activity Bond in the amount of at least 51 percent of the cost of the project however the State's bond amounts have also becoming increasingly popular and recently have not been sufficient to meet developer demand. The 4 percent projects are typically more expensive to finance and require more debt resulting in higher rents thus excluding most people below 60 percent AMI. There are very few other funding sources for the construction of affordable housing and those that do exist can be expensive and time consuming thus driving up costs. Another typical funding source is Section 8 Housing Choice vouchers that include tenant and rental based subsidies. These traditional subsidies are limited and may not be available to new applicants for years. In fact, many housing agencies are not currently accepting applications for this program. Finally, traditional bank financing is not a strong resource for the creation of affordable housing due to higher interest rates and other costs resulting in higher rents passed to the tenants.

Land Costs and Availability

Land costs are closely associated with the ability to finance affordable

housing. Reducing land costs is an effective way to create opportunities for below-market rate housing units. The more a project is subsidized the greater the opportunity for deeply discounted units providing housing for those with very low and extremely low incomes. Land values on the east side of the city and in major east side corridors (such as 400 South) are usually higher than other areas, thus limiting the opportunities for affordable housing. In addition, developable property for both multifamily and single-family housing on the east side of the city is scarce, which results in higher land costs.

Current Zoning

A third impediment to the creation of more affordable housing is City zoning ordinances. **Zoning affects land values, and if unit density is not available then land costs are too high to make affordable housing cost effective.** One of Salt Lake City's main concerns in zoning is a lack of middle income housing options. The current residential multi-family zones (RMF) do not allow for the density to make townhomes, duplexes, and small multi-family developments affordable

and financially feasible. Other unit types, such as Accessory Dwelling Units, are also currently prohibited from most areas of the city, in particular areas of high opportunity. Additionally, **large sections of the city are zoned for a low-density residential land use pattern that requires lots of at least 10,000 square feet.** Allowing for these lots to be subdivided into two buildable lots, could increase the density and housing options in a neighborhood without significantly impacting the scale of the buildings.

Neighborhood Resistance - "Not in my backyard" (NIMBY)

NIMBYism is unfortunately becoming more of an impediment, especially as the need for affordable housing grows and the conversation is becoming more prevalent. **Too many neighborhoods lack deeply affordable housing and vocally oppose it coming into their communities.** This opposition takes many forms. In some cases the concern can be about the compatibility of new housing types with the existing development pattern of a neighborhood or the increase of people and vehicles in a neighborhood without the requisite infrastructure. Often the concern is founded in the belief that affordable housing will result in a rise in crime and safety issues, a decrease in property values, and that it will be a barrier to future economic development.

Those who live in affordable housing, in particular low-income housing, include a range of people: young couples beginning their careers, teachers, social workers, government employees, single mothers with children, those with disabilities—people in our communities who may be working one, two, or three jobs to make ends meet. Low-income housing is also built for those who may be struggling with substance abuse issues, homelessness, or mental illness. It is presumptuous and unfair to determine that low-income housing equates to higher crime rates and cannot be supported by any evidence. **In fact, affordable housing, as a tool of economic development, can often help to lower crime rates.** The National Crime Prevention Council calls for the construction of affordable housing to reduce crime because “neighborhood cohesion and economic stability are enhanced in areas where the continuing supply of dispersed, affordable housing is assured.” When managed effectively by experienced professionals these buildings are safe, bring eyes to the street, and often add value to a neighborhood. One excellent example is Kathleen Robison Huntsman transitional housing located on 300 South and 300 East where neighbors would probably never know that it is a place that provides housing for low income families.

Recent studies by Trulia and another by the Joint Center for Housing Studies at Harvard University evaluated values of properties that surround low-income housing developments throughout the country. There is no evidence to support the claim that affordable housing negatively affects surrounding property values and in fact, in most cases, there was an increase. This is a result of two things: good design and good management. Affordable housing developments in Salt Lake City are proving to demonstrate both of these qualities. Taylor Springs, Liberty Citywalk, Citifront, and NorthSix are just a few of the many developments that either have a mix of incomes or are exclusively affordable and are well designed and managed and contribute to their respective neighborhoods.

Finally, the belief that low-income housing is a detriment to economic development is unsubstantiated. Studies show that those with low incomes patronize local businesses more than those with higher incomes. In addition, growing companies seeking to expand facilities and the numbers of employees often have difficulty attracting workers, because there is no place for them to live or reliable transportation to and from work.

Salt Lake City is experiencing tremendous residential growth with new homes and apartment buildings being constructed. Due to low vacancy rates and all-time high rental rates, the increase in housing costs is far outpacing incomes. Too many of our renters, both individuals and families, are spending more than half of their incomes on their housing costs that prohibits them providing other essentials such as transportation, health care, nutritious foods and vegetables, and recreation. Families and individuals living in poverty cannot find stable and affordable housing that would help them to start on the path to financial security. As the data proves, poverty has lifelong implications, not to mention that younger generations will most likely continue its detrimental cycle-- a cycle that may be most interrupted by housing stability.

The city is in an affordable housing crisis and if growth projections are correct, it will not improve unless bold and strategic measures are developed and enacted. Solutions must include using zoning ordinance to provide a mix of housing types in an effort to relieve the pressure put upon existing housing, creating sustainable and significant funding sources, preventing and diverting low-income families from entering homelessness, and creating innovative housing for all income types.

5. SNAPSHOT SALT LAKE CITY

The home is the intersection of the core components of daily life, where economies meet the personal matters of the home. It is the place where budgets are laid out, crises are undergone or averted, meals are prepared, much needed rest is granted, Band-Aids and bikes are stored, and where life is shared and experienced. Housing is critically linked to many other important policy considerations, like education, health and transportation. These linkages create opportunities for a holistic view as well as potential to bring in non-traditional housing partners to make an impact. In an effort to focus the scope of this plan, data is used to understand how each of these unique sectors interplays with the housing market and housing affordability.

Data is the key to understanding how our city is growing and developing, what barriers and challenges exist when solving the affordable housing crisis, and how system design can create a more equitable place to live. This section will focus on the story the data shares about such growth and development, and how that affects the residents of the city.

The basis of this plan is an understanding of the complexity of housing, the affordability crisis, and the larger structural needs of a growing Capitol City. While the scale of available information is great, there are some key data sets that have been identified as critical to the development of the City's housing plan: first, determining the growth and changing demographics of the city; second, identifying the complexities of the housing market; and third, understanding the needs and wants of the residents.

A look inside Salt Lake City

There is no doubt that Utah continues to grow at an unprecedented rate. Projections from the Kem C. Gardner Policy Institute validate a tremendous population growth ranging from 10 percent to 20 percent over a single decade as



LIBERTY CITYWALK APARTMENTS

210 South 300 East
Salt Lake City

73 Affordable Units
73 Total Units

Located just east of the downtown business district, Liberty CityWalk opened in 2010.

In walking distance of TRAX and several bus lines, this fully affordable apartment complex received a loan in the amount of \$ 500,000 from Salt Lake City's Housing Trust Fund.

Image: Cowboy Partners

a result of net in-migration and natural child birth increase. Utah, long known for its “young” population will need to prepare not only for such growth, but the shift in aging demographics. Salt Lake City is not exempt from such growth, in fact it is the epitome of such growth having seen the largest increase in just the past 4 years. This growth opportunity is reflected through increased economic and job availability, increased labor force, and additional diversity. Our vibrant city continues to attract people from all ages and backgrounds to build a life here in a place known not only for its mountains, but also for its local businesses and its strong communities.

Salt Lake City Workforce

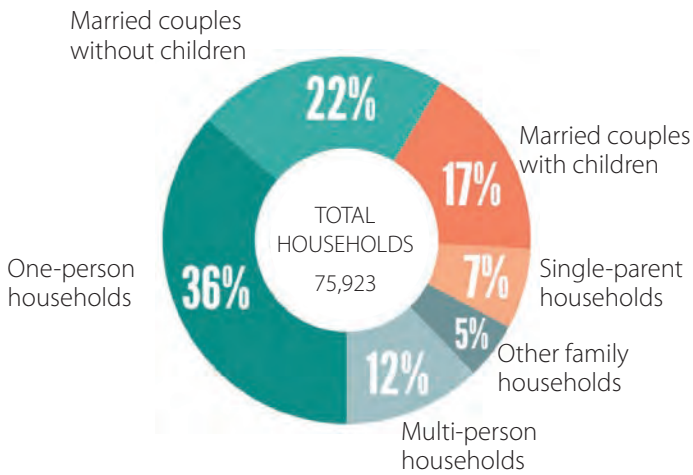


Source: BBC Housing Market Study, 2016

Population growth trends are of particular interest to Salt Lake City and the opportunities it provides should not be missed due to a lack of infrastructure, housing, or job opportunities. The consequences of a lack of these elements can be seen as in-commuter trends are analyzed:

“Salt Lake City has a very high proportion of in-commuters compared to peer cities: 84 percent of Salt Lake City jobs are held by in-commuters (up from 82% in 2011), compared to 57 percent in Boise and 71 percent in Denver. The city’s in-commuting population will continue to grow if job growth exceeds household growth in the city.”

Salt Lake City Household Composition, 2014



Nearly two-thirds of all households in Salt Lake City are composed of one or two people.

Source: BBC Housing Market Study, 2016

Consideration must be given for creating opportunities to attract people to live where they work. Such high rates of commuters significantly deteriorates air quality and adds unnecessary strain on city resources when daytime population increases by nearly 60 percent.

While prediction of growth is valuable for planning, it is also necessary to understand current needs in the Capitol City. To date, 191,000 people call Salt Lake City their home. The city has had an average growth rate of 5 percent since the year 2000, seeing the majority of that growth in recent years. Today, 52 percent of this population are families, 7 percent are single parents (the large majority of which are single mothers), and 35 percent are made up of racially and ethnically diverse households. **An aggressive growth rate promises a future with a robust labor force, diverse communities, and a strong economy, however it will also demand new types of housing, community amenities like fresh food and libraries, and spaces to bring talent and art alive.**

With this promise of growth there are three main demographic areas that have shifted over the past four years and will be the cornerstone of future development and community composition.

1. Post-college aged Millennials (ages 25-35)
2. Aging Population (esp. Baby Boomers that are entering senior status)
3. Communities of Color (continue to account for the largest share of population growth and are most geographically segregated)

The Millennial population, while influential throughout the country, are particularly abundant in Salt Lake City. This population exceeds peer cities and primarily lives in Central City, University neighborhoods, and Sugar House. Not surprisingly however the existing housing is not meeting their needs.

“The Salt Lake City metro area ranks second among all large metropolitan areas (those with at least one million residents) for the most Millennials as a proportion of the population—behind only Austin, Texas. The city itself has a higher proportion of Millennials and stronger millennial growth than the country, even when excluding college students. **Twenty-one percent of Salt Lake City’s population is post-college aged Millennials**—higher than peer cities such as Boise and Portland, and on par with popular millennial cities such as Austin and Denver. Homeownership rates among this age group were relatively low (21%), in line with the tenure choices of Millennials in other cities.” (BBC Housing Market Study, 2016).

This unique population is demanding a new way of living, preferring walkable communities with access to transit, looking for vibrant cultural and recreational opportunities, and open to smaller living spaces. In return, such a population continues to add to the economic health and growth of the economy and become vested residents that care for and enrich the community. **To date, the supply of housing options that meet the housing preferences of this population has been limited. This reduces the likelihood that this population can remain local and have long-term stability.**

Conversely, Salt Lake’s aging population while not surpassing peer cities continues to grow at a noteworthy rate; those ages 45 years and older make up about 30 percent of the population. These households generally live on the Upper East Side, Avenues, and City Creek Canyon. This population has legacies in their communities, raised families in a single home for decades, built up their network, and shaped the culture of their neighborhoods. However, without accommodating their changing

Salt Lake City Residents by Age, 2014



Nearly 4 of every 10 Salt Lake City residents is an adult millennial (between 18 and 34 years old).

Source: BBC Housing Market Study, 2016

**extremely low-income seniors
and people with disabilities**
=< \$16,000 per year, poverty level
<30% AMI

Affordable rent & utilities: <\$400/mo.

People 65 years and older, People with disabilities, People who live on a fixed income such as social security

Low-Wage Workers
\$ 16,640 to \$ 25,300 per year for an
individual
30-50% AMI

Affordable rent: \$420 - \$635/mo.

Affordable home: <\$175,000

Childcare Provider, Veterinary Assistant, Ski Patrol, Cashier, Visual/Performance Artist, Custodian, Fast Food Cook, Hotel Clerk

Low-Income Families
\$ 36,100 TO \$ 57,750 per year for a family of four
50-80% AMI

Affordable rent: \$900 - \$1,445/mo.

Affordable home: \$175,000 - \$200,000

Home Health Aide, Accounting Clerk, Legal Secretary, Physical Therapy Assistant, Truck Drivers, Flight Attendant, Automotive Mechanic, Kindergarten Teacher

Moderate-Income Families
\$ 57,800 TO \$ 72,200 per year for a family of four
80-100% AMI

Affordable rent: \$1,445 - \$1,805/mo.

Affordable home: \$200,000 - \$255,000

Special Education Teacher, Graphic Designer, Electrician, Sales Representative, Chef, Chiropractor, Social Worker

High-Income Families
\$ 86,600 TO \$ 108,000 per year for a family of four
120-150% AMI

Affordable rent: \$2,000 - \$2,700/mo.

Affordable home: \$300,000 - \$400,000

Chemist, Electrical Engineer, Human Resources Manager, Nurse Practitioner, Attorney, Dentist, IT Manager

needs, such as increased accessibility, smaller homes within their current area, and increased access to transit, Salt Lake City may find itself losing many of those who have helped create a strong community fabric.



An Envision Utah survey reported that 78% of Utahns supported mixing housing types in their neighborhood. (Image: VODA)

Lastly, **as growth is being considered it cannot be done without recognition of the contribution of racially and ethnically diverse residents.** Today the minority population makes up about 35 percent of total Salt Lake City residents with 21 percent of the total population identifying as Latino. This population is primarily responsible for all the population growth in the last decade and continues to be the largest contributor to new birth growth. This mimics the national trend of metropolitan areas slowly becoming “minority majority” communities – which is predicted for Salt Lake City by the year 2042. Salt Lake’s current demographic distribution of this population depicts a very segregated picture. The majority of the minority population currently lives within the Westside Master Plan geographic area and in general west of Interstate 15. These areas also have a deficit of traditional

opportunities, such as highly rated schools, access to fresh food, quality medical care, and transit. This has several implications for a growing city as it prevents it from enriching all communities with the assets, art, language, entrepreneurship, and unique heritages of non-white communities. It also limits access to opportunity for the largest growing population in the city, thus creating a poor foundation for success in health, education, and income mobility.

Each of the above-mentioned populations are growing and have housing needs that are not currently being met. Markedly, the difference of where these three distinct populations (Millennials, Aging, and Communities of Color) are living speaks to a myriad of issues. Primarily, aging populations living in high-resource and high-income communities while many minorities continue to be concentrated in areas with higher rates of poverty. Certainly, income and life cycle plays a role -- intuitively an older adult presumably may afford more affluent areas while younger populations are at the will of the market. However, there is notable inequity when looking to where our more diverse communities live. In the context of this report, it is clear that racial and ethnic barriers exist, preventing career mobility and limiting the access to opportunity through the mere geography of housing. **However, in the context of Salt Lake City's anticipated growth it is also clear that there are not enough housing types or housing affordability to sustain the demand from each of these populations.** Our current neighborhoods are not equipped to serve the needs of our growing and evolving population. Therefore, it will be critical that there is a focus on land-use reform that can integrate the needs of each growing population into the now homogenous design of neighborhoods and there is demonstrable support for such a shift. According to an Envision Utah survey, 78 percent of Utahns want communities that include a full mix of housing types (including small lot detached homes, townhomes, condos, and apartments) that match the affordability profile of residents. Furthermore, Utah residents are willing to allow more housing types in more communities in order to achieve this goal.

These preferences are in line with national trends favoring the development of "Missing Middle" housing types, which bridge the product gap between large-lot single-family homes and large apartment or condo structures. An increase in diverse ownership products—in terms of structure, type, and price-point—could help the city attract and retain workers and residents in the city, as well as increase ownership rates for disadvantaged populations.

SLC WORKFORCE

Top 10 Industries & Average Annual Wage

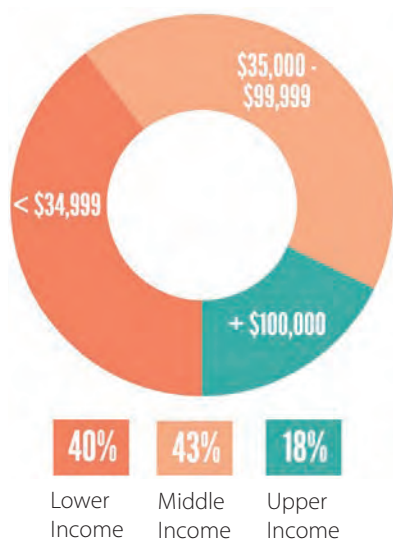
1. Health and Social Services
 - \$ 43,419 (60% AMI)
2. Manufacturing
 - \$ 58,279 (81% AMI)
3. Public Administration
 - \$47,439 (66% AMI)
4. Professional Services
 - \$ 73,341(102% AMI)
5. Hospitality
 - \$ 17,067 (24 % AMI)
6. Retail Trade
 - \$ 33,359 (46% AMI)
7. Transportation and Warehousing
 - \$ 46,531 (64% AMI)
8. Finance and Insurance
 - \$ 69,872 (97% AMI)
9. Admin and Waste Services
 - \$ 32, 455 (45% AMI)
10. Wholesale Trade
 - \$ 65,700 (91% AMI)

Source: BBC Housing Market Study, 2016

Living and Thriving

Considering the demographic and population growth described above, it becomes clear that an in-depth understanding of the housing market is absolutely necessary as plans are created, zoning is modified, and racial and income segregation is addressed. **Not only is it necessary to shift how land-use is regulated and housing is built in order to allow more housing and opportunity throughout the city, it is also necessary to understand who in the city is most underserved in the market and what factors influence affordability.** In 2016, the Housing and Neighborhood Development Division of Salt Lake City worked with BBC Research to produce the “Housing Market Update” to help understand the challenges facing low-income families and specifically the barriers to housing within the city. Below is a highlight of the most significant barriers to meeting the housing needs of Salt Lake City’s residents.

Salt Lake City Household Income Distribution, 2014



Source: BBC Housing Market Study, 2016

Income

The area median income for residents in Salt Lake City is nearly \$20,000 less than that of the County as a whole, holding at \$46,711. In addition, only two of the five largest employment industries in Salt Lake City pay wages high enough to afford the city’s median home price of \$271,000, thus it may be difficult for households earning their income in those (or other) industries to afford to buy a home on a single income, requiring both adults in the household to work. While overall there is some growth in income (8%) over the last few years, it was not significant enough to keep up with market inflation. There is also a discrepancy in income gain among renters and owners. Owners experienced income growth at twice that of renters and the gap in income between these two populations has widened dramatically in the past five years. Without consistent increase in wages that match the increase in market inflation many of Salt Lake’s low and moderate income households will be pushed out of the city creating additional financial burdens, decrease in opportunity, increase of in-commuters, and a great loss of mixed-income and diverse neighborhoods. This is intensified as single parent families and minority households may have some of the greatest housing needs, as they are more likely than other households to live in poverty. Since it is unlikely wages will increase – especially for those making \$20,000 per year (or 40% AMI), Salt Lake City must consider alternative methods for stabilizing this population and creating access to safe housing.

Housing Stock

A key challenge that is unique to this market is the unusual age and type of existing housing stock. About half of the housing is single-family detached, which

consumes large lots and is generally out of reach for many low-income households and the other half consists primarily of apartments, duplexes, and condos. However, the vast majority of rental units (80%) has only two bedrooms thus amplifying both the need for new units, but also increased affordability for families that are renting. While structure (type) and availability (# of units) are clearly underserving renters and owners, the age and condition of units deepens the complexity of serving the general market's needs. **The majority of our city's housing stock was built before 1940 indicating that chances of dilapidation, blight, and unsafe conditions may exist, increasing the likelihood of obsolescence, dilapidation, blight and unsafe conditions.** In fact, nearly 1,000 units lack key facilities such as plumbing or complete kitchens. These issues demonstrate that preservation, adaptive re-use, and energy efficiency will need to be addressed as this plan explores how to best leverage existing structures for long term affordability and increased density.



Nearly one-half of all renters in Salt Lake City are cost-burdened, and nearly one-quarter are extremely cost-burdened.

Source: BBC Housing Market Study, 2016

Rental Market

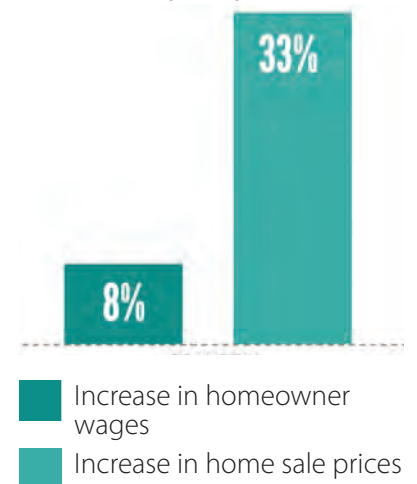
There is currently a “housing boom” in Utah’s Capitol City. Most residents have experienced this through either a gain in equity; or on the other end of the spectrum a dramatic increase in rent resulting in displacement or increased housing cost burden. These experiences are also clear in the data. **Average rents along the Wasatch Front reached an all-time high in 2016, and rents increased 26 percent in the five-year period between 2011 and 2016 .** Although Salt Lake City is in the midst of an unprecedented building boom, it has yet to keep pace with the rising numbers of people who want to call the city home. Rising rents and low vacancy rates of 2 percent are driving more and more city residents to either seek housing elsewhere, or live burdened with housing costs that exceed 30 percent, and in some cases, more than 50 percent, of their household income. According to recent U.S. Census data, 49 percent of all renters in Salt Lake City are cost-burdened, and 24 percent are extremely cost burdened. For those low-income families and workers who are unable to move outside the city limits (where rents also continue to rise), or who are unable to spend an increasing share of their wages on rent, this housing crisis often creates a direct route into homelessness.

Homeownership

Homeownership is not exempt from the housing boom nor are those who desire to purchase a home exempt from feeling the market exclusion of such an opportunity. According to the 2016 Housing Market Study Update BBC Research shows that home sale prices increased 33 percent between 2011 and 2014, while homeowner wages increased only 8 percent. This steep rise in prices

Wage Increase vs. Home Sale Price Increase

2011-2014



has created a market in which most for-sale homes are only affordable for those in the high-income bracket. This is in direct conflict with the opportunity to retain more Millennials and first time home-buyers. Access to homeownership is often cited as key to community engagement and stability. Currently, homeownership is inaccessible to those making less than 80 percent area median income and current programs, while creating access through subsidies, generally lose affordability after a few years thus only serving a portion of those in need.

Transportation

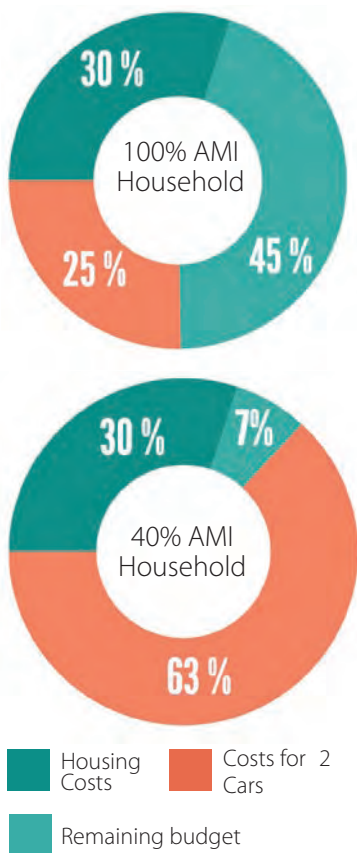
As mentioned previously, the home is the intersection of life and transportation. Access to transit can either be the key to housing stability or the component that creates instability. **This is why it is recommended that the cost of housing and transportation for a household should not exceed 45 percent of the household's monthly budget.** The cost of owning a car can have a dramatic impact on household income and purchasing power, especially for those at 80 percent AMI and below. In 2013, Utah Business noted that the average annual cost of owning a car in Utah was \$9,122. This amount makes up nearly 31 percent of a family's income at \$30,000 per year, at such rates the loss of this car or any other cost that comes up could send a family into crisis.

For a household earning 100 percent AMI in Salt Lake City, assuming 30 percent of income goes to housing, the cost of owning two cars would consume 25 percent of household income. **The cost of two cars rises to 63 percent of household income at 40 percent AMI, again assuming 30 percent of income for housing.** Even more striking, while in this scenario a 100 percent AMI household would have nearly half of its total income remaining for discretionary spending after meeting housing and transportation costs, a 40 percent AMI household would have only 7 percent total income remaining – or \$165 – to meet all its other monthly expenses. For a family at 40 percent AMI, reducing to one car would produce a monthly gain in discretionary income of 31 percent, or \$760. If that same household lives in a transit-rich neighborhood and is able to forgo car ownership and uses a reasonable 15 percent of income for transportation, their funds available for discretionary spending would increase to 55 percent of total income, or \$ 1,324 per month. The affordable housing crisis cannot be addressed without exploring solutions in which transportation access and cost are considered.

Collaboration

The housing market is influenced by many factors and a collaborative approach across sectors is needed to make an impact on stability and availability. Currently

Monthly Cost Burden of Housing + Transportation



With an average annual cost in Utah of more than \$18,000 to own and operate two cars per household, the option of transit access can have a major impact on the discretionary income of a cost burdened household. (Source: Utah Business)

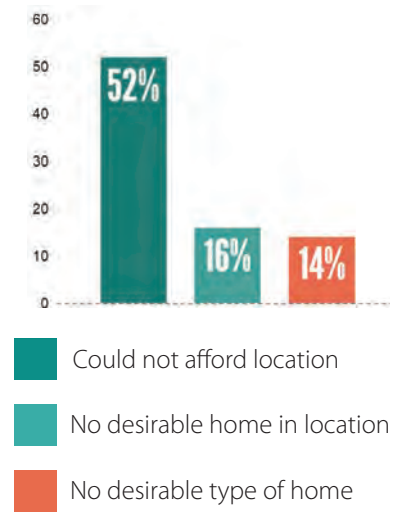
there is no infrastructure of programs, intentional alignment, or resource availability that would create a path to comprehensive housing change. Such change should occur at every level of the housing development pipeline, including those experiencing the housing crisis, those building housing, and to those who are creating statewide housing policy. This effort is intended to work with existing advocates, local governments, and residents. Without the input and expertise of all communities the stark challenge that lies ahead cannot be met with the solutions it needs.

Citizen Voices

Contemplating and understanding data are key to any plan, however, it is only within the context of the community that data can truly be leveraged and understood. In the creation of this plan it was a priority to understand the views, desires, and needs of Salt Lake City's unique populations. To that end a housing choice survey was conducted: Salt Lake Live Work Survey. This was launched in late summer 2016 and garnered tremendous response (over 1,400 respondents); perhaps the largest survey response in recent record. The incredible response rate included about 15 percent of in-commuter responses adding significant context for those who work in the city, but do not live here either by choice or market circumstance. Since housing affects every income and race, a key outreach strategy was to deliver the survey in ways that accommodated populations that consistently are under served or misrepresented, this meant that both an online survey was available as well as a paper survey that was distributed at community events primarily throughout the west side of the city. A full summary can be found in the appendix. Below are several highlights that reflect much of what is laid out in the data above – however, a story takes shape telling of the opportunity that exists for the entire city through increased housing options and affordability.

- Nearly two-thirds of renters have wanted to buy a home in the past five years, and most wanted to buy in Salt Lake City.
- Thirty percent of residents plan to move in the next 5 years in order to buy a home (44%) or because they want a bigger home (42%).
- Respondents named two primary reasons for not purchasing a home in Salt Lake City: 1) Could not find an affordable home in the preferred location (31%); and 2) couldn't afford the down payment or didn't have enough saved for a down payment (51%).
- Residents report spending about \$1,100 - \$1,153 per month on rent and \$1,489 - \$1,555 on monthly mortgage payments.
- Nearly one in five residents report finding additional employment and 12 percent have friends or relatives living with them in order to support their housing cost or better described as housing burden.

What were the reasons Salt Lake City renters did not buy a home?



52% of in-commuters would consider moving to Salt Lake City if housing were more affordable.

If you spent 25% less per month on housing, how would you spend that extra money?



- Thirteen percent of residents went without needed medication/healthcare/dental care and 9 percent reduced their clothing budget in order to meet housing costs.
- Nearly one in ten survey respondents whose home or apartment needs repairs believe their home is unsafe to live in (4% of respondents overall).
- Top things residents would change about their neighborhood if they could: safer (29%); neighbors would do a better job keeping up their homes (23%); fewer apartments/rentals (18%); and more affordable homes to purchase in my neighborhood (14%).
- The majority of residents (more than 70%) reported being truly satisfied with both their housing and their neighborhood.
- In-commuters who previously lived in the city moved for a bigger home (23%) and because they could not afford to buy in Salt Lake City (17%).
- 52 percent of in-commuters would consider relocating to Salt Lake City if housing were more affordable.
- Affordability was the primary reason in-commuters chose their current home (32%), followed by: having a lot of space inside their home (13%) and outside their home (13%); safety (8%); and owning rather than renting (7%).

This survey data is highly reflective of the data outlined throughout this plan, however, there are several aspects that add additional details to the numbers. Key among these is that residents truly enjoy the environment in which they live, namely the access to amenities, art, culture, and proximity to work. **In addition, the housing market strain is evident as many indicated that they may or would have to leave to achieve their desired housing model.** This is directly correlated to the lack of housing options that exists currently. Without additional development of new and innovative products Salt Lake’s current and future residents will be forced to look elsewhere for their desired livability.

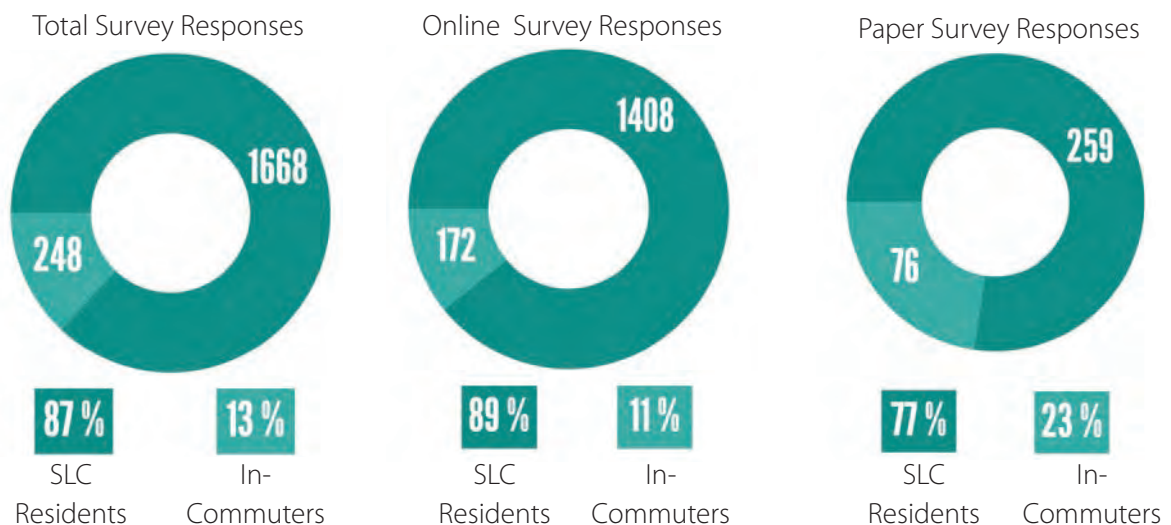


Exhibit I

Moderate Income Housing Commitments

Senate Bill 34 (SB 34) was signed into law during March 2019 by Governor Herbert. It requires municipalities and counties to address affordable housing, land-use, and transportation collectively. The bill required all municipalities to adopt at least three strategies from a list of twenty-three.

Salt Lake City elected to commit to 11 of the 23 strategies. The proposed development of Capitol Park fits well within the commitments made by Salt Lake City to address area median income housing (MIH)

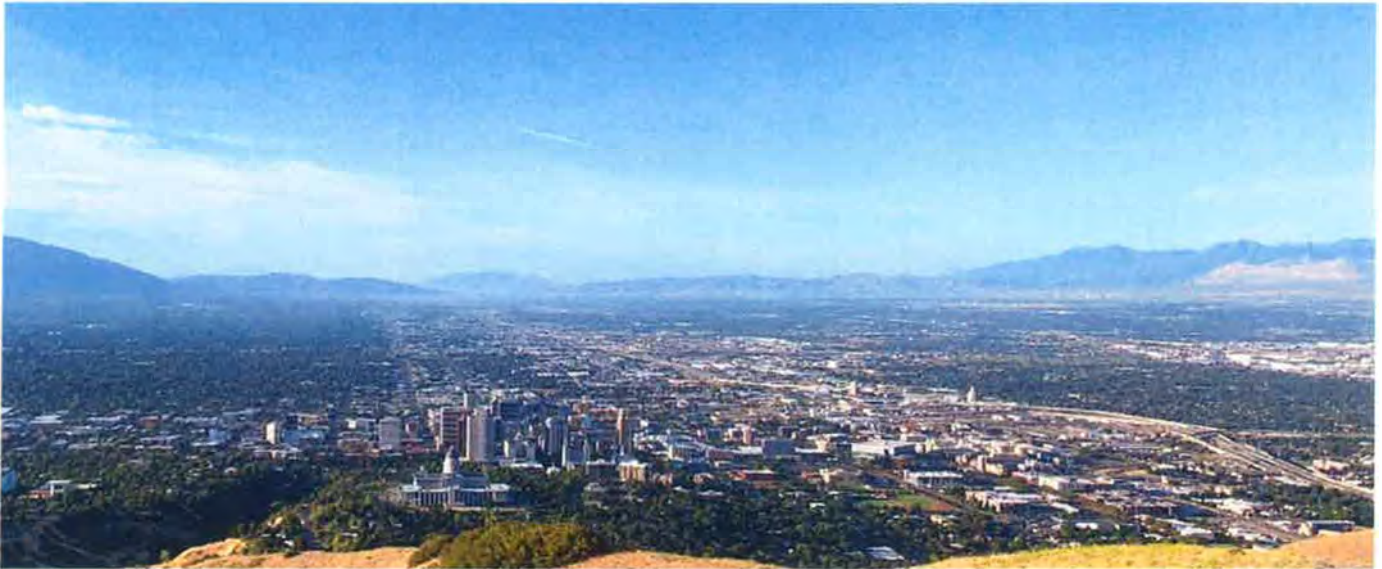
(E) Create or allow for, and reduce regulations related to, accessory dwelling units in residential zones

(H) Eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle



Moderate Income Housing Summary for all of Salt Lake County Senate Bill 34 Selections by City

12/16/2019



PLANNING &
TRANSPORTATION



Summary:

Senate Bill 34 (SB 34) was signed into law during March 2019 by Governor Gary Herbert. It requires municipalities and counties to address affordable housing, land-use, and transportation collectively.

The housing element of SB 34 requires that cities/counties plan for moderate income housing (MIH) growth by utilization of a Moderate Income Housing Plan.

Moderate income housing means housing available for occupancy by households with a gross household income equal to or less than 80% of the area median income (AMI) (\$74,440 for a household size of 3 in SLCO) for households of the same size in the county in which the city is located.

SB 34 provides a list of 23 strategies or "menu items" for the use of cities/counties. Each city/county is required to use at a minimum of three strategies from this menu in their Moderate Income Housing Plan.

Municipalities that have a "fixed guideway public transit station" must also include recommendation to implement either "G" or "H" (568) [not required for counties].

This document provides an insight into which strategies or menu items are being used by cities within Salt Lake County.

The summaries, charts, and graphs were prepared by Salt Lake County staff by interpreting housing plans provided by cities and townships.

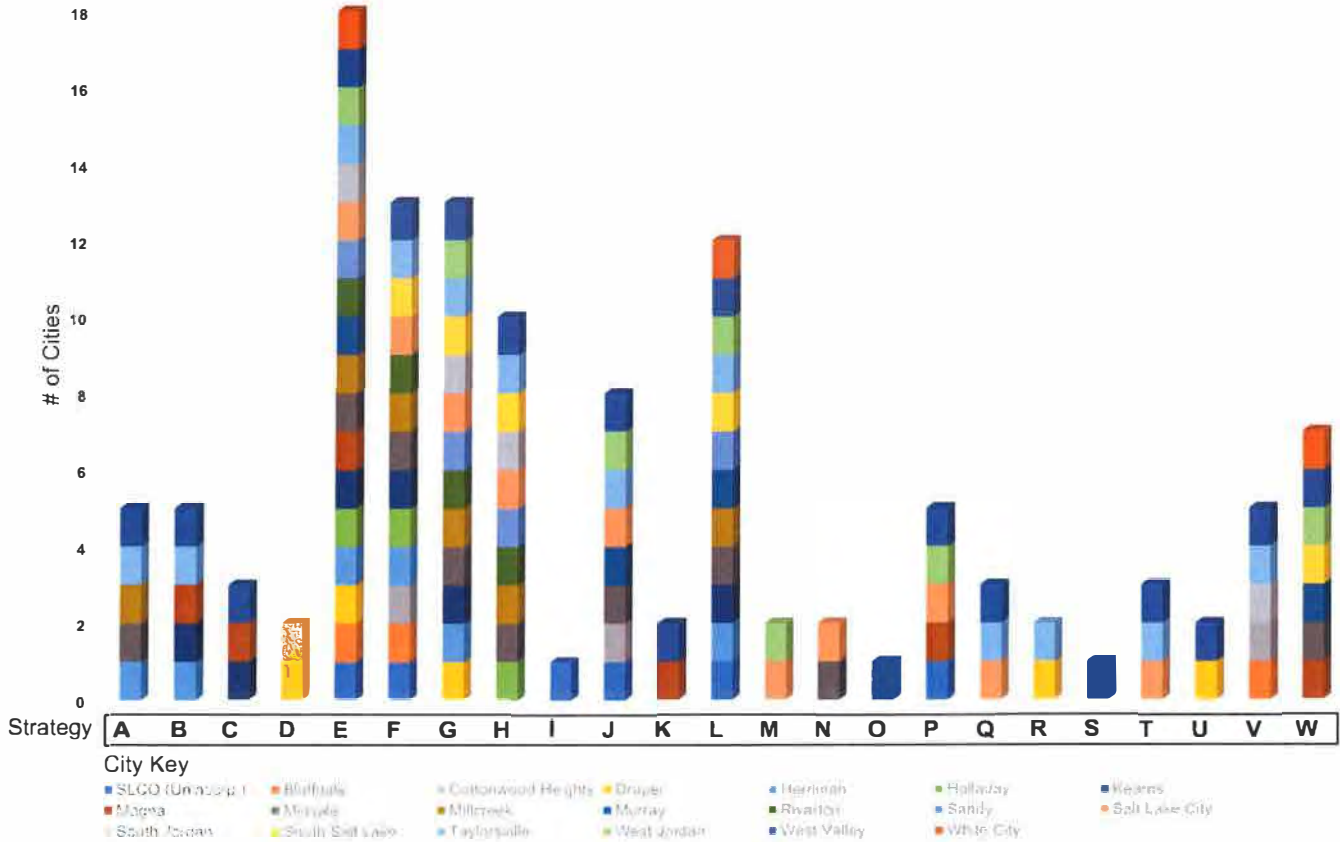
SB 34 23 Strategies

- (A) rezone for densities necessary to assure the production of MIH
- (B) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH
- (C) facilitate the rehabilitation of existing uninhabitable housing stock into MIH
- (D) consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city
- (E) create or allow for, and reduce regulations related to, accessory dwelling units in residential zones
- (F) allow for higher density or moderate income residential development in commercial and mixed-use, zones, commercial centers, or employment centers
- (G) encourage higher density or moderate income residential development near major transit investment corridors
- (H) eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle, e.g. residential development near major transit investment corridors or senior living facilities
- (I) allow for single room occupancy developments
- (J) implement zoning incentives for low to moderate income units in new developments
- (K) utilize strategies that preserve subsidized low to moderate income units on a long-term basis
- (L) preserve existing MIH
- (M) reduce impact fees, as defined in Section 11-36a-102, related to low and MIH
- (N) participate in a community land trust program for low or MIH
- (O) implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality
- (P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH
- (Q) apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity
- (R) apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services
- (S) apply for or partner with an entity that applies for programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act [not in county list of recommendations]
- (T) apply for or partner with an entity that applies for services provided by a public housing authority to preserve and create MIH
- (U) apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance
- (V) utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency
- (W) any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income



2019 Senate Bill 34 Selections by City


MIH Strategy Choice by City

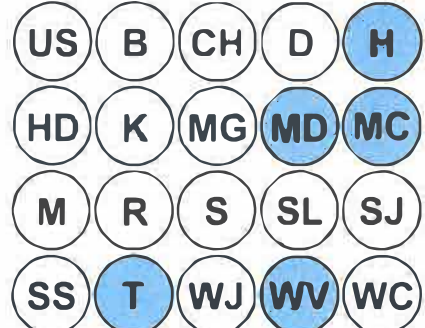
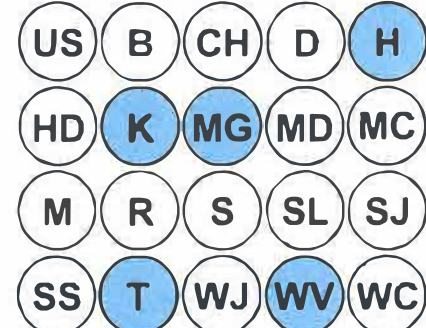
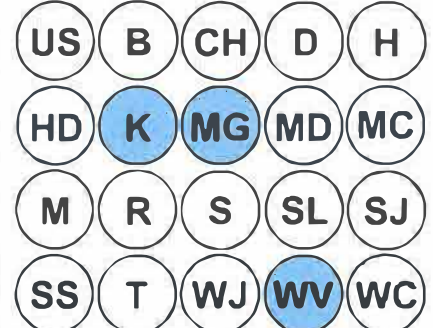
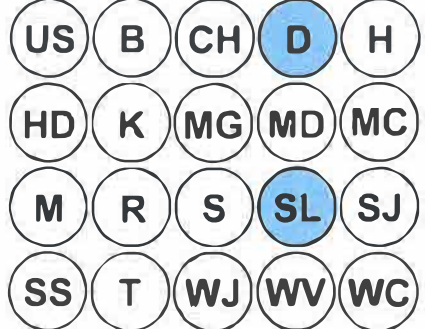
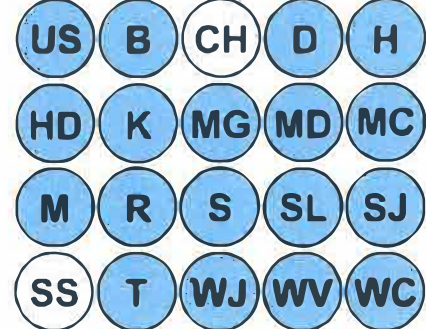
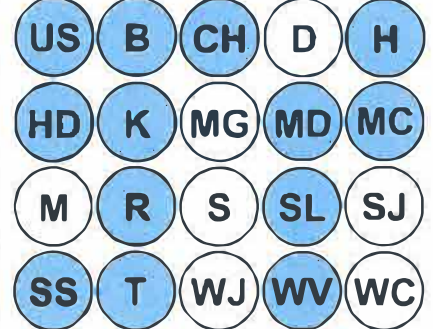
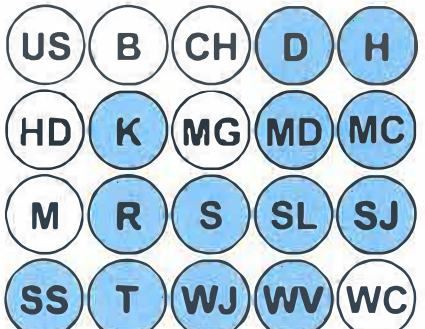
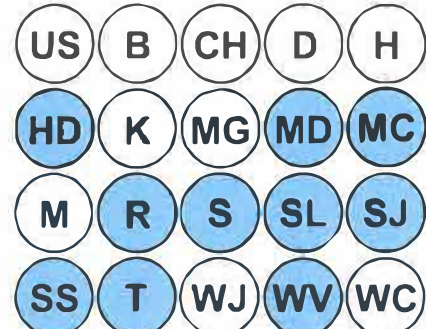
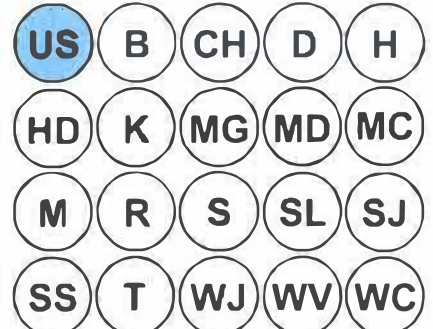


- | | | |
|---|--|--|
| (A) rezone for densities necessary to assure the production of MIH | (I) allow for single room occupancy developments | (Q) apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity |
| (B) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH | (J) implement zoning incentives for low to moderate income units in new developments | (R) apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services |
| (C) facilitate the rehabilitation of existing uninhabitable housing stock into MIH | (K) utilize strategies that preserve subsidized low to moderate income units on a long-term basis | (S) apply for or partner with an entity that applies for programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act |
| (D) consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city | (L) preserve existing MIH | (T) apply for or partner with an entity that applies for services provided by a public housing authority to preserve and create MIH |
| (E) create or allow for, and reduce regulations related to, accessory dwelling units in residential zones | (M) reduce impact fees, as defined in Section 11-36a-102, related to low and MIH | (U) apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance |
| (F) allow for higher density or moderate income residential development in commercial and mixed-use zones, commercial centers, or employment centers | (N) participate in a community land trust program for low or MIH | (V) utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency |
| (G) encourage higher density or moderate income residential development near major transit investment corridors | (O) implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality | (W) any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income |
| (H) eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle, e.g. residential development near major transit investment corridors or senior living | (P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH | |



City Choice by Strategy

 Selected by City

<p>(A) rezone for densities necessary to assure the production of MIH</p> 	<p>(B) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH</p> 	<p>(C) facilitate the rehabilitation of existing uninhabitable housing stock into MIH</p> 
<p>(D) consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city</p> 	<p>(E) create or allow for, and reduce regulations related to, accessory dwelling units in residential zones</p> 	<p>(F) allow for higher density or moderate income residential development in commercial and mixed-use zones, commercial centers, or employment centers</p> 
<p>(G) encourage higher density or moderate income residential development near major transit investment corridors</p> 	<p>(H) eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle</p> 	<p>(I) allow for single room occupancy developments</p> 

City Legend

- | | | | | |
|--------------------------------------|---------------|-----------------|-----------------------|-------------------|
| US - Unincorporated Salt Lake County | H - Herriman | MD - Midvale* | S - Sandy | T - Taylorsville |
| B - Bluffdale | HD - Holladay | MC - Millcreek* | SL - Salt Lake* | WJ - West Jordan* |
| CH - Cottonwood Heights | K - Kearns | M - Murray* | SJ - South Jordan | WV - West Valley |
| D - Draper | MG - Magna | R - Riverton | SS - South Salt Lake* | WC - White City |

*These strategies were interpreted from plans adopted before SB 34 2019 timeline



City Choice by Strategy

Selected by City

<p>(J) implement zoning incentives for low to moderate income units in new developments</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(K) utilize strategies that preserve subsidized low to moderate income units on a long-term basis</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(L) preserve existing MIH</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>
<p>(M) reduce impact fees, as defined in Section 11-36a-102, related to low and MIH</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(N) participate in a community land trust program for low or MIH</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(O) implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>
<p>(P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(Q) apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(R) apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>

City Legend

- US - Unincorporated Salt Lake County H - Herriman MD - Midvale* S - Sandy T - Taylorsville
- B - Bluffdale HD - Holladay MC - Millcreek* SL - Salt Lake* WJ - West Jordan*
- CH - Cottonwood Heights K - Kearns M - Murray* SJ - South Jordan WV - West Valley
- D-Draper MG - Magna R - Riverton SS - South Salt Lake* WC - White City

*These strategies were interpreted from plans adopted before SB 34 2019 timeline



City Choice by Strategy

Selected by City

<p>(S) apply for or partner with an entity that applies for programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(T) apply for or partner with an entity that applies for services provided by a public housing authority to preserve and create MIH</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(U) apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>
<p>(V) utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	<p>(W) any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median</p> <p>US B CH D H HD K MG MD MC M R S SL SJ SS T WJ WV WC</p>	

City Legend

- US - Unincorporated Salt Lake County H - Herriman MD - Midvale* S - Sandy T - Taylorsville
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*These strategies were interpreted from plans adopted before SB 34 2019 timeline

Appendix J

City Department Comments 7/22/20

Department Comments



Petition Number: PLNPCM2020-00334/00335

Project Name: FR-3/12,000 to FB-UN1 Zoning/Master Plan Amendment

Property Address: 675 N F Street

Date: July 22, 2020

Public Utilities

No objections to proposed zone change.

- The property currently has water service with one 2" meter. There is currently no sewer service to the property.
- There is adequate sewer and water capacity in the system however they will need to install sewer mains to provide service to the majority of the properties.
- Because the property is greater than 2 acres a complete technical drainage study will be required including stormwater detention. Offsite drainage improvements may be required. A complete stormwater pollution prevention plan will also be required.
- Streets should be public streets to allow for public water and sewer mains. If private streets are requested - master metering, fire meters and private sewer mains may be required.
- ADUs must meet all public utility requirements.

Engineering

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

Transportation

My initial reaction is that a traffic study is not necessary under any scenario, particularly under the current zoning scenario. While there will certainly be an increase in traffic in the area with any of the development scenarios, the existing street system should be able to handle it. Those already living in the area may not want any increase in traffic to occur, but it is something the city experiences with any new development. However, since a rezone would be needed to increase the number of units under the proposed rezone scenarios and since there are a lot of concerns about traffic in the area, a traffic study would be helpful in the rezone scenarios in providing information based on the study rather than any perceived impacts. With any of the rezone development scenarios the traffic study will provide existing plus project information. I don't see a traffic study providing any recommended improvements to the transportation system in this area, but a study would confirm that. I don't see that there are any unique transportation consideration or concerns for this site.

Fire/Building/Zoning

No comments. As the drawings and site plan are concept plans, it was not evaluated by these departments for code compliance. At the time of permitting for any development on the site, a subdivision, or a discretionary Planning Commission plan review such as for a Planned Development, it would be reviewed for Fire Code (including fire vehicle access requirements), Building, and Zoning codes, and would have to comply with those codes.

Appendix K

Capitol Park Traffic Impact Study 9/15/20

Purpose

The purpose of the Traffic report is to provide valuable insight into the potential impacts of the proposed project on background traffic conditions.

Traffic Volumes

Hales Engineering added the anticipated vehicular trips produced by the proposed Capitol Park Cottages project to the existing (2020) background traffic volumes to predict turning movement volumes for the existing traffic plus project conditions.

Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added.

Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hours.

Mitigation Measures

No mitigation measures are recommended. The proposed project will have negligible impact on the traffic operations in the surrounding area.

Capitol Park

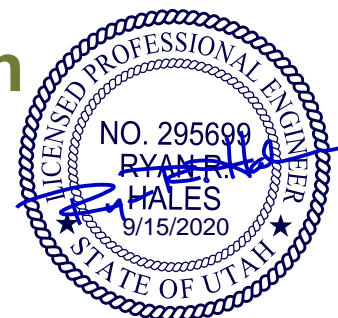
Traffic Impact Study



Salt Lake City, Utah

September 15, 2020

UT20-1670



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Capitol Park development located in Salt Lake City, Utah. The Capitol Park project is located northwest of the Capitol Park Avenue / F Street intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2020) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1.

Table ES-1: Evening Peak Hour Level of Service Results

	Intersection	Level of Service	
		Existing (2020)	
		Background	Plus Project
1	Capitol Park Avenue / F Street	a	a
2	F Street / 11th Avenue	b	b
3	Project Access 1 / Capitol Park Avenue	-	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, September 2020

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of 20 single-family units and 15 accessory dwelling units (ADUs)
- The project is anticipated to generate approximately 312 weekday daily trips, including 28 trips in the morning peak hour, and 34 trips in the evening peak hour

2020	Background	Plus Project
Findings	<ul style="list-style-type: none"> • Acceptable LOS 	<ul style="list-style-type: none"> • Acceptable LOS • The proposed project will have no impact on the traffic operations (LOS) in the surrounding area
Mitigations	<ul style="list-style-type: none"> • None 	<ul style="list-style-type: none"> • None

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Capitol Park development located in Salt Lake City, Utah. The proposed project is located northwest of the Capitol Park Avenue / F Street intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2020) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Salt Lake City, 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:

- Capitol Park Avenue / F Street
- F Street / 11th Avenue
- Project Access 1 / Capitol Park Avenue

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.







The *Highway Capacity Manual* (HCM), 6th Edition, 2016 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, roundabout, and all-way stop-controlled (AWSC) 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 movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS	Description of Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	 Free Flow / Insignificant Delay	≤ 10	≤ 10
B	 Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C	 Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D	 Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E	 Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F	 Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2020) 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 provides 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:

Capitol Park Avenue – is a privately owned and maintained roadway by the Meridian HOA. The roadway has one travel lane in each direction. The posted speed limit is 25 mph.

F Street – is a city-maintained roadway which is classified by the Salt Lake City Transportation Master Plan Major Street Plan (November 2018) as a “local street.” The roadway has one travel lane in each direction. The posted speed limit is 25 mph.

11th Avenue – is a city-maintained roadway which is classified by the Salt Lake City Transportation Master Plan Major Street Plan (November 2018) as a “collector.” The roadway has one travel lane in each direction. The posted speed limit is 25 mph.

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:

- Capitol Park Avenue / F Street
- F Street / 11th Avenue

The counts were performed on Tuesday, August 18, 2020. The morning peak hour was determined to be between 7:30 and 8:30 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 29% higher than the morning peak hour 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 traffic counts were collected during the COVID-19 pandemic when traffic volumes were slightly reduced due to social distancing measures. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes at the westbound approach of the State Street / North Temple Intersection on March 3 (pre-social distancing) were approximately 46% higher than those on August 18. The westbound approach was chosen

because it leads to a residential area near the project site. Therefore, the collected data were increased by 46% to represent normal conditions.

Figure 2 shows the existing evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2020) conditions.

Table 2: Existing (2020) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Capitol Park Avenue / F Street	EB/WB Stop	WBT	4.6	a
F Street / 11th Avenue	NB/SB Stop	NBL	11.0	b

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2020

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing was observed during the evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.



III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion 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 Chapter I.

B. Project Description

The proposed Capitol Park development is located northwest of the Capitol Park Avenue / F Street intersection. The project is a residential development that includes cottage homes, and five custom lots that were assumed to be for single-family homes. The second unit on 15 of the lots will be accessory dwelling units (ADUs). A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Cottage Homes	15 units
Custom Homes	5 units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 312
- Morning Peak Hour Trips: 28
- Evening Peak Hour Trips: 34

Table 4: Trip Generation

Trip Generation Salt Lake City - Capitol Park TIS								
Weekday Daily Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Single-Family Detached Housing (210)	20	Dwelling Units	238	50%	50%	119	119	238
Accessory Dwelling Units (220)	15	Dwelling Units	74	50%	50%	37	37	74
Total			312			156	156	312
Morning Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total AM Trips
Single-Family Detached Housing (210)	20	Dwelling Units	20	25%	75%	5	15	20
Accessory Dwelling Units (220)	15	Dwelling Units	8	23%	77%	2	6	8
Total			28			7	21	28
Evening Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total PM Trips
Single-Family Detached Housing (210)	20	Dwelling Units	22	63%	37%	14	8	22
Accessory Dwelling Units (220)	15	Dwelling Units	12	63%	37%	8	4	12
Total			34			22	12	34

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, September 2020

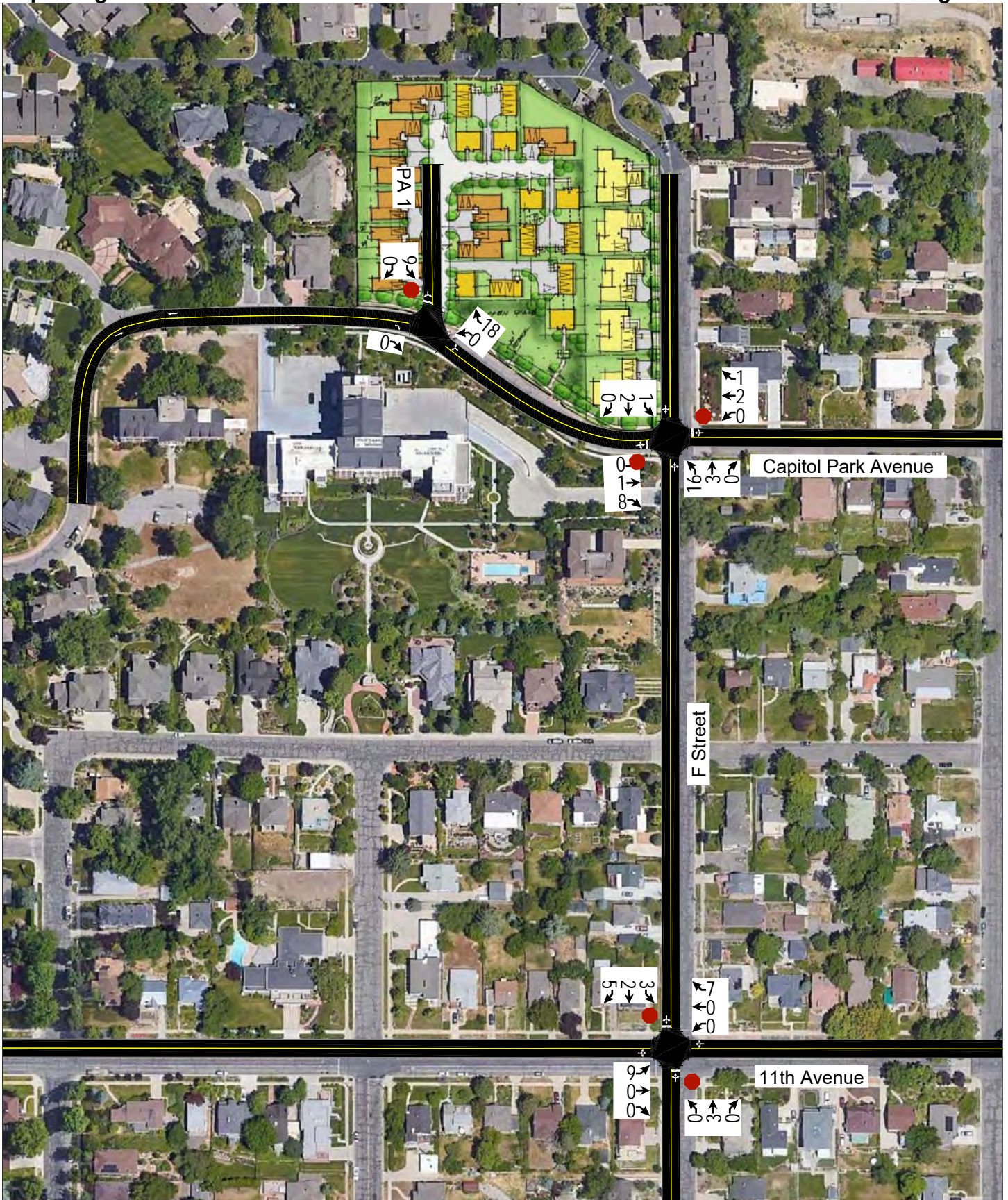
D. Trip Distribution and Assignment

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 near the site. The resulting distribution of project generated trips during the evening peak hour is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
South via F Street	15%
East via Capitol Park Avenue	15%
East via 11 th Avenue	30%
West via 11 th Avenue	40%

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 3.



E. Access

The proposed access for the site will be gained at the following location (see also concept plan in Appendix C):

Capitol Park Avenue:

- Project Access 1 will be located approximately 350 feet northwest of the Capitol Park Avenue / F Street intersection. It will access the project on the north side of Capitol Park Avenue. It is anticipated that the access will be stop-controlled.

IV. EXISTING (2020) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2020) 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

Hales Engineering added the project trips to the existing (2020) background traffic volumes to predict turning movement volumes for existing (2020) plus project conditions. Existing (2020) plus project evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour with project traffic added, as shown in Table 6.

Table 6: Existing (2020) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Capitol Park Avenue / F Street	EB/WB Stop	EBT	5.0	a
F Street / 11th Avenue	NB/SB Stop	NBL	11.3	b
Project Access 1 / Capitol Park Avenue	SB Stop	SBL	3.8	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

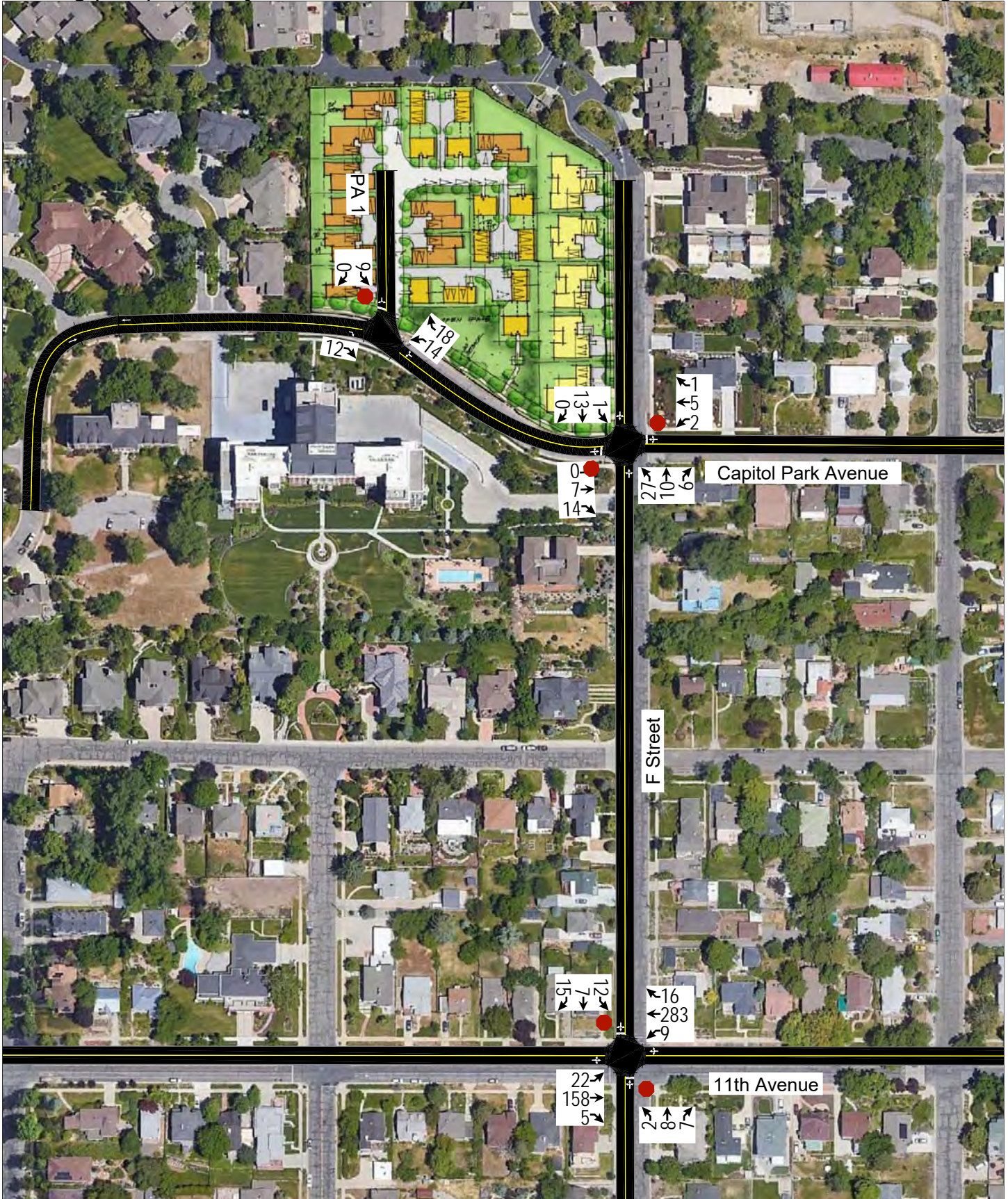
Source: Hales Engineering, September 2020

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing is anticipated during the evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended. The proposed project will have negligible impact on the traffic operations in surrounding area.



APPENDIX A

Turning Movement Counts



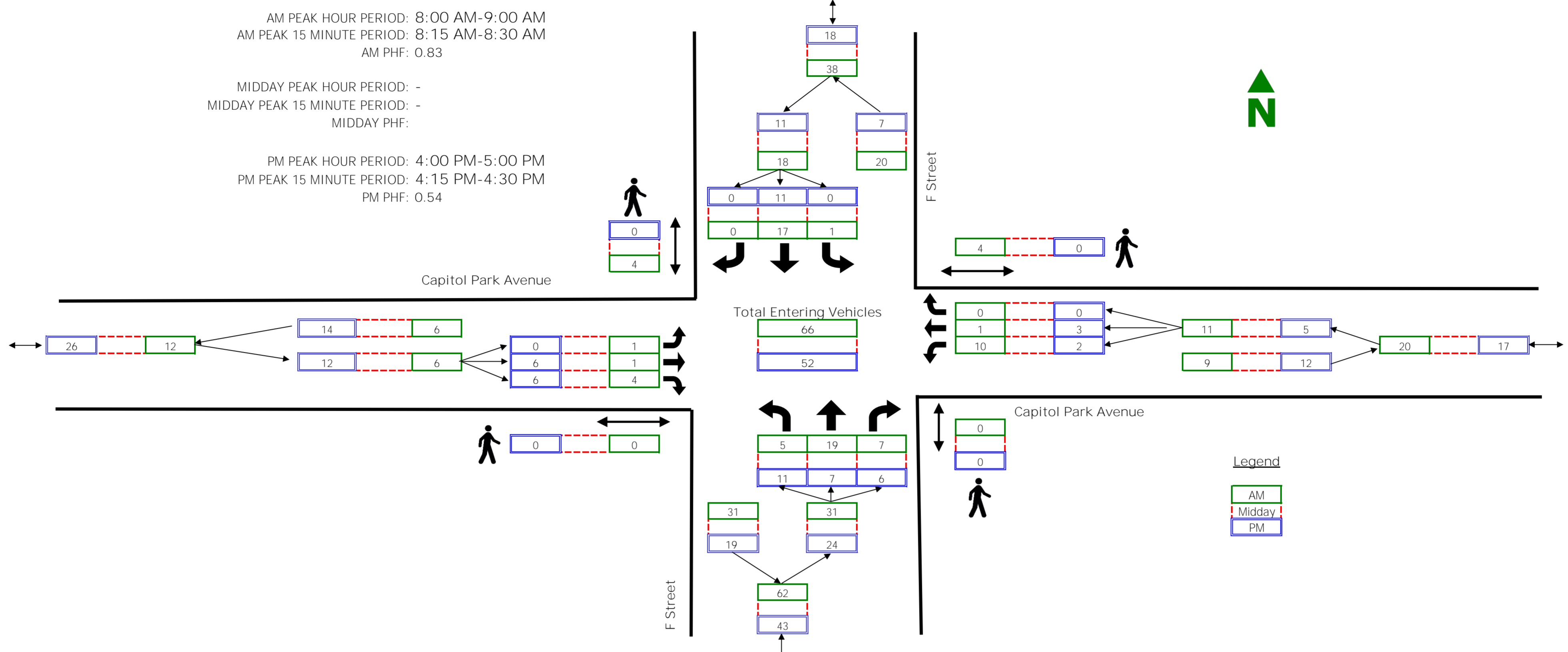
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: F Street / Capitol Park Avenue
North/South: F Street
East/West: Capitol Park Avenue
Jurisdiction: Salt Lake City, UT
Project Title: Capitol Park TGS
Project No: UT20-1670
Weather: Clear

Date: 8-18-20, Tue
COVID-19 Adjustment: 68.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	F Street Northbound				F Street Southbound				Capitol Park Avenue Eastbound				Capitol Park Avenue Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	6	0	0	0	1	0	0	0	0	3	7	4	0	0	0	15
7:15 - 7:30	0	1	1	0	0	3	0	0	0	1	0	3	0	3	0	1	9
7:30 - 7:45	6	0	3	1	0	1	0	0	0	0	0	0	1	0	0	3	11
7:45 - 8:00	1	1	0	0	0	4	0	0	0	0	1	0	3	1	0	1	11
8:00 - 8:15	4	3	1	0	0	0	0	0	0	0	3	0	3	0	0	0	14
8:15 - 8:30	1	3	1	0	1	6	0	1	1	0	1	0	6	0	0	0	20
8:30 - 8:45	0	6	4	0	0	7	0	3	0	0	0	0	0	1	0	4	18
8:45 - 9:00	0	7	1	0	0	4	0	0	0	1	0	0	1	0	0	0	14
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	1	0	0	0	3	0	0	0	0	3	0	1	3	0	0	12
16:15 - 16:30	6	6	4	0	0	4	0	0	0	3	1	0	0	0	0	0	24
16:30 - 16:45	1	0	1	0	0	4	0	0	0	0	1	0	0	0	0	0	7
16:45 - 17:00	3	0	1	0	0	0	0	0	0	3	1	0	1	0	0	0	9
17:00 - 17:15	0	6	0	0	0	3	0	0	0	0	0	0	0	0	1	0	10
17:15 - 17:30	0	3	1	0	1	3	0	0	0	0	3	0	1	4	1	0	17
17:30 - 17:45	0	4	0	0	0	1	0	0	0	1	0	0	0	1	1	0	8
17:45 - 18:00	0	4	1	0	1	1	1	0	0	0	0	0	4	3	1	0	16

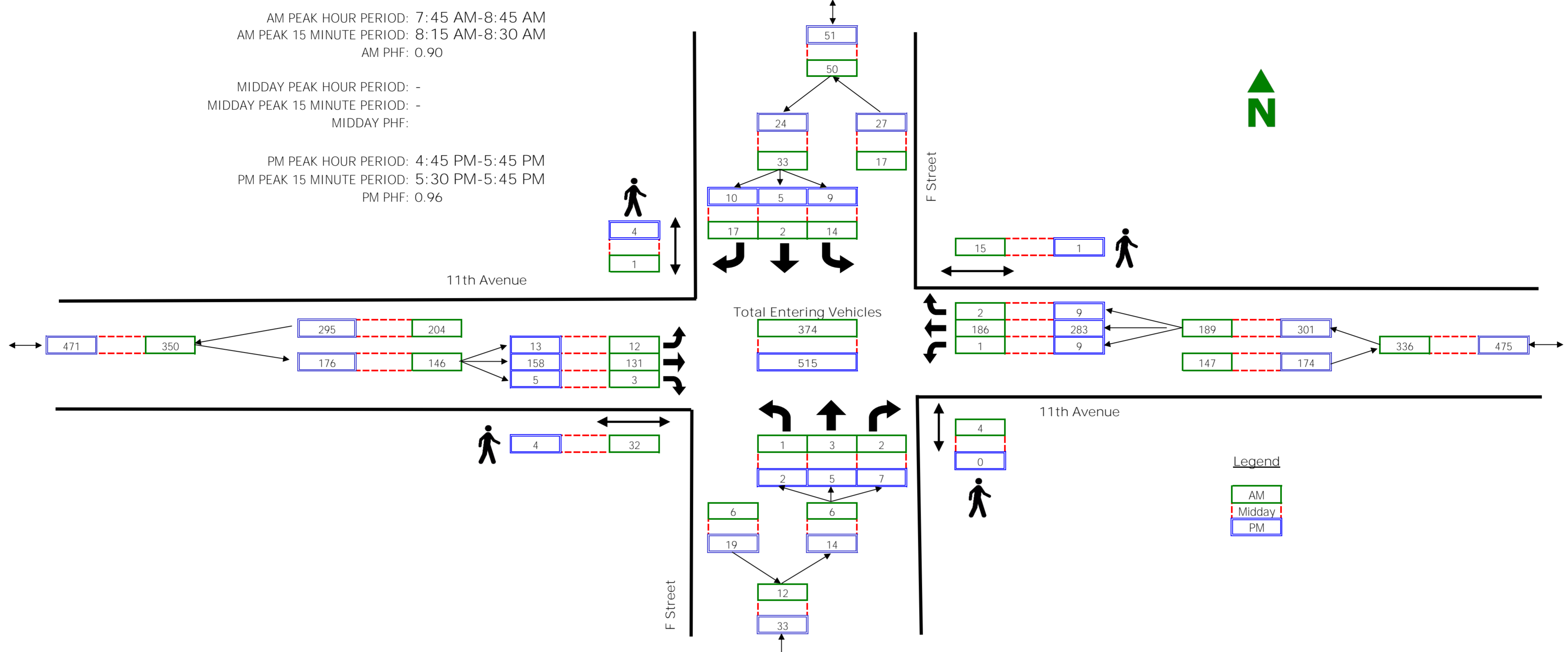
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: F Street / 11th Avenue
North/South: F Street
East/West: 11th Avenue
Jurisdiction: Salt Lake City, UT
Project Title: Capitol Park TGS
Project No: UT20-1670
Weather: Clear

Date: 8-18-20, Tue
COVID-19 Adjustment: 68.5%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	F Street Northbound				F Street Southbound				11th Avenue Eastbound				11th Avenue Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	3	0	3	1	1	4	1	4	13	0	3	0	26	0	3	52
7:15 - 7:30	0	0	1	1	0	0	7	0	4	10	0	3	0	47	0	4	69
7:30 - 7:45	0	0	0	1	1	1	1	0	1	38	0	1	0	47	1	12	90
7:45 - 8:00	0	1	1	0	4	0	4	1	6	31	0	1	0	51	0	3	98
8:00 - 8:15	1	1	0	0	4	0	4	0	0	34	3	4	0	34	0	7	81
8:15 - 8:30	0	1	1	1	0	1	3	0	3	34	0	26	0	60	1	4	104
8:30 - 8:45	0	0	0	3	6	1	6	0	3	32	0	1	1	41	1	1	91
8:45 - 9:00	0	1	1	0	3	0	1	0	4	23	0	7	1	41	3	1	78
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	E	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	1	4	0	3	1	6	0	4	41	0	4	3	50	1	0	115
16:15 - 16:30	0	0	0	0	3	3	4	0	7	32	0	0	0	53	1	0	103
16:30 - 16:45	1	0	0	0	1	0	10	0	3	23	0	1	6	85	1	0	130
16:45 - 17:00	0	1	3	0	0	1	3	0	3	35	0	0	1	80	1	0	128
17:00 - 17:15	1	0	0	0	1	3	3	0	3	47	3	0	0	69	1	1	131
17:15 - 17:30	0	1	3	0	4	0	3	1	6	32	1	4	7	61	4	0	122
17:30 - 17:45	1	3	1	0	4	1	1	3	1	44	1	0	1	73	3	0	134
17:45 - 18:00	1	0	3	0	3	0	1	0	1	41	0	1	3	54	1	6	108

Legend
AM
Midday
PM

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Salt Lake City - Capitol Park TIS
Analysis Period: Existing (2020) Background
Time Period: Evening Peak Hour **Project #: UT20-1670**

Intersection: F Street & Capitol Park Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	10	89	1.9	A
	T	10	12	117	0.6	A
	R	6	6	96	0.7	A
	Subtotal	27	28	104	1.1	A
SB	T	11	10	89	0.0	A
	Subtotal	11	10	91	0.0	A
EB	T	6	6	96	4.6	A
	R	6	6	96	2.7	A
	Subtotal	12	12	100	3.7	A
WB	L	2	1	50	4.6	A
	T	3	4	133	4.1	A
	Subtotal	5	5	100	4.2	A
Total		56	55	97	1.7	A

Intersection: F Street & 11th Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	11.0	B
	T	5	5	95	7.2	A
	R	7	8	110	3.5	A
	Subtotal	14	14	100	5.4	A
SB	L	9	7	76	6.3	A
	T	5	5	95	8.5	A
	R	10	11	107	3.5	A
	Subtotal	24	23	96	5.4	A
EB	L	13	13	98	3.3	A
	T	158	162	103	0.5	A
	R	5	6	114	0.3	A
	Subtotal	176	181	103	0.7	A
WB	L	9	9	97	2.4	A
	T	283	283	100	0.8	A
	R	9	10	108	0.5	A
	Subtotal	301	302	100	0.8	A
Total		518	520	100	1.1	A

1: F Street & Capitol Park Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.7	4.6	4.1	1.9	0.6	0.7	0.0	1.7
Vehicles Entered	6	6	1	4	10	12	6	10	55
Vehicles Exited	6	6	1	4	10	12	6	10	55
Hourly Exit Rate	6	6	1	4	10	12	6	10	55
Input Volume	6	6	2	3	11	10	6	11	56
% of Volume	96	96	50	133	89	117	96	89	97

2: F Street & 11th Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.3	0.2	0.2	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.3	0.5	0.3	2.4	0.8	0.5	11.0	7.2	3.5	6.3	8.5	3.5
Vehicles Entered	13	162	6	10	283	10	1	5	8	7	5	11
Vehicles Exited	13	162	6	9	283	10	1	5	8	7	5	11
Hourly Exit Rate	13	162	6	9	283	10	1	5	8	7	5	11
Input Volume	13	158	5	9	283	9	2	5	7	9	5	10
% of Volume	98	103	114	97	100	108	50	95	110	76	95	107

2: F Street & 11th Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	1.1
Vehicles Entered	521
Vehicles Exited	520
Hourly Exit Rate	520
Input Volume	518
% of Volume	100

Total Zone Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.3
Total Del/Veh (s)	2.2
Vehicles Entered	531
Vehicles Exited	529
Hourly Exit Rate	529
Input Volume	1124
% of Volume	47

Intersection: 1: F Street & Capitol Park Avenue

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	31	6
Average Queue (ft)	11	5	0
95th Queue (ft)	34	24	4
Link Distance (ft)	658	1211	756
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: F Street & 11th Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	37	24	35	36
Average Queue (ft)	4	2	12	17
95th Queue (ft)	22	14	37	43
Link Distance (ft)	1062	1162	678	756
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 0

SimTraffic LOS Report

Project: Salt Lake City - Capitol Park TIS
Analysis Period: Existing (2020) Plus Project
Time Period: Evening Peak Hour Project #: UT20-1670

Intersection: F Street & Capitol Park Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	27	100	2.0	A
	T	14	16	119	0.6	A
	R	6	7	112	0.6	A
	Subtotal	47	50	106	1.4	A
SB	L	1	1	100	1.0	A
	T	13	15	113	0.0	A
	Subtotal	14	16	114	0.1	A
EB	T	8	7	88	5.0	A
	R	14	14	102	3.1	A
	Subtotal	22	21	95	3.7	A
WB	L	2	2	100	3.0	A
	T	5	5	95	4.5	A
	R	1	2	200	2.3	A
	Subtotal	8	9	113	3.7	A
Total		91	96	105	1.9	A

Intersection: F Street & 11th Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	11.3	B
	T	8	10	121	7.1	A
	R	7	9	124	3.2	A
	Subtotal	17	21	124	5.8	A
SB	L	12	13	106	6.5	A
	T	7	7	97	6.9	A
	R	15	17	115	3.9	A
	Subtotal	34	37	109	5.4	A
EB	L	22	20	92	2.9	A
	T	158	156	99	0.6	A
	R	5	6	114	0.3	A
	Subtotal	185	182	98	0.8	A
WB	L	9	11	119	2.7	A
	T	283	282	100	1.0	A
	R	16	18	114	0.8	A
	Subtotal	308	311	101	1.0	A
Total		545	551	101	1.4	A

SimTraffic LOS Report

Project: Salt Lake City - Capitol Park TIS
Analysis Period: Existing (2020) Plus Project
Time Period: Evening Peak Hour **Project #: UT20-1670**

Intersection: Capitol Park Avenue & PA 1
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	9	10	108	3.8	A
	Subtotal	9	10	111	3.8	A
EB	R	12	11	90	0.0	A
	Subtotal	12	11	92	0.0	A
NW	L	14	12	87	0.3	A
	T	1	1	100	0.1	A
	R	18	18	101	0.4	A
	Subtotal	33	31	94	0.4	A
Total		54	52	96	0.9	A

1: F Street & Capitol Park Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	3.1	3.0	4.5	2.3	2.0	0.6	0.6	1.0	0.0	1.9
Vehicles Entered	7	14	2	5	2	27	16	7	1	15	96
Vehicles Exited	7	14	2	5	2	27	16	7	1	15	96
Hourly Exit Rate	7	14	2	5	2	27	16	7	1	15	96
Input Volume	8	14	2	5	1	27	14	6	1	13	91
% of Volume	88	102	100	95	200	100	119	112	100	113	105

2: F Street & 11th Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	0.6	0.3	2.7	1.0	0.8	6.4	7.1	3.2	6.5	6.9	3.9
Vehicles Entered	20	156	6	11	281	18	2	10	9	13	7	16
Vehicles Exited	20	156	6	11	282	18	2	10	9	13	7	17
Hourly Exit Rate	20	156	6	11	282	18	2	10	9	13	7	17
Input Volume	22	158	5	9	283	16	2	8	7	12	7	15
% of Volume	92	99	114	119	100	114	100	121	124	106	97	115

2: F Street & 11th Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	1.4
Vehicles Entered	549
Vehicles Exited	551
Hourly Exit Rate	551
Input Volume	545
% of Volume	101

3: Capitol Park Avenue & PA 1 Performance by movement

Movement	EBR	SBL	NWL	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	3.8	0.3	0.1	0.4	0.9
Vehicles Entered	11	10	12	1	18	52
Vehicles Exited	11	10	12	1	18	52
Hourly Exit Rate	11	10	12	1	18	52
Input Volume	12	9	14	1	18	54
% of Volume	90	108	87	100	101	96

Total Zone Performance

Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.4
Total Del/Veh (s)	2.6
Vehicles Entered	567
Vehicles Exited	563
Hourly Exit Rate	563
Input Volume	1272
% of Volume	44

Intersection: 1: F Street & Capitol Park Avenue

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	31	6
Average Queue (ft)	15	7	0
95th Queue (ft)	39	29	4
Link Distance (ft)	299	1211	754
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: F Street & 11th Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	50	40	53
Average Queue (ft)	6	3	16	23
95th Queue (ft)	30	23	42	49
Link Distance (ft)	1062	1162	678	754
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Capitol Park Avenue & PA 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	9
95th Queue (ft)	30
Link Distance (ft)	183
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Zone Summary

Zone wide Queuing Penalty: 0

APPENDIX C

Site Plan

SINGLE FAMILY HOMES

COTTAGES	15 UNITS
CUSTOMS	5 UNITS
TOTAL	20 UNITS

PARKING (COTTAGES ONLY)

GARAGE	45
DRIVEWAY	5
STREET	12
TOTAL	62
SPACES PER UNIT	4.1

OPEN SPACE (COTTAGES ONLY)

PARK	0.39 AC
PRIVATE YARDS	0.61 AC
TOTAL	1.00 AC
COTTAGES SITE AREA	2.42 AC
OPEN SPACE %	41.3 %

DENSITY

COTTAGES SITE AREA	2.42 AC
COTTAGES DENSITY	6.2 DU/AC
TOTAL SITE AREA	3.21 AC
TOTAL DENSITY	6.23 DU/AC



08.20.20

SITE STUDY | 20 TOTAL LOTS
CAPITOL PARK | IVORY HOMES
SALT LAKE CITY, UTAH



colorado // 731 southpark dr. suite B
littleton, co 80120 / 303 683.7231
california // 2943 pullman st. suite A
santa ana ca 92705 / 949 553.8919

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report
Project: Salt Lake City - Capitol Park TIS
Analysis: Existing (2020) Background
Time Period: Evening Peak Hour
 95th Percentile Queue Length (feet)



Project #: UT20-1670

Intersection	NB	SB	EB	WB
	LTR	LTR	LTR	LTR
01: F Street & Capitol Park Avenue	4	--	34	24
02: F Street & 11th Avenue	37	43	22	14

SimTraffic Queueing Report

Project: Salt Lake City - Capitol Park TIS

Analysis: Existing (2020) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)



innovative transportation solutions

Project #: UT20-1670

Intersection	NB	SB		EB	WB
	LTR	LR	LTR	LTR	LTR
01: F Street & Capitol Park Avenue	4	--	--	39	29
02: F Street & 11th Avenue	42	--	49	30	23
03: Capitol Park Avenue & PA 1	--	30	--	--	--

Appendix L

Wildlife Study

TECHNICAL MEMORANDUM

To: Chris Gamvroulas, President
Ivory Development
978 East Woodoak Lane
Salt Lake City, Utah 84117
ins2@riotinto.com

From: Amy Harvey, SWCA Environmental Consultants

Date: May 15, 2020

Re: **Avenues Wildlife Study / SWCA Project No. 61152**

INTRODUCTION

Ivory Development requested that SWCA Environmental Consultants (SWCA) conduct a wildlife study on behalf of Ivory Development on a 3-acre property (study area) located northwest of the intersection of 13th Avenue and F Street in Salt Lake City, Utah (Figure 1).

Prior to conducting a site visit, SWCA ran a desktop analysis using publicly available data from the Utah Department of Natural Resources (UDNR) and information from the U.S. Fish and Wildlife Service (USFWS). On May 7, 2020, an SWCA biologist visited the study area to assess any raptor nests on the property and document study area conditions. This technical memorandum provides a summary of the desktop analysis, site visit, and recommendations.

DESKTOP ANALYSIS

SWCA used the USFWS Information for Planning and Consultation (IPaC) website to obtain a list of federally listed threatened, endangered, and candidate species and the presence of critical habitat, if any, for the study area. According to the IPaC resource list, two endangered species have potential to occur in the study area vicinity: June sucker (*Chasmistes liorus*) and Ute ladies'-tresses orchid (*Spiranthes diluvialis*); however, the study area does not contain suitable habitat or hydrology to support these species.¹ No critical habitats were present in the study area.

Ten birds of conservation concern (BCC) were listed in the study area vicinity: bald eagle (*Haliaeetus leucocephalus*) (non-BCC Vulnerable), black rosy-finch (*Leucosticte atrata*), Brewer's sparrow (*Spizella breweri*), golden eagle (*Aquila chrysaetos*), green-tailed towhee (*Pipilo chlorurus*), olive-sided flycatcher (*Contopus cooperi*), pinyon jay (*Gymnorhinus cyanocephalus*), sage thrasher (*Oreoscoptes montanus*),

¹ U.S. Fish and Wildlife Service. 2018. Information for Planning and Consultation. Endangered Species. Available at: <https://ecos.fws.gov/ipac/project/MHTIYK2EKVDVTFT2IZKWD2GLTI/index>. Accessed May 13, 2020.

Virginia's warbler (*Vermivora virginiae*), and willow flycatcher (*Empidonax traillii*). The study area lacked suitable nesting habitats for all listed BCCs.

SWCA reviewed available geographic information system (GIS) data from the Utah Division of Wildlife Resources (UDWR). The study area was within habitat for one upland game bird, California quail (*Callipepla californica*).²

² Utah Division of Wildlife Resources. 2013. *UDWR Bird Habitat Coverages*. Shapefile CAQU20130506. Available at: <https://dwr.cdc.nr.utah.gov/ucdc/DownloadGIS/disclaim.htm>. Accessed May 2020.



Figure 1. Study area overview.

SITE VISIT

The site visit focused on the identification of raptor and other migratory bird nests but also included a general assessment of wildlife habitat within the study area. The dominant vegetation community in the study area consisted of an American elm (*Ulmus americana*), a Utah juniper (*Juniperus osteosperma*), and ponderosa pine (*Pinus ponderosa*) overstory, with an understory of alfalfa (*Medicago sativa*), cheatgrass (*Bromus tectorum*), and mouse barley (*Hordeum murinum*) (Figure 2). Six noxious weed species were documented within the study area: Dyer's woad (*Isatis tinctoria*), dalmatian toadflax (*Linaria dalmatica*), whitetop (*Cardaria draba*), houndstongue (*Cynoglossum officinale*), scotch thistle (*Onopordum acanthium*), and myrtle spurge (*Euphorbia myrsinites*).³ No wetland features or waters of the U.S. were present in the study area.

The study area provides suitable nesting substrates for migratory bird species, including raptors. One potential raptor nest was located in a Utah juniper tree in the southwest corner of the study area (Figure 3). The nest was inactive at the time of the survey. Migratory bird species that displayed signs of nesting activity (material carries, food carries, and territorial behaviors) in the study area were house finch (*Haemorhous mexicanus*), American robin (*Turdus migratorius*), and mourning dove (*Zenaida macroura*). Other migratory bird species detected during the site visit were black-chinned hummingbird (*Archilochus alexandri*), Cassin's finch (*Haemorhous cassinii*), California quail, Bullock's oriole (*Icterus bullockii*), red breasted nuthatch (*Sitta canadensis*), American goldfinch (*Spinus tristis*), lesser goldfinch (*Spinus psaltria*), warbling vireo (*Vireo gilvus*), and blue gray gnatcatcher (*Polioptila caerulea*).



Figure 2. Study area photograph, facing northwest.

³ Lowry, B., C. Ransom, R. Whitesides, and H. Olsen. 2017. *Noxious Weed Field Guide for Utah*. Utah State University. Available at: <https://extension.usu.edu/fieldguides/ou-files/Noxious-Weed-Field-Guide-for-Utah.pdf>. Accessed May 2020.



Figure 3. Photograph of the inactive potential raptor nest in a Utah juniper.

RECOMMENDATIONS

Under the Migratory Bird Treaty Act (MBTA), it is unlawful to “pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported imported, transported, carried or received any migratory bird, part, nest, egg or product” (16 United States Code 703–712, July 3, 1918, as amended), except under the terms of a valid permit issued pursuant to federal regulations.. Activities that do not result in the take of a migratory bird, as defined above, would be in compliance with the MBTA.

Vegetation removal should occur outside the migratory bird nesting period, generally April 15 through July 31, depending on local conditions. If construction activities are scheduled to occur during the migratory bird nesting period, SWCA recommends conducting a nest clearance survey within the 7 days prior to commencing construction activities. Construction activities are defined for the purpose of this memorandum as tree removal, grading, site preparation, and other ground-disturbing activities on the 3-acre property. If an active nest (containing eggs or young) of a bird species protected under the MBTA is found during either preconstruction surveys or construction activities, a vegetation buffer should be left in place until any young have fledged.

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TECHNICAL MEMORANDUM

To: Chris Gamvroulas, President
Ivory Development
978 East Woodoak Lane
Salt Lake City, Utah 84117
chrisg@ivorydevelopment.com

From: SWCA Environmental Consultants

Date: August 5, 2020

Re: **Avenues Raptor Study / SWCA Project No. 62502**

INTRODUCTION

In May 2020, Ivory Development requested that SWCA Environmental Consultants (SWCA) conduct a raptor survey on behalf of Ivory Development on a 3-acre property (study area) located northwest of the intersection of 13th Avenue and F Street in Salt Lake City, Utah (Figure 1).

A SWCA biologist visited the study area on May 7, 2020, to search for any nesting raptors on the property and document study area conditions. During the May 7 site visit one potential raptor nest was mapped, though no raptor activity was observed in the study area (SWCA Environmental Consultants 2020).

Ivory Development has been engaging with the community adjacent to the property regarding the property's potential future development. Through this community engagement, Ivory Development became aware of one or more additional potential nests on or near the study area. Ivory Development became aware of these potential nests after SWCA's May 7, 2020 site visit. At the request of Ivory Development, a SWCA biologist revisited the study area on July 23, 2020, to assess the condition and status of additional potential raptor nesting sites. This technical memorandum provides a summary of the site visit, nests identified, and recommendations.

SURVEY METHODS

A qualified SWCA biologist conducted surveys of potential nesting substrate within the study area; emphasis was given to large trees in the study area. One unoccupied potential raptor nesting site recorded on May 7, 2020, was revisited on July 23, 2020, to determine nest status. Additionally, the biologist noted any incidental raptor observations in the study area. Special attention was given to the potential raptor nest in the northeastern portion of the study area based on information received by Ivory Development through public engagement (Chris Gamvroulas, personal communication, July 13, 2020).

Surveys were performed by scanning nesting substrates for signs of raptor nesting activity using binoculars and a spotting scope. When a nest was detected, the biologist observed the nest until a

determination could be made regarding nest status and gathered information on species, nest phenology, and nest condition, including sign of fresh nesting materials (i.e., greenery), and recorded the geographic location using a geographic positioning system (GPS) unit.



Figure 1. Study area overview.

RAPTOR NEST SURVEY RESULTS

On July 23, 2020, an SWCA biologist located three potential raptor nests, in addition to the potential raptor nest observed on May 7, 2020. No raptors were observed in the study area or study area vicinity during the site visit. Nest status, substrate, condition, and notes are provided in Table 1 and locations of the potential raptor nests in the study area are shown in Figure 1. Photographs of each nest in the study area are included in Appendix A.

Table 1. Potential Raptor Nests in the Study Area

Nest ID	Status	Substrate	Condition	Notes
Nest 1*	Unoccupied	Utah juniper (<i>Juniperus osteosperma</i>)	Good	Large stick nest lacks fresh material
Nest 2	Unoccupied	Spruce tree (<i>Picea</i> sp.)	Good	Large stick nest in excellent condition, some Utah juniper greenery present from recent years
Nest 3	Unoccupied	Elm tree (<i>Ulmus</i> sp.)	Poor	Nest appears small
Nest 4	Unoccupied	Elm tree	Good	Nest appears small

*Nest 1 was first documented on May 7, 2020, and was unoccupied during the time of survey.

Additionally, an SWCA biologist reviewed eBird data in the vicinity of the study area and identified an observation of a red-tailed hawk (*Buteo jamaicensis*) juvenile begging for food north of the intersection between 14th Avenue and G Street in Salt Lake City, Utah, 600 feet from the study area on May 29, 2019, and a red-tailed hawk adult in the study area on February 22, 2014, verifying red-tailed hawk nesting activity and presence in the study area and study area vicinity (Sullivan et al. 2009).

AVOIDANCE RECOMMENDATIONS

Under the Migratory Bird Treaty Act (MBTA), it is unlawful to “pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to or sell, barter, purchase, deliver or cause to be shipped, exported imported, transported, carried or received any migratory bird, part, nest, egg or product” (16 United States Code 703–712, July 3, 1918, as amended), except under the terms of a valid permit issued pursuant to federal regulations. Activities that do not result in the take of a migratory bird, as defined above, would be in compliance with the MBTA.

The lawfulness of activities that cause “incidental take” of species protected under the MBTA has been subject to multiple legal opinions. "Incidental take" is take that results from an activity but is not the purpose of that activity. Development of the study area, if species protected by the MBTA are present, could result in incidental take. Current (as of August 5, 2020) published opinions from the U.S. Department of the Interior, Office of the Solicitor (Opinion M-37050) clarifies the Department’s current opinion that the MBTA does not prohibit incidental take of species protected under the MBTA, however, previous opinions have found incidental take to be unlawful. As of August 5, 2020, the U.S. Fish and Wildlife Service is in the process of rulemaking to more clearly define the scope of the MBTA’s take prohibitions.

The nesting period for red-tailed hawks in Utah is from March 15 to August 15 (Romin and Muck 2002). Romin and Muck (2002) recommend a spatial buffer of 0.5 mile applied to active red-tailed hawk nests to ensure nest success. Romin and Muck (2002) also suggests that activities should not occur within the 0.5-mile buffer of a nest, although red-tailed hawks have been observed to be tolerant of human activities up to 225 feet from the nest (Call 1978). Red-tailed hawks may use alternate nesting sites in subsequent years (Call 1978), and generally, raptors show high fidelity to nesting sites and territories year to year (Romin and Muck 2002).

To avoid potential MBTA compliance issues, vegetation removal associated with the project should occur outside the nesting period of migratory birds, including raptors, generally March 15 through July 31, depending on local conditions. If construction activities are scheduled to occur during the migratory bird nesting period, conducting a nest clearance survey within the 7 days prior to commencing construction activities to identify the status of any potential nests in the study area may help reduce of MBTA non-compliance. If an active nest (containing eggs or young) of a bird species protected under the MBTA is found during either preconstruction surveys or construction activities, Ivory Development should carefully review their activities to ensure that their actions do not result in violations of the MBTA. One potential approach to avoiding violations of the MBTA would be to avoid construction activities until the young have fledged and are no longer dependent on the nest. An alternative approach to reducing risk of MBTA violations if disturbance activities must proceed within the spatial and seasonal buffer of the active nest, could include having a biological monitor on-site to monitor bird behavior and halting construction activities if the monitor detects distress from birds in the active nest.

LITERATURE CITED

Call, M.W. 1978. *Nesting Habitats and Surveying Techniques for Common Western Raptors*. Denver, Colorado: Bureau of Land Management Colorado State Office.

Romin, L.A., and J.A. Muck. 2002. *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances*. Salt Lake City, Utah: U.S. Fish and Wildlife Service, Utah Field Office.

Sullivan, B.L., C.L. Wood, M.J. Iliff, R.E. Bonney, D. Fink, and S. Kelling. 2009. eBird: A citizen-based bird observation network in the biological sciences. *Biological Conservation* 142:2282–2292.

SWCA Environmental Consultants. 2020. *Avenues Wildlife Study*. Salt Lake City, Utah: SWCA Environmental Consultants.

APPENDIX A

Photographs



Figure A-1. Potential raptor nest 1 located in southwest portion of the study area.



Figure A-2. Potential raptor nest 2 located at northeast portion of the study area.



Figure A-3. Potential raptor nest 3 located in northeast portion of study area.



Figure A-4. Potential raptor nest 4 located at northwest boundary of the study area.

Appendix M

Utah Clean Air (UCAIR) Letter of Support



UCAIR Board

Liz Joy, MD, MPH, Chair
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UCAIR Staff

Thom Carter, Executive Director
Bailey Toolson, Program Manager
Olivia Niitsuma, Office Manager
195 North 1950 West
Salt Lake City, UT 84116

September 18, 2020

To Whom It May Concern:

The Utah Clean Air Partnership (UCAIR) exists to help individuals, businesses and communities understand and make better choices about air quality behaviors. Our message has consistently been that when it comes to improving Utah’s air, there are no perfect answers, but there are practical solutions. In other words, we will improve our air not through one or two big initiatives but by combining many small positive air quality actions together.

How we grow and develop within our communities is one example of the kind of decision-making that will make a difference, one development or neighborhood at a time. Placing housing, transportation and job or educational opportunities closer together results in more walking and biking, more transit use and, as a result, fewer vehicle trips. Fewer vehicle trips, in turn, mean fewer cold starts, which improves our air.

Our partners at the Wasatch Front Regional Council - in partnership with local governments, transportation agencies and the economic development leaders in our region - have codified this pattern of thinking into the Wasatch Choice Vision, a blueprint to maintain and enhance quality of life in our region into the future, even as we grow. A key component of the Vision is the idea that infill and redevelopment are key to bringing people closer to the transportation they need and the destinations they visit. Doing so improves our air, one eliminated car trip at a time.

We are aware Ivory Homes has proposed a new development in the Avenues of Salt Lake City, named Capitol Park. As part of their overall approach to the development - which includes locating in an area where other density exists and planning for both traditional homes and ADUs in the same space up front - they have also taken steps to address air quality.

- The location of the development near downtown increases the likelihood that residents will take alternate forms of transportation to the myriad downtown destinations.
- The proximity of the development to transit further increases the likelihood of non-car, more air-quality-friendly trips.
- For those who will still drive, Ivory has also led out on supporting electric vehicles (EV) by including EV charging infrastructure in the garages of homes they build.

As an advocate for air quality, UCAIR supports developments such as this one that follow these principles of putting people closer to destinations or closer to transit such that non-car trips become more feasible. When local governments make decisions to support and facilitate proposed developments that do this, they are making individual decisions that will collectively clear our air.

I would be happy to discuss these ideas further at your convenience. Thank you for your efforts to make decisions and take actions that improve Utah’s air.

Sincerely,

Thom Carter
Executive Director

Appendix N

**University of Utah Presidential Professor Emeritus of City & Metropolitan
Planning letter of recommendation**

Arthur C. Nelson, Ph.D., FAcSS, FAICP
Presidential Professor Emeritus of City & Metropolitan Planning
University of Utah
Professor of Urban Planning & Real Estate Development
University of Arizona
Res: 6741 N. Saint Andrews Drive
Tucson AZ 85718
E: acnelson@ArthurCNelson.com

September 28, 2020

Members of the Planning Commission
The Honorable Members of the City Council
The Honorable Erin Mendenhall
Salt Lake City Corporation
451 South State Street
Salt Lake City, UT 84111

Re: Ivory Development Proposal for Capitol Park Cottages, 673 F Street

Dear Mayor Mendenhall, Council Members and Planning Commission Members:

I write in support of the request by Ivory Development to rezone property at 673 F Street allowing for the proposed Capital Park Cottages community.

As background, I am emeritus presidential professor of city and metropolitan planning at the University of Utah where I founded the Metropolitan Research Center, the doctoral program in metropolitan planning, policy and design, and the master of real estate development program. I am presently professor of urban planning and real estate development at the University of Arizona. My specializations include planning demographics as well as public facility planning and finance, and urban and real estate economics, among others. Finally, I continue to own residential real estate in Salt Lake City.

My support is based on these considerations:

- A. Demographic trends favor the kind of residential development being proposed;
- B. Findings with respect to the rezoning request and development plan is encouraged by the *City's Five Year Housing Plan*;
- C. The Avenues neighborhood needs more communities of the kind being proposed; and
- D. Capitol Park Cottages will be a net contributor to the City's fiscal base.

I summarize my findings and offer an opinion at the end.

A. Capitol Park Cottages Meets the Needs of Current and Emerging Demographic Trends

Capitol Park Cottages is proposed to include 20 residential homes occupying 3.21 net acres of land resulting in a density of 6.23 homes per acre. This is consistent with the abutting properties on the south, north and east of the subject property.

Capitol Park Cottages will consist of 5 single family detached units fronting F Street E, across from existing single-family homes. It will also include homes that are across the street from existing townhouses and condominiums. Many of the cottage units are designed for multigenerational households. Indeed, the demand for **multigenerational housing** may be the single largest element of the current and evolving housing market.

The Pew Research Center defines a multigenerational household as “two or more adult generations, or including grandparents and grandchildren younger than 25”.¹ In 1900, about 24% of Americans lived in a multigenerational household.² This share remained constant through the Great Depression and World War II but began falling after 1950 through massive housing construction largely needed to accommodate the Baby Boom. The population living in multigenerational households fell steadily to a low of about 12% in 1980. It has been rising steadily since to about 20% in 2016,³ as seen in Figure 1. As an expert in planning demographics, I estimate the share will increase to about 24% before 2030 or about what it was in 1900. By 2040, nearly 30% of Americans may be living in multigenerational households, the highest since such data have been collected.⁴

Unfortunately, America’s housing stock is ill-equipped to accommodate the needs of multigenerational households, especially to meet the needs of an aging population.⁵ One solution is retrofitting accessory dwelling units (ADUs) in existing residential units or on the same property.⁶ But these conversions can be costly,⁷ time-consuming going through local permitting processes even without NIMBYism,⁸ and often falls short of what is needed to achieve a true multigenerational housing outcome.⁹ About the only way in which to truly meet the growing demand for multigenerational housing is to have it designed and built to meet this need from the beginning.¹⁰

¹ <https://www.pewresearch.org/fact-tank/2018/04/05/a-record-64-million-americans-live-in-multigenerational-households/>.

² Paul Taylor et al., *The Return of the Multi-Generational Family Household*, Pew Research Centers (2010).

³ <https://www.pewresearch.org/fact-tank/2018/04/05/a-record-64-million-americans-live-in-multigenerational-households/>.

⁴ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3202171/>.

⁵ <https://www.huduser.gov/portal/pdredge/pdr-edge-featd-article-061019.html>.

⁶ <https://www.planning.org/knowledgebase/accessorydwellings/>.

⁷ <https://maxablespace.com/how-much-does-an-accessory-dwelling-unit-cost/>.

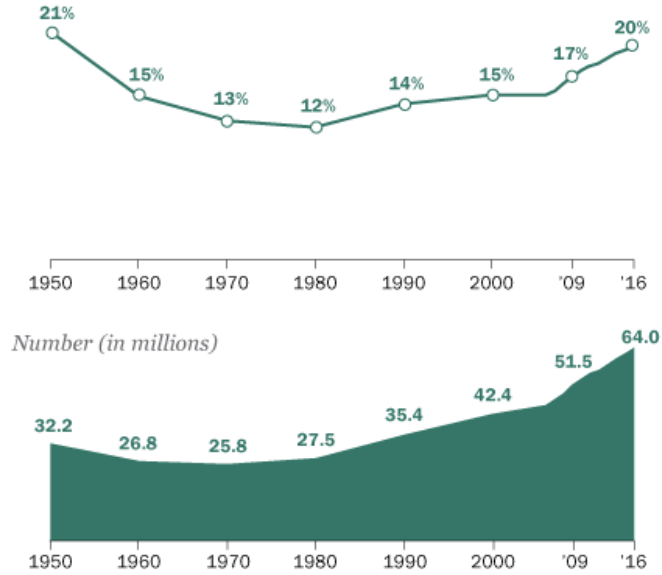
⁸ <https://www.huduser.gov/portal/publications/adu.pdf>.

⁹ <https://accessorydwellings.org/2014/09/17/summing-up-adu-research-are-accessory-dwelling-units-as-great-or-as-horrible-as-people-say/>.

¹⁰ <https://www.curbed.com/2017/11/21/16682850/multigenerational-homes-millennials-immigration-family>.

One-in-five Americans live in a multigenerational household

% of population in multigenerational households



Note: Multigenerational households include at least two adult generations or grandparents and grandchildren younger than 25.
Source: Pew Research Center analysis of 1950-2000 decennial censuses and 2006-2016 American Community Survey (IPUMS).

PEW RESEARCH CENTER

Figure 1
Share of Americans living in multigenerational households, 1950-2016

Source: Pew Research Center

B. Findings with Respect to The Rezoning Request and Development Plan is Encouraged by the City's Five Year Housing Plan

Through *Growing SLC: A Five Year Housing Plan 2018-2022*,¹¹ Salt Lake City establishes these findings among others:

- Salt Lake City is in the beginning stages of a systemic housing crisis;
- The growing disparity between wages and rental rates will create greater instability in the lives of low-income households;
- The housing crisis also impacts middle-income households;
- Exacerbating the housing crisis are local barriers to housing development; and
- The systemic affordable housing crisis has implications for every Salt Lake City resident and business.

To address the City's housing needs, the *Five Year Housing Plan* establishes numerous goals and objectives. Those most relevant to the Capitol Park Cottages proposal¹² are noted below along with my findings.

GOAL 1: Reform City practices to promote a responsive, affordable, high-opportunity housing market. GOAL 1 Objective 1.1.1: Develop flexible zoning tools and regulations, with a focus along significant transportation routes.

In relevant part, this Objective aims to:

... respond to the demographic shift ... (by) creating housing that responds to every stage of life whether just starting out or downsizing later in life. ... In addition, there is a need for in-fill ... for greater density in existing neighborhoods, offering owners the option to subdivide large parcels to increase the utility and value of their land, removing impediments to innovative construction types, such as accessory dwelling units, and reducing parking requirements to bring down the cost of developing new housing units.

Findings

The proposed Capitol Park Cottages is consistent with and advances the City's policy purposes with respect to Objective 1.1.1 by:

- Providing for accessory dwelling units (ADUs);
- Reducing parking requirements from the standard two spaces per units to half that for ADUs; and
- Increases the number of units accessible to two bus routes (see below).

¹¹

<https://webcache.googleusercontent.com/search?q=cache:J66u4g36YSEJ:https://www.slc.gov/hand/housingplan/+&cd=1&hl=en&ct=clnk&gl=us>.

¹² Id note 11.

GOAL 1 Objective 2: Remove impediments in City processes to encourage housing development.

Findings

While it requires a zone change, the proposal for Capitol Park Cottages would remove an existing zoning impediment so that housing development promoting responsive, affordable, high-opportunity housing market is encouraged. Current zoning would lead to less, higher cost housing than the proposal. It would also perpetuate single family detached housing that is prevalent throughout the Avenues, even though the site itself is bounded on two sides by attached housing and multi-level condominiums. It is my opinion that this proposal is:

- Responsive to current and emerging needs based on demographic trends (see above);
- Results in more housing that will be affordable (see below); and
- Occurs in a high-opportunity housing market given its proximity and transit accessibility to downtown, the LDS Hospital, and the University of Utah.

Goal 2: Increase housing opportunities for cost-burdened households.

Objective 1: Prioritize the development of new affordable housing with an emphasis on households earning 40 percent AMI and below.

Findings

The proposed rezoning to create the Capitol Park Cottages not only meets current and emerging housing needs in the Avenues (see above), it does so by increasing the supply housing that is affordable to otherwise cost-burdened households. The City's target to expand housing accessible to households earning 40 percent of area median income (AMI) and below does not account for location efficiencies such as where transit is available and distances to work centers, shopping and related are short, as is the case with Capitol Park Cottages. Indeed, academic research including that supported and published by HUD suggests that combined housing plus transportation (H+T) household costs should not exceed about 45 to 50 percent of regional median household income.¹³ As background, I am considered a leader in advancing H+T as the most appropriate way in which to address housing affordability. This includes the **housing factor** that HUD establishes at 30 percent plus a **transportation factor** at 15-20 percent reflecting the "location cost" of the home to access destinations.

The proposed Capitol Park Cottages are a private sector approach to increasing the supply of housing that is affordable to moderate income households. While it is not technically designed to meet HUD's "housing affordability" definition, that definition is flawed. Housing affordability in the range of 50% of a household's income considering both housing and transportation costs is what really matters.

The private sector market rate for ADUs in the Capitol Park Cottages community is about \$1,500 per month or about \$18,000 per year. This is "all in" housing costs such as: structure insurance (though not personal property contents insurance); utilities; all exterior including grounds maintenance; interior maintenance of electrical, plumbing, fixtures and appliances; onsite garage parking with storage; and taxes and fees.

¹³ <https://usa.streetsblog.org/2013/11/12/hud-and-u-s-dot-embrace-housing-transportation-metric-to-determine-affordability/> and <https://www.itf-oecd.org/sites/default/files/docs/housing-transport-affordability.pdf>.

Based on HUD's latest Location Affordability Index,¹⁴ I estimate the transportation costs for households occupying ADUs at this location would be about \$3,000 per year. This is among the region's lowest rates because of close proximity to employment centers, shopping, and services, and the availability of transit. Indeed, it is entirely possible for a person or household at this location to avoid any costs associated with owning and maintaining an automobile.

At this location, the H+T costs are \$21,000 per year. At the 50 percent H+T level, a household renting an ADU in the Capitol Park Cottages community would need an income of \$42,000 per year. This is less than half the regional median household income of \$87,900.¹⁵ Though not meeting HUD's technical definition of affordable housing, Capitol Park Cottages increases the supply of housing nonetheless that is affordable to more households than current zoning allows.

GOAL 3: Build a more equitable city.

GOAL 3 Objective 3: Implement life cycle housing principles in neighborhoods throughout the city.

This Objective provides in relevant part:

In order to truly encourage new types of housing that considers cost, energy efficiency, and accessibility a strong land use and zoning foundation must be laid that supports new types of building. The City must also understand how the type of housing being produced and home prices align with changing household dynamics. An understanding of housing demand and gaps in the housing market will inform land use decisions and priorities ...

Finding

By its design, the Capitol Park Cottages community implements life cycle housing principles contained in the City's policies and based on advice and counsel by City staff.

3.0 Guiding Policy

The *Five Year Housing Plan* also implements the *Salt Lake City Comprehensive Housing Policy*. It is referenced and used as the "Guiding Policy" of the *Five Year Housing Plan*. In relevant part, it provides:

The Salt Lake City Comprehensive Housing Policy was adopted on March 1, 2016. The Housing Policy represents the City Council's efforts to establish a policy direction to address current conditions in Salt Lake City. The intent is that this direction will be followed whenever the City engages in housing funding assistance, zoning and land use planning, master planning neighborhoods, and creating economic incentives. Additionally, the Housing Policy is intended to achieve the following:

3. Promote a diverse and balanced community by ensuring that a wide range of housing types and choices exist for all income levels, age groups, and types of households;

¹⁴ <https://www.hudexchange.info/programs/location-affordability-index/>.

¹⁵ <https://slco.org/housing-community-development/applicant-and-provider-portal/income-guidelines/>.

5. Ensure that affordable housing is available in all neighborhoods and not concentrated in a few areas of the city;
6. Emphasize the value of ... transit accessibility, and proximity to services;
11. Consider the needs of multi-generational households and ensure housing products are available to meet those needs.
12. Address the livability of neighborhoods and concentrations of ageing adults, and plan and implement strategies that will allow residents to Age in Place.

Findings

Based on the proposal documentation plus additional analysis by me, I find that the Capitol Park Cottages proposal promotes, encourages and addresses items #3, #5, #6, #11 and #12.

C. The Avenues Neighborhood Needs More Infill Communities of the Kind Being Proposed

Even as Salt Lake City has grown, the area comprising the Capitol Park Cottages community has lost population.¹⁶ This is illustrated in Table 1.

**Table 1
Population of Salt Lake City and Capitol Park Census Tracts, 2000-2018**

Geography	2000	2018	Change	Percent
Population				
Salt Lake City	181,740	198,133	16,393	9%
Capitol Park Census Tracts	6,918	6,446	(472)	-7%
Housing				
Salt Lake City	77,054	86,597	9,543	12%
Capitol Park Census Tracts	2,679	2,775	96	4%
Persons per Unit				
Salt Lake City	2.36	2.29	-0.07	-3%
Capitol Park Census Tracts	2.58	2.32	-0.26	-10%

Source: Census; Gardner Center; UU BEBR

The following are key trends and observations:

- As the City has grown by 16,393 persons or 9% between 2000 and 2018, the Capitol Park Census Tracts have lost 472 people or 7%.
- The supply of Capitol Park Census Tracts housing units has grown by 96 or 4% but in contrast the City has added 9,543 units or 12%.
- Following national trends, the average persons per housing unit¹⁷ in the City fell by 3% but by 10% in the Capitol Park Census Tracts.

Given that the Capitol Park Census Tracts have lost 472 people or 7% and the number of persons per housing has fallen by 0.26 or 10%, in order for those tracts to return to their population levels seen in 2000, **299 new residential units** would need to be built. These units are needed to re-establish the population/housing balance of 2000. The Capitol Park Cottages community accounts for less than 10% of the shortfall.

¹⁶ Capitol Park Cottages is located at the far southwest corner of Census Tract 1148 and next to Census Tract 1010. Both tracts are used for this analysis. These are called the Capitol Park Census Tracts.

¹⁷ This is population divided by total units including vacant ones. It is not persons per household.

D. Capitol Park Cottages Will be a Net Contributor to the Fiscal Base

Some of the most expensive investments needed to support residential development are water, sewer, road and school systems. Capital costs can easily exceed \$50,000 per residential unit. Those costs are usually absorbed by taxpayers. Operations and maintenance (O&M) costs are added as well.

One of the clear fiscal advantages of infill development is that those costs are usually not incurred and unlikely in this case based on my knowledge of the City and the area. The reason is that because of declining population, facilities designed to serve the need of a larger population now have excess capacity. For instance, I estimate that nearly 300 new homes would need to be built in the Capitol Park Census Tracts just to bring their populations to the level served by facilities in 2000. If one goes back to 1990, the excess capacity becomes even larger.

In effect, building these 20 units in this location incurs what is called technically “zero marginal cost” for capital and O&M because no new facility costs are not incurred. Instead, infill developments such as Capitol Park Cottages are “net revenue” generators because new tax and fee revenues are net of those costs. Moreover, as the City makes money on this kind of infill development, it can use net new revenues to improve services or cuts taxes, or both.

Finally, as I am also an expert in urban and real estate economics, it is my opinion that multigenerational layouts such as those proposed for Capitol Park Cottages will create higher resale value over time. This will generate even more local property taxes that are net of costs.

Summary and Opinion

Being an expert in planning demographics as well as public facility planning and finance, and urban and real estate economics, it is my opinion that communities such as Capitol Park Cottages:

- Meet the growing demand for multigenerational homes;
- Is consistent with the *Five Year Housing Plan* and the *Salt Lake City Comprehensive Housing Policy*—Indeed, denying the Capitol Park Cottages proposal would actually be inconsistent with those plans and policies;
- Absorb excess facility capacity which generates more local revenues; and
- Increases residential property values because multigenerational layouts create higher resale value.

I will make myself available to answer questions you may have.

Thank you.

With sincerest wishes,

A handwritten signature in blue ink, appearing to read "Chris", with a stylized flourish at the end.

Arthur C. (Christian “Chris”) Nelson, Ph.D., FAcSS, FAICP
Presidential Professor Emeritus of City & Metropolitan Planning
University of Utah

Exhibit O

Ivory Green



PLANET

We understand that everything we do has an impact on the planet. At Ivory, we build homes and communities. For this reason we are committed to building in a way that reduces our carbon foot-print and is sensitive to the local environment. We bring value to our communities because we believe that sustainability and curb appeal are complimentary of one another.

SUSTAINABILITY

The Avenues is unique in both the variety of architecture and densities. Capitol Park Cottages will emulate the timeless beauty of surrounding housing and landscapes while using modern sensibilities and technologies that respect our natural resources and local environment.

TREE INITIATIVE

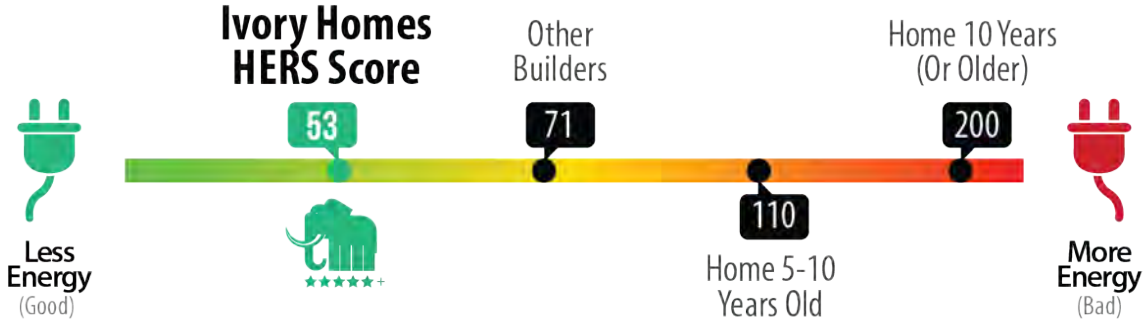
Ivory Homes has partnered with TreeUtah andUCAIR to plant 30,000 trees across the state of Utah. 20,000 will be gifted to communities across the state, while 10,000 trees will be planted in new and existing Ivory Homes Communities.

The Capitol Park Cottages will have a 2 to 1 replacement ratio based on tree caliper, not numeric tree count. For every one inch of tree removed during development, Ivory will either plant 2 inches of tree on-site, elsewhere in Salt Lake, or pay into the City Tree Fund to provide trees in places of need.



ENERGY EFFICIENCY AND AIR QUALITY

At Ivory we strive for the lowest possible HERS (Home Energy Rating System) Score for every home we build. This includes energy efficient appliances, windows, insulation and best framing practices to keep homes cool in the summer, comfortable in the winter and energy efficient all year long. With an average HERS Score of 53, our homes will be 25% more efficient than code requirements and more than 75% more efficient than the average Avenues home.



EV READY HOMES



We know that the carbon impact from a home also comes from what is parked in its garage.

EV Ready homes is our latest innovation to improve sustainability, energy efficiency, and reduce the air quality impacts of our homes.

An EV-ready home provides consumers with safe access to a dedicated 240V power supply for the faster Level 2EV charging. Pre-wiring new homes for EV charging during construction can save a homeowner hundreds of dollars later. By pre-wiring, we offer a future-proof product.

To keep up with technology and to develop a future proof product, every home and accessory unit built will have an EV plug as standard.

WATER WISE & LOCALSCAPES



SALT LAKE CITY IS DIFFERENT:

Our weather, precipitation, climate and even culture are unique from other parts of the country. That is why we implemented our Water-Wise offering; a landscaping approach to help Utah homeowners “localize” their yards and create outdoor spaces that work in harmony with our diverse climates and local regions to save resources. We believe having a water-wise, Localscape® design is a step in the right direction for both the environment and homeowners.



We will minimize irrigated areas and use boulders, rock, mulch and other landscaping materials that don't require as much water in our landscaping arrangements. This also includes a commitment to use water-wise plants, minimize large grass areas, and increase “non landscaped” areas. There are beautiful and efficient ways to accomplish this while enhancing curb appeal.

IN-FILL DEVELOPEMENT



In-Fill development offers one of the greatest opportunities to address the City's housing shortages while remaining sensitive to conservationist concerns. In-fill projects plug into established neighborhoods and make use of excess capacities in existing infrastructure systems. This means fewer resources and materials are expended to bring services to a project.

Furthermore, In-fill projects bring more residents closer to the City where they work and recreate. The closer a person lives to the City the shorter their commute and the more opportune public transit and pedestrian travel become.



Utah Business
**GREEN
BUSINESS
AWARD**

2018 & 2020 WINNER



IVORY GREEN



In 2020, Ivory Homes announced a new initiative to bring water-wise landscaping to communities across the state.

We care about the larger world that we live in and our very own community — It's ours, it is where we live and raise our children. We know it's our responsibility to make it better.

We build homes that not only conserve the earth's resources but also save you thousands of dollars.

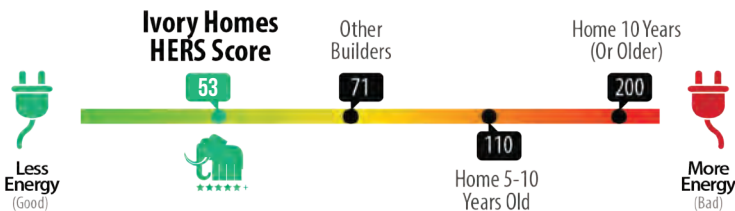
Helping the planet helps your pocketbook when you build an Ivory Home. Not only are our homes and developments designed to be environmentally friendly, they are designed to be appealing and to appreciate in value over time.

30,000 TREE INITIATIVE

As part of a new initiative to celebrate Utah, Ivory Homes and the Clark and Christine Ivory Foundation have partnered with TreeUtah and UCAIR to plant 30,000 trees across the state of Utah. 20,000 trees will be gifted by the Foundation to communities across the state, while 10,000 trees will be planted in new and existing Ivory Homes communities.



Kyle Korver and family at the Mountview Park tree planting



Ivory Homes are 25% more efficient than code requires and 50+% more efficient than older homes



Every Ivory Home is built with a standard outlet for electric vehicles. In collaboration with Rocky Mountain Power, homeowners will be eligible for a discounted EV Charger.

Join our Tree Initiative and let us know where we should plant trees:
green@ivoryhomes.com | ivorygreen.com



IVORY HOMES
Utah's Number One Homebuilder®

Appendix P

Sugarhouse Heights

Maximizing Energy Efficiency in a Salt Lake City Community

Ivory Homes' Sugarhouse Heights is a Salt Lake City in-fill community pushing the bounds of energy efficiency in residential new construction.

Ivory Homes is implementing innovative technologies and features to bring sustainability to our homes. By thoughtful design and efficiency measures we have accomplished a HERS score of 43 in Sugarhouse Heights.

We encourage all who are interested in the future of energy efficient homes to visit our Sugarhouse model home located at 1215 East Caton Way, Salt Lake City.

THE VERDE COLLECTION AT SUGARHOUSE HEIGHTS

1215 E Caton Way, Salt Lake City



 **IVORYHOMES**
Utah's Number One Homebuilder®



INTRODUCING

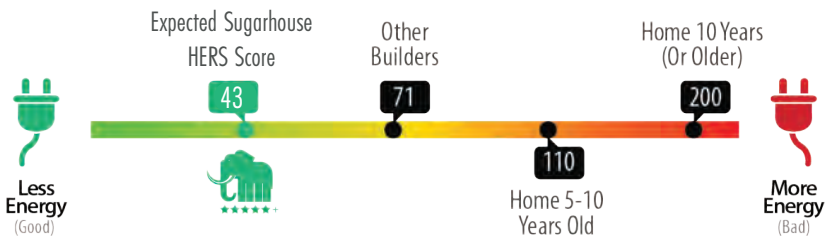
THE VERDE COLLECTION

AT SUGARHOUSE HEIGHTS

BY  **IVORY HOMES**
Utah's Number One Homebuilder®

ENERGY EFFICIENT

Ivory Homes have an average HERS (Home Energy Rating System) score of 53, one of the best in Utah. Our Sugarhouse Heights homes are estimated to have HERS scores in the low 40's.



GREEN HOMES THAT COME IN EVERY COLOR

Our greenest homes ever are found in our new Sugarhouse Heights community! With HERS scores in the low 40's, these homes are unbeatable in efficiency. Conserve water with features ranging from spray shower heads to leak detection valves. These homes are prepped for solar panels, have a Dual Fuel Heat Pump heating system, and an ERV system for indoor air quality.

EFFICIENT FEATURES

- 16 Seer Dual Fuel Heat Pump
- Energy Recovery Ventilator (ERV)
- Smart/Learning Thermostat that is Wifi enabled
- R-59 foam insulation in ceiling, R28 walls
- Tankless Water Heater with built in recirculation pump
- Prepped for future solar panels with conduit from roof to power meter
- EV car charging outlet
- Andersen Energy Star rated windows with a .24 average U Value (Optional)
- Waterwise Localscaped yard that uses 1/3 of the water
- Moen Nebia Rainshowers that use nearly 50% less water
- Moen FLO Smart Water Leak Detector with automatic water shut off

LOCALLY SOURCED INTERIOR

Many local artists and craftsmen have helped bring this beautiful home together. In a considerable effort not to lay waste to new materials, interior tile and counter pieces are carefully selected from remnant pieces of other projects. Much of the furniture has been recycled or re-upholstered with local craftsmen, along with a careful approach to vintage lighting. The carpet is made of wool. The goal of the Verde Collection is less waste, cherished and resurrected furniture under a more sustainable roof.



IVORY
GREEN
HOMES

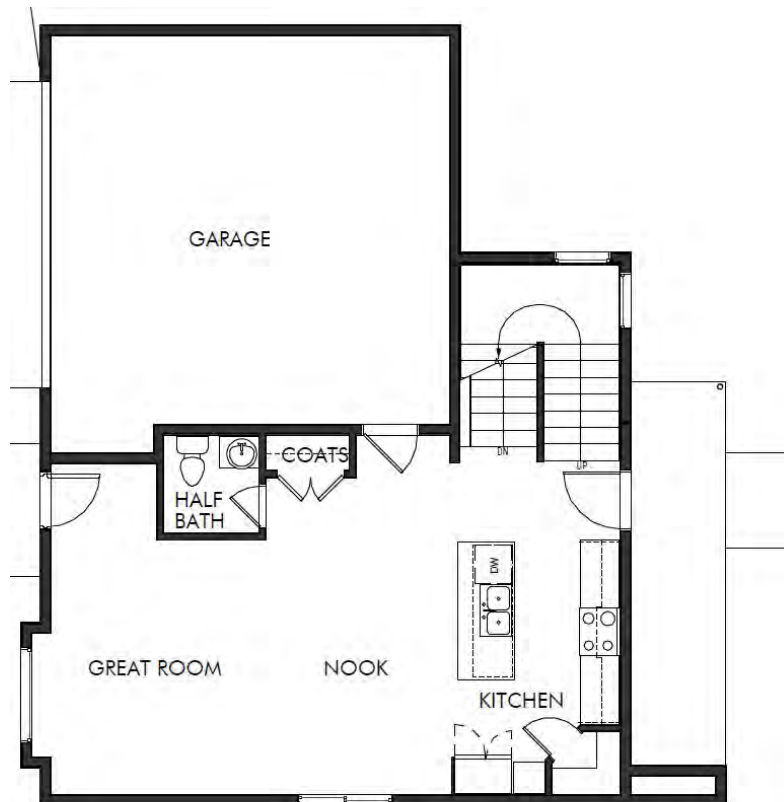
LOT 1 (MODEL HOME)

3 BEDS | 3.5 BATHS | 2,243 TOTAL SQ. FT.

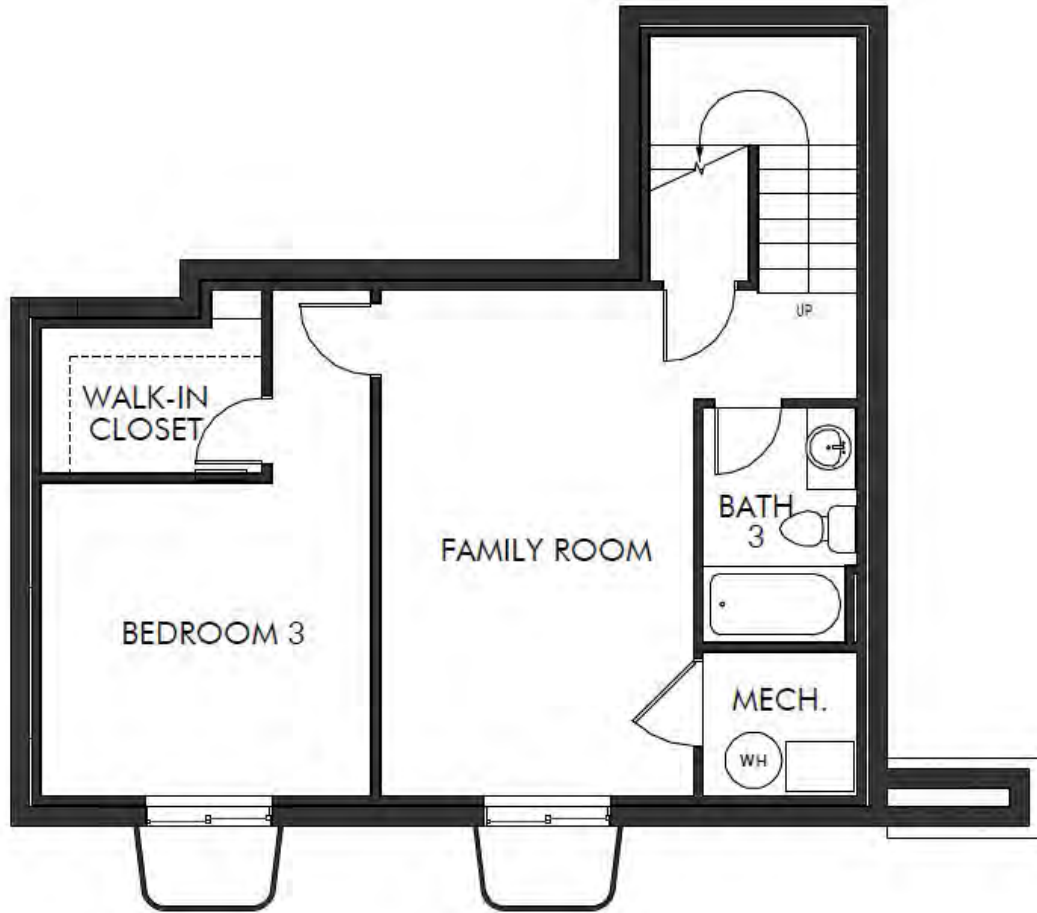
EXTERIOR RENDERING



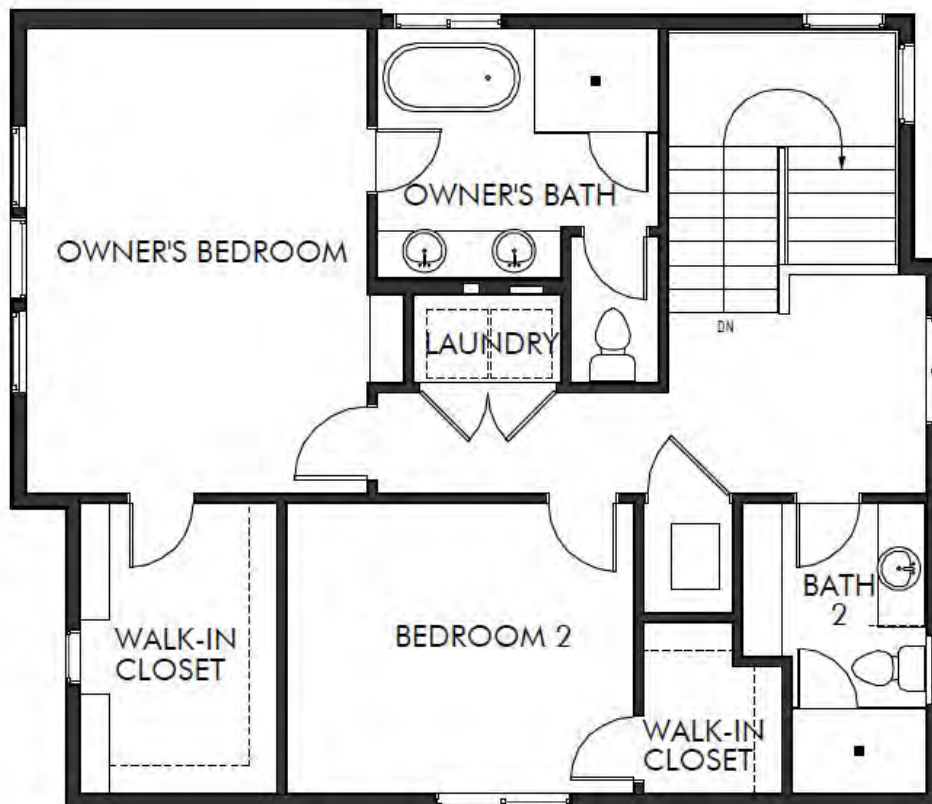
MAIN LEVEL - 688 SQ. FT.



BASEMENT LEVEL - 604 SQ. FT.



UPPER LEVEL - 951 SQ. FT.



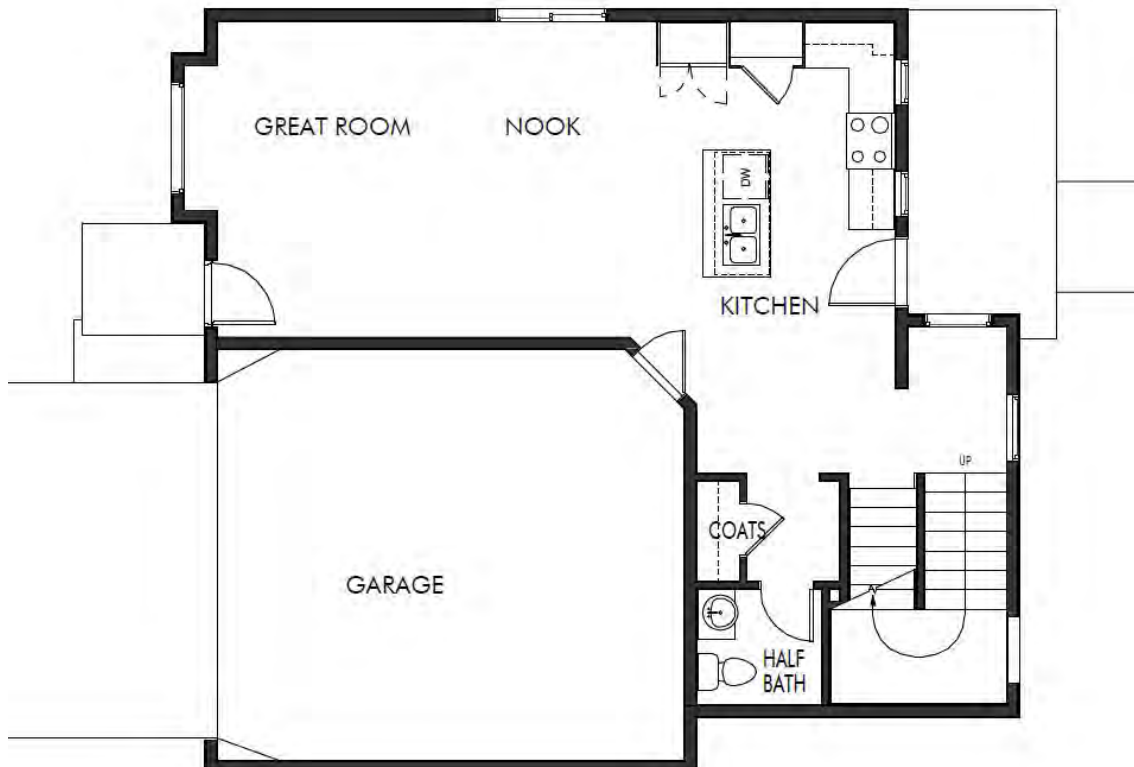
LOT 2

4 BEDS | 3.5 BATHS | 2,514 TOTAL SQ. FT.

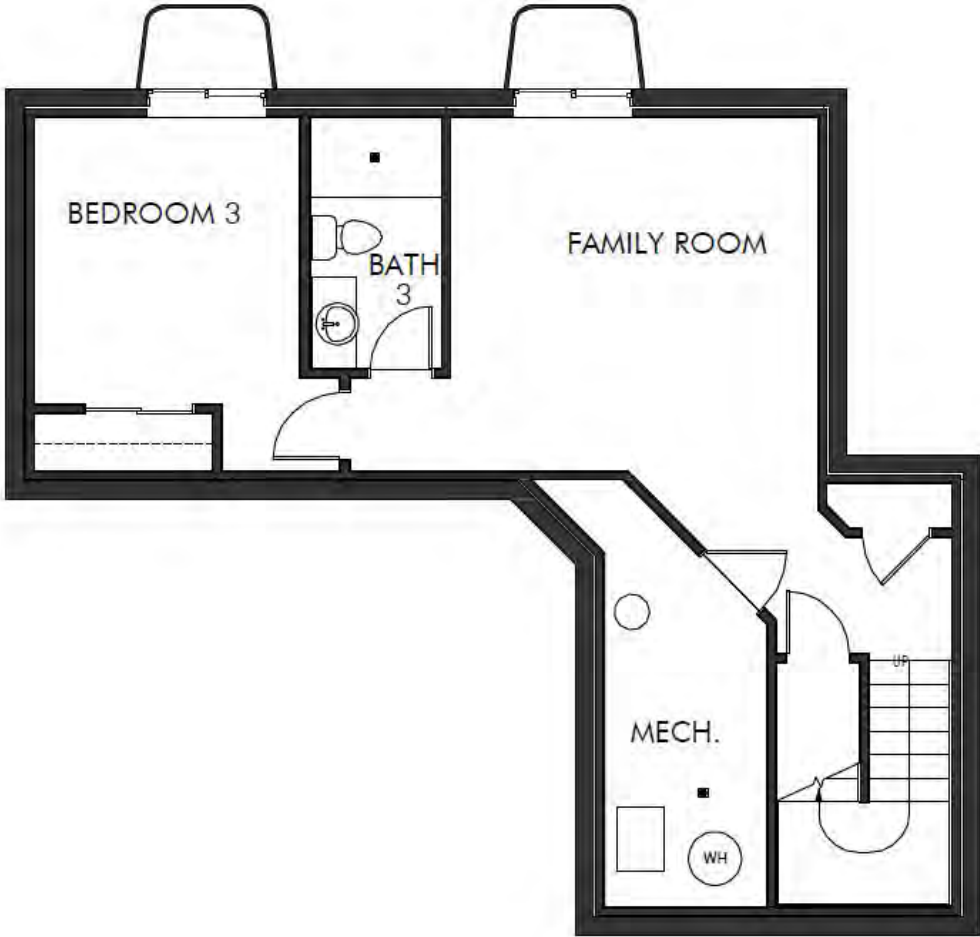
EXTERIOR RENDERING



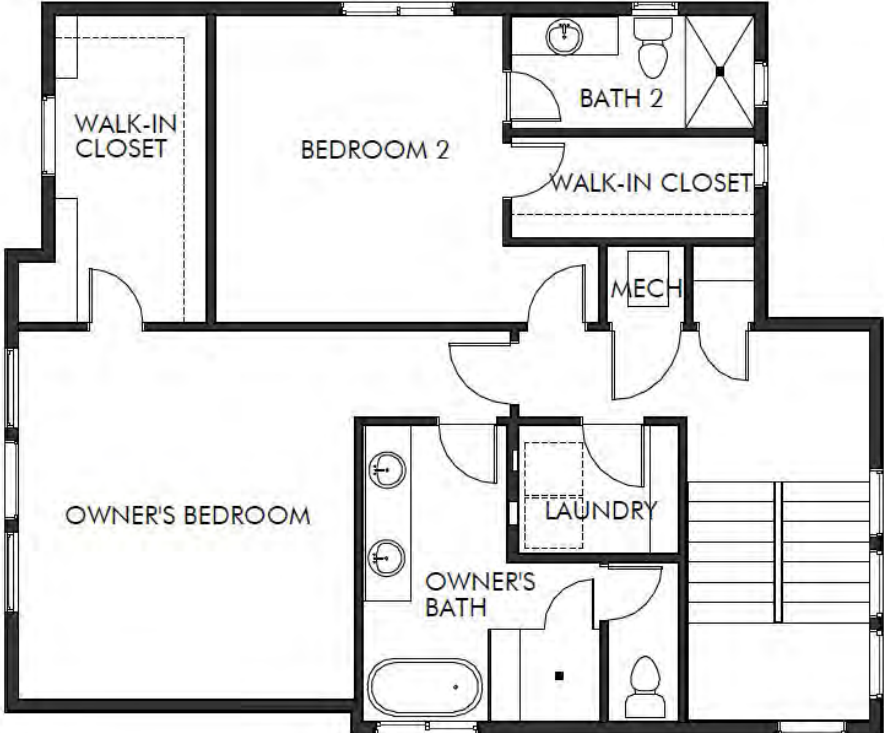
MAIN LEVEL - 744 SQ. FT.



BASEMENT LEVEL - 656 SQ. FT.



UPPER LEVEL - 1,114 SQ. FT.



© Ivory Homes. The use of these plans and renderings is expressly limited to Ivory Homes. Re-use, reproduction, or publication by any method, in whole or in part, is prohibited. All renderings of exteriors and floor plans are artist conceptions and may vary from the actual home as built. All square footages are approximate.

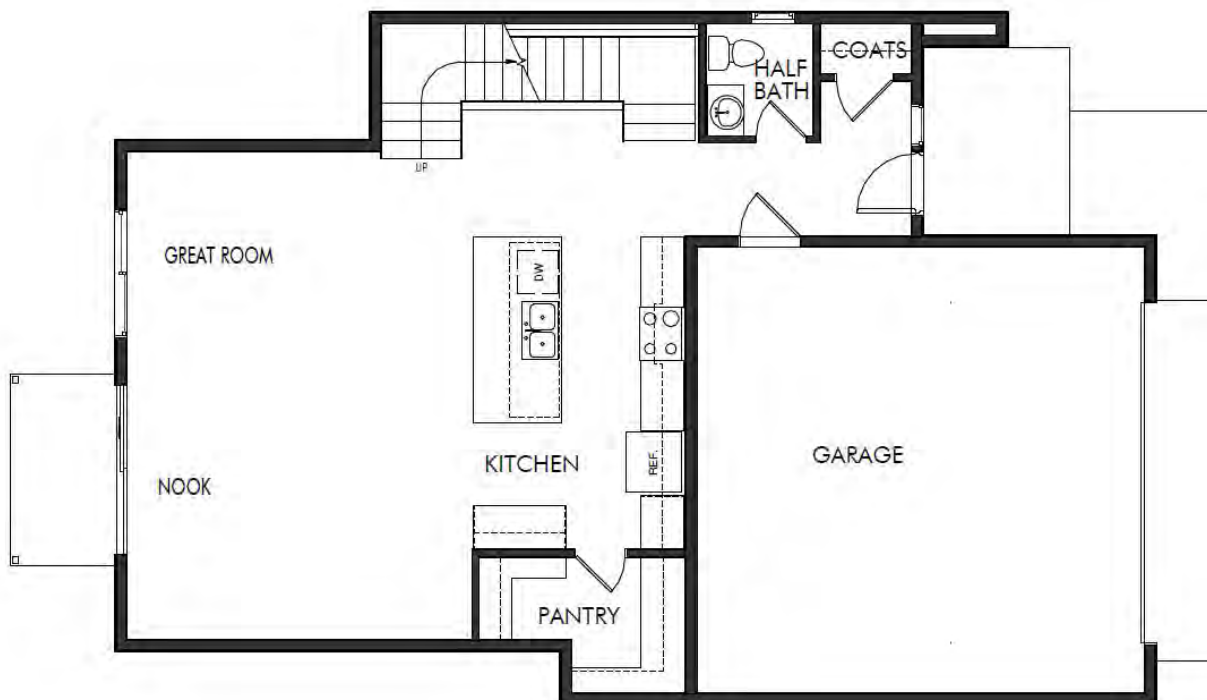
LOT 3

5 BEDS | 3.5 BATHS | 3,083 TOTAL SQ. FT.

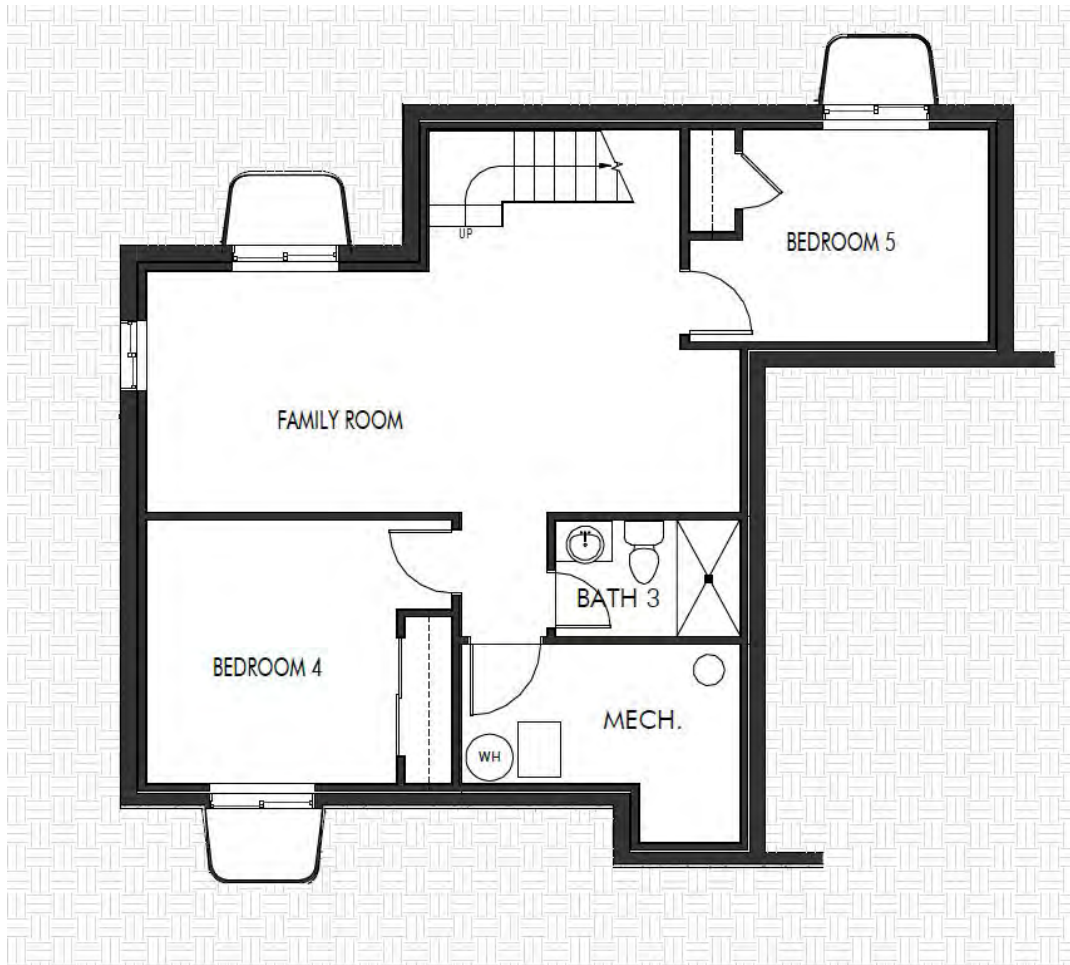
EXTERIOR RENDERING



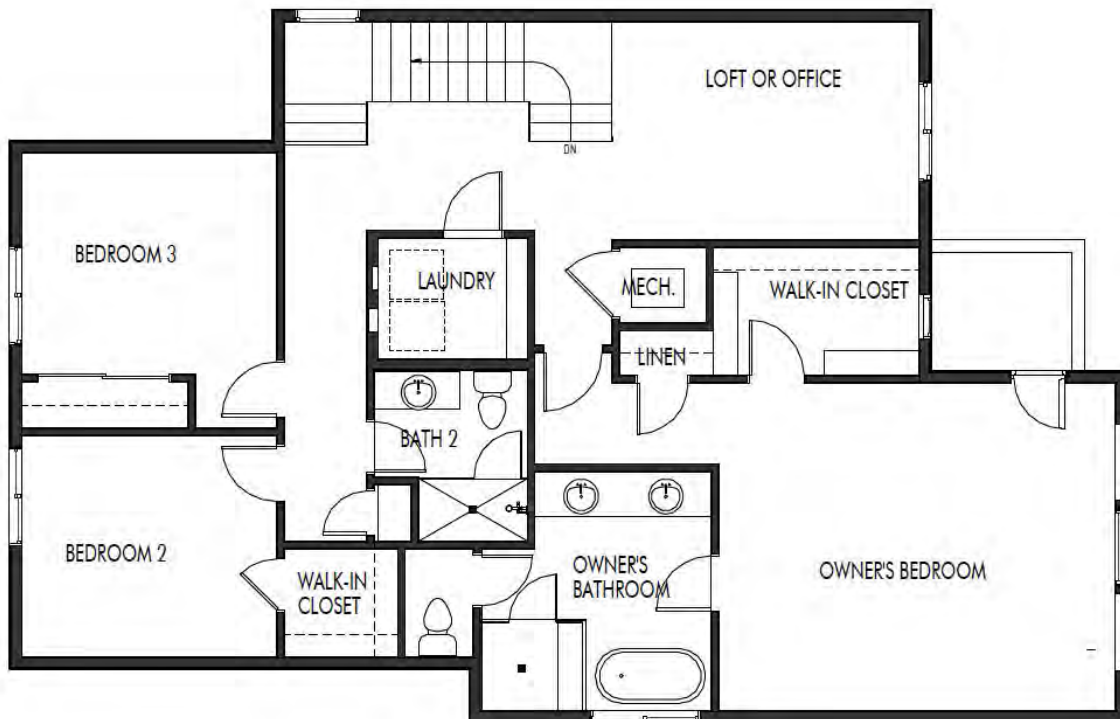
MAIN LEVEL - 889 SQ. FT.



BASEMENT LEVEL - 795 SQ. FT.



UPPER LEVEL - 1,399 SQ. FT.



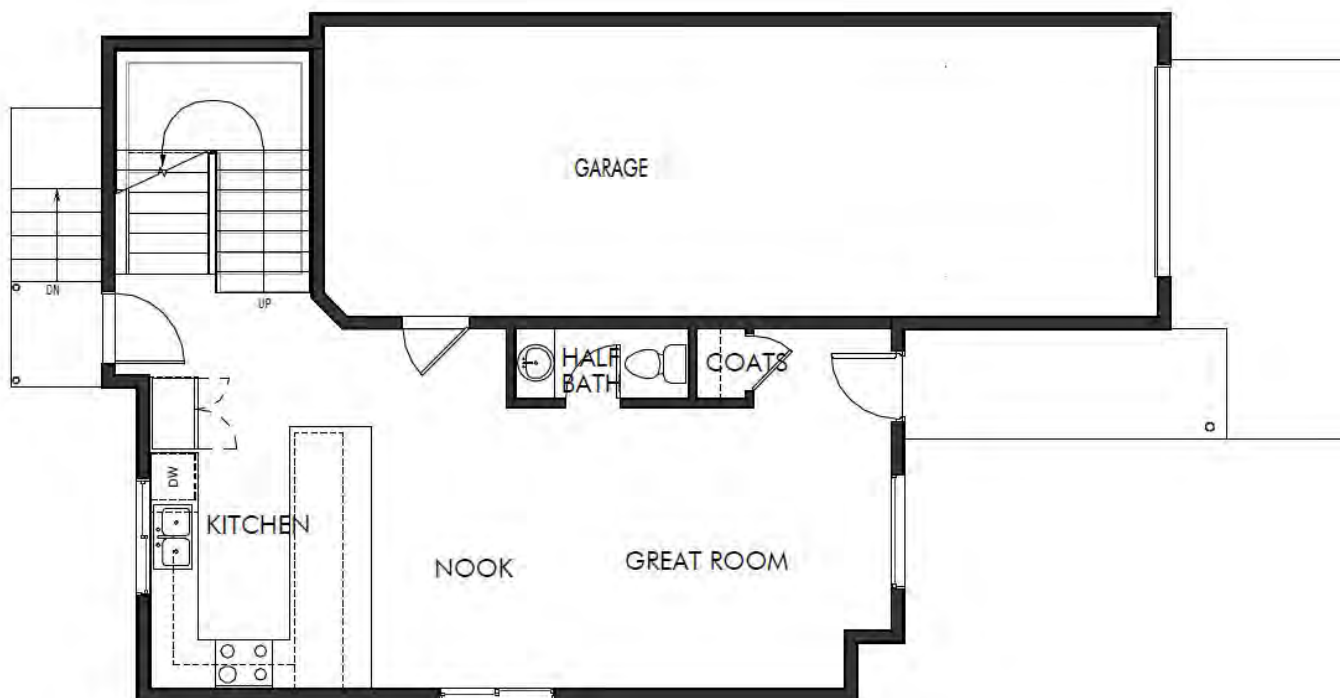
LOT 4

4 BEDS | 3.5 BATHS | 2,438 TOTAL SQ. FT.

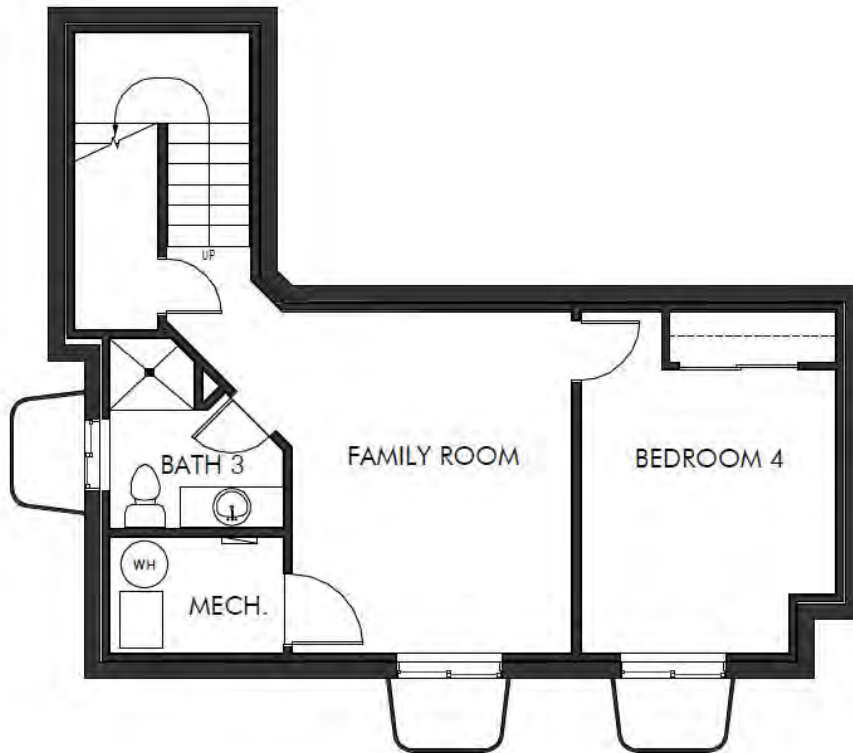
EXTERIOR RENDERING



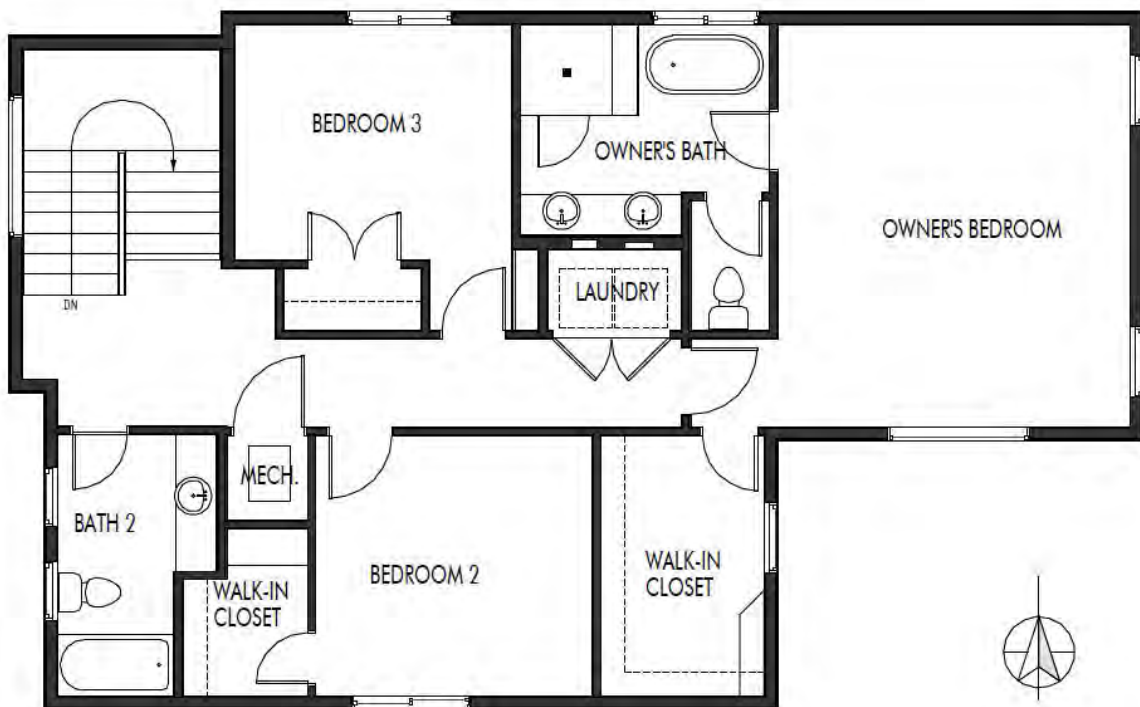
MAIN LEVEL - 642 SQ. FT.



BASEMENT LEVEL - 583 SQ. FT.



UPPER LEVEL - 1,213 SQ. FT.



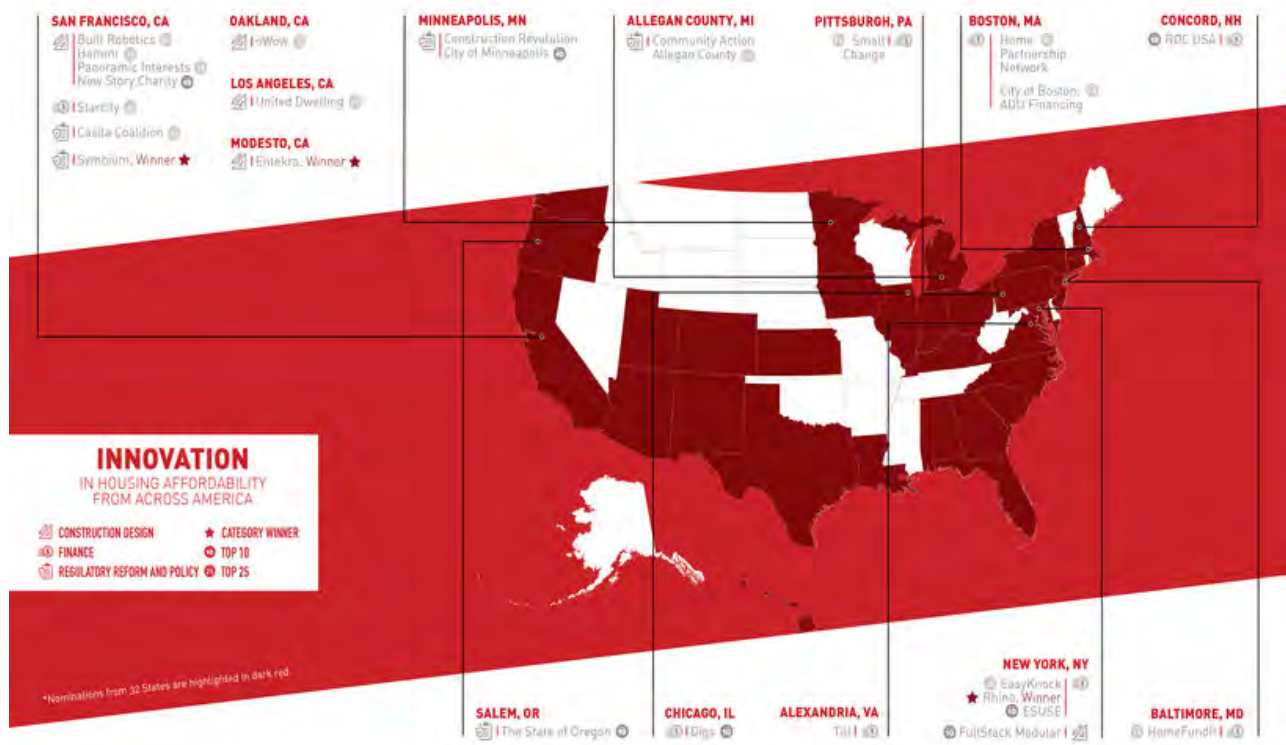
Appendix Q



IVORY INNOVATIONS

The Ivory Prize is an annual prize awarded by Ivory Innovations recognizing ambitious, feasible, and scalable solutions to housing affordability. The Prize is designed to award innovators for their efforts and provide material support to advance their projects. The search committee looks for solutions that combine elements of finance, policy, and design/construction. Innovators include small- and large-scale companies, non-profits, or government entities. Nominate organizations making an impact in housing affordability, self-nominations are encouraged.

<https://ivory-innovations.org/theivoryprize>





In 2019 the Public Policy and Regulation Reform Prize went to The Alley Flat Initiative, an Austin based initiative with the objective of creating an adaptive and self-perpetuating delivery system for sustainable and affordable housing in Austin. The “system” includes not only efficient ADU housing designs but also innovative methods of financing and home ownership. The Alley Flat initiative utilizes ADUS to put more housing on the ground while respecting the neighborhood culture of existing communities.

<https://www.youtube.com/watch?v=QS05rp5Q-OI>



Symbium

In 2020 the Public Policy and Regulatory Reform Prize went to Symbium, a computational law platform that mechanizes the rules and regulations of planning codes to help homeowners, design professionals, and planners quickly determine if an ADU is allowed on a property, what the development standards are, and processes needed to build these units. Complaw™, Symbium's key business function, translates law regulations into computer code. Zoning regulations and lack of access to public records often hinder efficient development. Led by CEO Leila Banijamali, Symbium's computational law will allow private and public builders alike to navigate the possibilities of each piece of property across a city's jurisdiction.

<https://youtu.be/LD38x0VG4wA>

Appendix R

Utah Workforce Housing

Priority Initiative

Ivory Homes recognizes that Utah's housing affordability crisis has disproportionately affected our essential workforce. For this reason we have specifically reserved lots in several of our communities for those in the most vital public and private sectors.

As of December 31st 2020 our Workforce Housing Priority Initiative has sold 306 of these reserved homes; making the dream of homeownership more attainable for those who serve our community greatest.



IVORY HOMES
Utah's Number One Homebuilder®



UTAH WORKFORCE HOUSING PRIORITY



Ivory Homes Is Setting Aside Lots To Utah's Most Vital Workforce!

Priority Will Be Given To First Responders, Police Officers, Members of the Military, Construction Trades & Supplier Employees, Nurses, and School Teachers.*

Ivory Homes is committed to ensuring that Utahns can afford to call our state home. As Utah's Number One Homebuilder®, we want to make a real impact on the lives of the people who help make our community great. Ivory Homes is setting aside lots, outside of any government requirement, to provide housing affordability opportunities to our most vital workforce.

Additional Benefits:

- Sprinkler system as designed by Ivory Homes
- Full yard landscaping as designed by Ivory Homes
- Two 1 ½" caliper trees in park strip or front yard
- \$2,000 towards closing costs or options
- Stainless steel side by side refrigerator and 2" blinds
- Smart and Easy Home Buying

**An individual only needs to meet just one of the listed criteria above to qualify.*

Workforce Housing Priority Conditions:

- Additional benefits only available for buyers financing their purchase using Momentum Home Loans.
- All participants' eligibility must be confirmed by Momentum Home Loans.
- Homes must be owner-occupied and shall not be rented or sold for a period of two years after closing.
- No outside realtors or outside commissions paid.

All Time Net Sales: 306

All Time Closings: 259

Learn More By Visiting

www.ivoryhomes.com/workforcehousing

Appendix S

Partners in Affordability

Utah Preservation Fund

The Salt Lake Tribune

Utah fund will spend \$20 million to save homes, keep their rents low



By Tony Semerad • Published: March 2
Updated: March 03, 2020

A new fund plans to pump \$20 million into refurbishing nearly 100 affordable homes across Utah.

Seeded with cash from the Clark and Christine Ivory Foundation, Intermountain Healthcare, the Utah Nonprofit Housing Corporation and Zions Bank, officials behind the fund said that in the next 30 days they will help finance the purchase and refurbishing of the first 54 affordable homes from Salt Lake County's housing authority.

The deal by the new Utah Housing Preservation Fund will not only keep existing residents in their homes, officials said, but also allow the county housing authority to reinvest the sales proceeds and create another 100 dwellings for low-income families.

“We know just how challenging it is to build new affordable housing,” said Clark Ivory, CEO for Ivory Homes and the Clark and Christine Ivory Foundation.

“What we have to do is save our existing housing for those who need it most.”

Using that model, Ivory said he hoped additional contributions to the fund from foundations and other sources would boost its resources to \$100 million or more, creating the potential to preserve between 500 and as many as 800 homes statewide.

Ivory, whose firm is Utah’s largest home builder, said the Monday announcement of the fund came amid a housing shortage he described as “a crisis right now, particularly for low- and moderate-income families.”

The fund intends to partner with housing authorities, housing nonprofits and other organizations. Houses and apartments the fund pays to preserve would then be rent subsidized and managed by the Salt Lake City-based Utah Nonprofit Housing Corporation, which already has hundreds of housing units under its supervision, Ivory said.

Saving existing affordable housing that might otherwise be demolished or renovated and rented at higher rates has advantages over new home construction, Ivory and others said — particularly as the state grapples with a shortage of an estimated 55,000 dwellings.

It is cheaper and faster than building new homes, and salvaging existing homes also sidesteps potentially thorny planning and zoning disputes that might arise at the city level from new construction projects.

More importantly, said Gail Miller, business leader, philanthropist and owner of the Utah Jazz, the new Utah Housing Preservation Fund would help fill a dire need for transitional housing to serve families recovering from homelessness.

“We need to have housing for them to go into it, to give them dignity, to change their lifestyle, to help them move into society in a meaningful way and become productive citizens,” said Miller, who also heads the board for Intermountain Healthcare.

Those living in homes refurbished by the fund will have access to health services through Intermountain.

Mikelle Moore, Intermountain Healthcare's chief community health officer, said the firm's case managers have long recognized the importance of housing in overall patient health, but lacked the resources or expertise to directly address the issue.

"This will be a coming together of housing and health care that will help us learn how we can support one another even more in the years ahead," Moore said.

The fund also has potential to tie into a new system of matching grants proposed on Capitol Hill.

Sponsoring Sen. Jake Anderegg, R-Lehi, has included \$5 million in matching cash for housing preservation in SB39, which would spend \$35.3 million on rental assistance, new affordable housing loans and other programs. That bill now heads to the full House.



tsemerad@sltrib.com

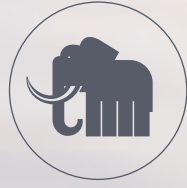
 Follow @tonysemerad

[Donate to the newsroom now.](#)

Appendix T

Home is Everything

Who we are and what we do



HOME IS EVERYTHING



IVORY HOMES IS UTAH'S NUMBER ONE

Because we have been growing and changing with Utah for nearly 4 decades.



HOMEBUILDER®



IVORY HOMES

We understand that HOME IS EVERYTHING.

One thing has remained constant this past year, and that is the importance of the place we all call home. Our homes have always been a place of comfort and solace, but they have become so much more. Whether your house is currently serving as a school, an office, or a place of refuge and safety, the more time we spend at home, the more we realize its importance. When it comes to something this valuable and this personal, as a home buyer you will appreciate Ivory Homes' experience, quality and design.

As you look through these pages, you will find that Ivory Homes has something to offer for every stage of life. WE'LL BUILD THE HOUSE YOU'LL BUILD THE HOME.







WE BUILD WHERE YOU WANT TO LIVE



Local builders serve their buyers best.

As the local leader, Ivory Homes gets first choice of the best properties in the state. We're proud to offer beautiful new homes in over 70 incredible locations. Ivory Homes has 45 gorgeous model homes sprinkled across our communities, allowing homebuyers to walk through and get a firsthand feel for the quality, functionality and design we offer.

A HOME FOR EVERYONE



Ivory Homes continues to grow and change with Utah, offering homes from five product lines – **Signature, Collection, Gardens, Cottages** and **Towns** – offering homes at every price point and over 200 home plans to choose from.

We care about your home today and its value tomorrow. The Ivory team is working harder than ever, with our loyal subcontractors and suppliers, to overcome current shortages of both labor and materials. This is undoubtedly the most challenging time we have experienced, and yet as the market leader, we receive top priority which enables us to deliver for our homebuyers.



Our product variety allows us to find the perfect fit for each unique parcel of land we develop.



Scan this QR Code to discover over 200 home offerings.





SIGNATURE

Our Signature Homes offer a semi-custom building experience. Our award-winning designers and architects will work one-on-one with you to personalize the interior and exterior of your new home.



IVORY HOMES



HOME IS EVERYTHING





COLLECTION

The Ivory Collection offers beautiful, quality homes with a simplified design process. Our professional designers have hand-picked color packages and features that will give your home distinction.







GARDENS

The Garden homes are designed with beautifully selected interior options, and an emphasis on main level living. Convenient accessibility and low maintenance yards give you peace of mind.

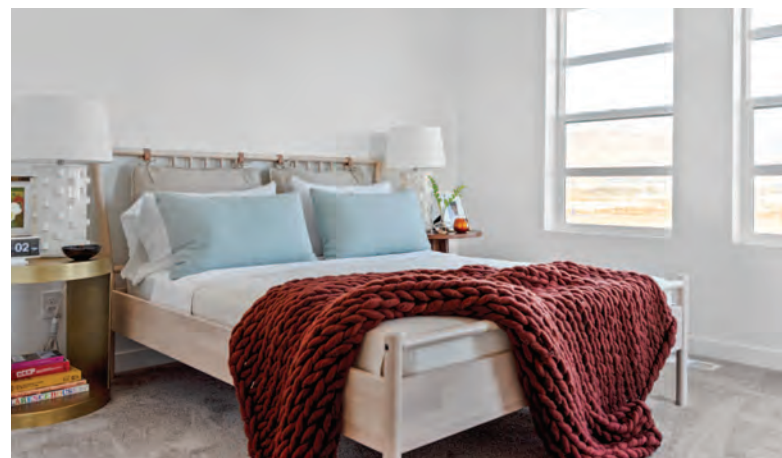


2408



COTTAGES

Our Cottage homes offer fresh and exciting styles and designs. These modern floorplans make the most of the square footage and feel roomy and bright.





TOWNS

Ivory townhomes are unique from other townhomes in our market. We include premium features, an emphasis on indoor/outdoor living and plenty of parking.





EXTRAORDINARY SERVICES

We provide concierge services that will help you sell your existing home and conveniently secure a mortgage with great rates and reduced fees.





Ivory Homes offers several services to make buying your home even easier. As our preferred lender, Momentum Loans gives homebuyers access to lower costs, better rates, and faster loan processing. Momentum also offers credit repair for buyers who need help qualifying for or obtaining a better interest rate.

We also work with Smart Move Guarantee to help you sell your existing home and save thousands of dollars. They help you by picking the top realtor in your area, giving you the best chance to sell your existing home for the highest price and as fast as possible.

Beyond our partners, our team is committed to providing you with extraordinary service through the buying process, because we know your home is everything.

OUR GREEN HOMES COME IN EVERY COLOR



Ivory Homes builds homes that help improve our air quality, save water, and that are 25% more efficient than code requires – helping our homebuyers Go Green and Save Green.

It's our responsibility to make the world better; it's where we live and raise our children. We build homes that not only conserve the earth's resources but save you hundreds of thousands of dollars. How is that possible?

Ivory Homes is proud to be a leader in energy efficiency and sustainability. Every Ivory Home is now EV Ready, with pre-wiring for electric vehicle chargers in each garage. Many of our locations are implementing water-wise landscaping to promote conservation, and most importantly, our HERS scores (Home Energy Rating System) show we build some of the most efficient homes in Utah, typically saving homeowners up to \$1,200 in utility expenses every year.



We Have Deep Roots

In 2018, Ivory Homes and the Clark and Christine Ivory Foundation committed to planting 30,000 trees across the state of Utah with our partners TreeUtah andUCAIR. Already, we have planted 10,000 trees under the initiative and are actively seeking new projects to partner with the community, cities, trade partners, and homebuyers. Learn more at www.ivorygreen.com

IVORY INNOVATION

*We have remained steadfast in our commitment to our state instead of growing into other markets.
This is our home, and we know local builders serve their buyers and community best.*



Ivory Homes is committed to helping all Utahns find a home. As Utah's Number One Homebuilder®, we want to make a real impact on the lives of the people who make our communities great. Ivory Homes is setting aside housing opportunities for Utah's most vital workforce.

In addition to this Workforce Housing Priority, Ivory Homes also works closely with the Clark and Christine Ivory Foundation to make an impact on the community through tackling housing affordability, enhancing and sustaining communities, empowering through education and lifting the poor and disadvantaged. The Foundation engages with community builders and leaders to actively support solutions to Utah's and the nation's housing affordability crisis.



IVORY INNOVATIONS



Ivory Innovations sponsors Hack-A-House and the Ivory Prize for housing affordability, bringing together the nation's housing experts and forward-thinking students to explore housing affordability.

Hack-A-House is a 24-hour "hackathon" style competition created to tackle the affordable housing crisis. Students are encouraged to engage with leading voices in an exploration of housing affordability to help solidify economic opportunity for vulnerable populations in Utah and beyond.

The Ivory Prize is an annual award recognizing ambitious, feasible and scalable solutions to housing affordability in three areas of focus –

construction and design, regulatory reform and finance.

We are committed to proactively search for innovative ways to lift and empower the individual and do our part to help our communities prosper.



 **IVORYHOMES**
Utah's Number One Homebuilder®

ivoryhomes.com | 801-747-7000

