Staff Report

PLANNING DIVISION

DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Daniel Echeverria – 801-535-7165 – daniel.echeverria@slcgov.com

Date: February 17, 2023 (Publication)/February 22, 2023 (Hearing)

Re: PLNPCM2021-01124 and PLNPCM2021-01134: North Rose Park Lane Annexation and Zoning Amendment

Annexation and Zoning Map Amendment

PROPERTY ADDRESSES: 2350, 2440, 2441, and 2462 N Rose Park Lane
PARCEL IDS: 08-15-30-1003, 08-15-10-0030, 08-15-10-0024, 08-15-10-0029
MASTER PLAN: Northwest Community, Rose Park Small Area Plan - Northern Sub Area
ZONING DISTRICTS:

- 2350 N – City Zoning, AG-2, Agricultural (current) - R-MU Residential/Mixed Use (proposed)
- 2440 N – County Zoning A-5 (current) - OS, Open Space (proposed)
- 2441 N – County Zoning A-2/5 (current) - R-MU, Residential/Mixed Use (proposed)
- 2462 N – County Zoning A-5 (current) - OS, Open Space (proposed)

REQUEST:

JWright Communities, LLC, property owner, is requesting a zoning map amendment for a ~6 acre parcel of land located at 2350 N Rose Park Lane. In conjunction with this request, the property owner has filed a petition to annex approximately 28 acres of property located at approximately 2441 N Rose Park Lane. The following petitions are associated with this proposal:

1. **Annexation (PLNPCM2021-01124)** – A petition to annex into Salt Lake City approximately 28 acres of property generally located at approximately 2441 N Rose Park Lane. The annexation requires designating a zone for each property within the annexation area. The properties are proposed to be zoned as follows:
    a. 2440 N Rose Park Lane – OS, Open Space
    b. 2441 N Rose Park Lane – R-MU, Residential/Mixed-Use
    c. 2462 N Rose Park Lane – OS, Open Space
2. **Zoning Map Amendment (PLNPCM2021-01134)** – A petition to rezone property located at approximately 2350 North Rose Park Lane from AG-2 – Agricultural to R-MU, Residential Mixed Use. The zoning is intended to support future development of an 1,800-unit multi-family residential development. The property is currently within Salt Lake City boundaries.

The annexation process requires that the City apply a zone at the same time a property is annexed. The City Council referred the annexation petition to the Commission for a recommendation on the proposed zoning. Although the petition proposes specific zones for the properties, the Commission may consider other zones with similar characteristics. The properties at 2350 and

2441 N are currently used for horse boarding and outdoor equipment storage. The properties at 2440 N and 2462 N are currently vacant. The properties are in or near Council District 1, represented by Victoria Petro-Eschler.

RECOMMENDATION:

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable consideration standards and therefore recommends that the Planning Commission transmit a positive recommendation to the City Council for the Zoning Map amendment and requested zones for the annexation area, with the following conditions to apply to the 2350 N and 2441 N Rose Park Lane properties:

1. That the owner of the 2350 N and 2441 N properties enter into a development agreement with the City that does the following:
   i. **Traffic Impact Study Improvements:** That the improvements noted in the transportation impact study addendum (dated 12/23/22), or equivalent improvements as determined by the Transportation Director, are completed prior to any Certificates of Occupancy being issued for development of the property. If other uses are proposed on site that differ from those evaluated in the study, the Transportation Director shall have the ability to require additional traffic studies and may require different off-site improvements for traffic impacts identified in such studies. (See Consideration 2)
   ii. **Rose Park Lane Improvements:** The developer shall make all public right of way improvements to the adjacent street Rose Park Lane that would be required by a subdivision process for each phase of their development in compliance with the improvement standards of Chapter 20.40 "Improvements and Flood Control" and Chapter 20.12 "Design Standards and Requirements" including, but not limited to, road widening, paving, curb, gutter, sidewalk, utilities, and park strip landscaping. This may include additional right-of-way improvement beyond the west-half of the adjacent Rose Park Lane right-of-way. (See Consideration 2)
   iii. **Sidewalk Improvements:** Sidewalk shall be installed both adjacent to the site and off-site to provide a complete pedestrian connection from each phase of the development to existing sidewalk infrastructure along the Regional Athletic Complex. Sidewalk shall have a minimum width of 5 feet. A crosswalk shall also be installed across Rose Park Lane. The final configuration of the sidewalk and crosswalk is subject to Transportation, Engineering, and Planning Director approval. (See Consideration 2)
   iv. **Public Utility Improvements:** That the developer complies with all Public Utility Department requirements to serve the development, including, but not limited to, installation of offsite water and sewer improvements. (See Consideration 2)
   v. **City Drain Usage:** If future development plans require discharging to City Drain, there may be offsite lift station upgrades required as determined by the Public Utilities Director. (See Consideration 2)
   vi. **City Drain Setback:** That a 50' setback from the City Drain apply to development of the property, measured from the average high-water elevation of the City Drain. No buildings or parking pavement shall be constructed within the setback. Fences, landscaping, sidewalks, and other improvements may be located within the setback. (See Consideration 3)
   vii. **R-MU Setback Conflicts:** That the maximum front setback provisions of the R-MU ordinance in section 21A.24.170.E.8 do not apply where a greater setback is required

along the City Drain (canal) or by the Freeway Scenic Landscape Setback where conditioned to apply along Rose Park Lane. (See Consideration 3)

viii. **Parking Requirement:** That any uses comply with the General Context minimum parking requirements in Table 21A.44.040-A of the Salt Lake City Zoning Ordinance. This does not preclude modifications through the options provided in the Zoning Ordinance. (See Consideration 3)

ix. **Sound Attenuation:** That residential uses be built with at least 30 dBs of sound attention in sleeping areas and 25 dBs of attenuation in other areas, due to the proximity to the freeway and noise impacts. A sound attenuation study would need to be provided to verify compliance, as described in City Code 18.88.020. (See Consideration 4)

x. **State Park Adjacent Landscaping:** That the landscaped setback requirements of the "Freeway Scenic Landscape Setback" of 21A.48.110 (or its successor) be applied along the east property line where it is directly across the street from the Jordan River OHV State Recreation Area (2462 N Rose Park Lane). The requirement shall apply where new development occurs within 100' of that portion of the east property line. (See Consideration 4)

xi. **State Park Noise Disclosure:** That a disclosure be provided to future residents, tenants, and owners regarding the potential for high levels of noise from the Jordan River OHV State Recreation Area. (See Consideration 4)

ATTACHMENTS:

A. Vicinity, Zoning, and Future Land Use Maps

B. Annexation Plat

C. Applicant's Narrative & Concept Plan

D. City Plan Policies

E. Property and Vicinity Photos

F. Zoning District Information

G. Consideration Standards

H. Public Process & Comments

I. Department and Agency Review Comments

J. Traffic Study

K. Annexation Petition

PROJECT DESCRIPTION

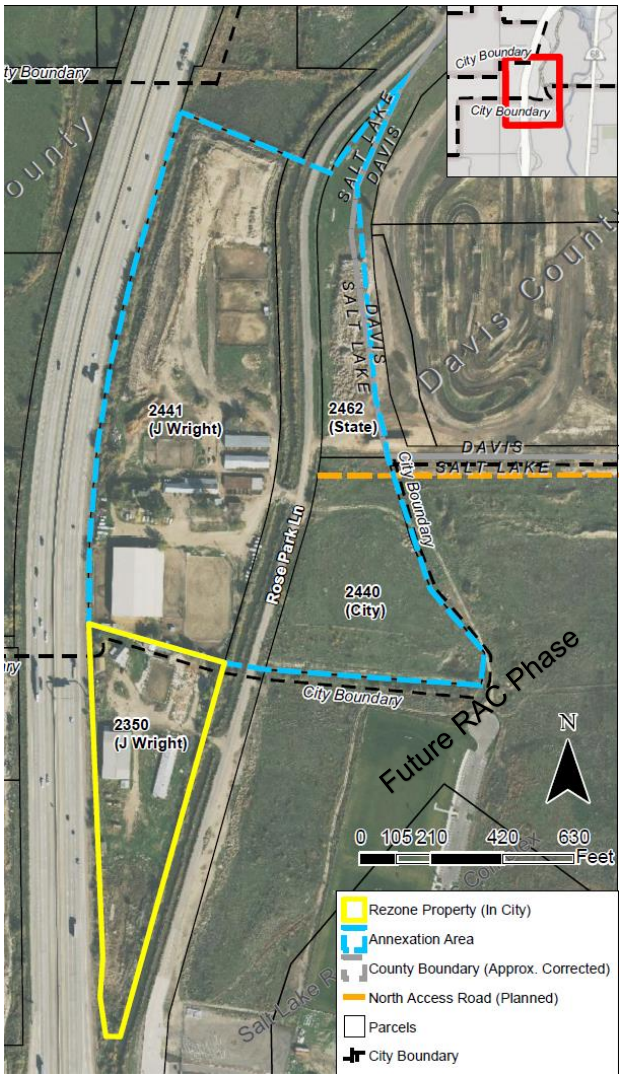
Quick Facts

Zoning Amendment (Yellow Line)

- 2350 N Rose Park Lane (in SLC)
  - Owned by J Wright Communities LLC
  - Rezone from AG-2 to R-MU

Annexation/Zoning Map Addition (Blue)

- Properties proposed for annexation into SLC
- Council to apply zoning when annexed
- 2441 N Rose Park Lane
  - Owned by J Wright Communities LLC
  - Proposed zone – R-MU
- 2440 N Rose Park Lane
  - Owned by Salt Lake City
  - Proposed zone – OS
  - Future phase of Regional Athletic Complex (RAC)
- 2462 N Rose Park Lane
  - Owned by State of Utah
  - Proposed zone – OS
  - Functions as part of Jordan River Off Highway Vehicle State Park
- Total annexation area ~28 acres.
- J Wright intends to build 1,800 dwelling unit multi-family development on their properties in multiple phases.
- City/State planned future road (shown in orange) connecting Rose Park Lane to Redwood Road



Background

In November 2021, the applicant submitted (1) an annexation petition for the property at 2441 N Rose Park Lane and (2) a zoning amendment petition for the property to the south at 2350 N Rose Park Lane. The annexation and zoning amendment petitions originally requested the RMF-75, High Density Residential, zone for the properties. The applicant noted their intent to develop their properties for an 1,800 dwelling unit multi-family development. The developer's conceptual plans for the two properties are attached in Attachment C.

The annexation of 2441 N Rose Park Lane would have left a "peninsula" of Salt Lake County jurisdiction land extending into a "sea" of property consisting of Salt Lake City and Davis County jurisdiction. Utah State Code has provisions intended to prevent this situation. Due to that, the applicant expanded their annexation petition in March 2022 to include two City and State properties at 2440 N and 2462 N Rose Park Lane, respectively. Since 1979, the City's official annexation policy (titled "Master Annexation Policy Declaration") has identified all these properties as being within a future annexation (expansion) area of the City.

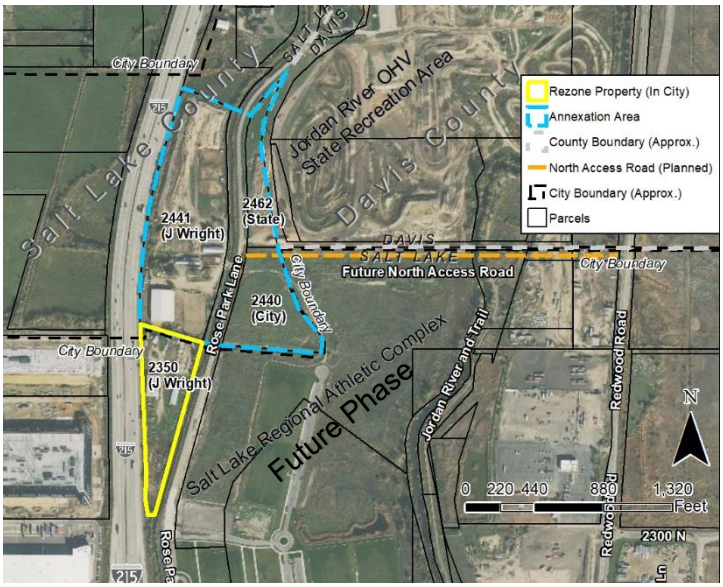
Annexation petitions are required to be formally accepted by the City Council as a first step in processing the application. The annexation was reviewed and "accepted for further consideration"

by the City Council on April 5, 2022, with Council Resolution 6 of 2022.[1] The City is required to apply a zone to a property when annexed. As part of the City's "further consideration" the annexation was referred to the Planning Commission for a recommendation on the zoning.

The zoning map designation requests for the annexation properties and the zoning amendment request for the 2350 N parcel (already in the City) are being processed together due to being from the same applicant and being adjacent to each other.

Subject Property Context

To the east of the subject properties are the Regional Athletic Complex (RAC), which includes 16 sports fields, and the Jordan River OHV State Recreational facility, which provides off road vehicle tracks for use by ATV and UTV riders. The subject properties are bordered to the west by I-215. To the north there is an agricultural property used as pasture for horses and other livestock. To the south is freeway and City right-of-way, occupied by vegetation, a canal (the City Drain West Branch), and a freeway on-ramp. The canal runs along the west side of Rose Park Lane and separates the 2350 and 2441 properties from the street.



Overview map of the surrounding properties, showing the future North Access Road (orange) that will connect Rose Park Lane to Redwood Road.

The portion of the RAC closest to the site is mostly vacant but is planned to be developed as part of a second phase of the facility. A conceptual plan from the City's Public Lands Department is located in Attachment I. A roadway connecting Rose Park Lane to Redwood Road has been included as part of those preliminary plans. It is shown in orange on the map above. That roadway recently received $1 million in funding from the State for initial planning work. However, there is no estimated date for its completion at this time.

Requested Zone Information

The applicant is requesting the R-MU, Residential Mixed-Use, zone for their private property. The zone allows both multi-family and low-intensity commercial/non-residential uses and has the following major regulations for those uses:

R-MU Zone

- **Height:** Max. 75' (multi-family/mixed-use), max. 45' (non-residential)
- **Setbacks**: No front/side; min. 25% lot depth/up to 30' rear setback
- **Max. Setback/Build-to Line:** Min. 25% of the building must be within 15' the front lot line
- **Open Space:** 20% of the lot area
- **Parking Requirement:** No minimum

[1] The Council held a work session on the item on April 5th. Those meeting materials can be accessed at the following webpage (see item 7): https://slc.primegov.com/Portal/Meeting?meetingTemplateId=2720

- **Freeway Landscape Buffer:** 20' wide, shade tree for every 300 sq ft (equivalent to every 15' feet along buffer), other shrubs/plants for groundcover
- **Allowed Use Examples:** Multi-family, retail, restaurant, office.

A more comprehensive overview of the requested zone and list of uses is in Attachment F.

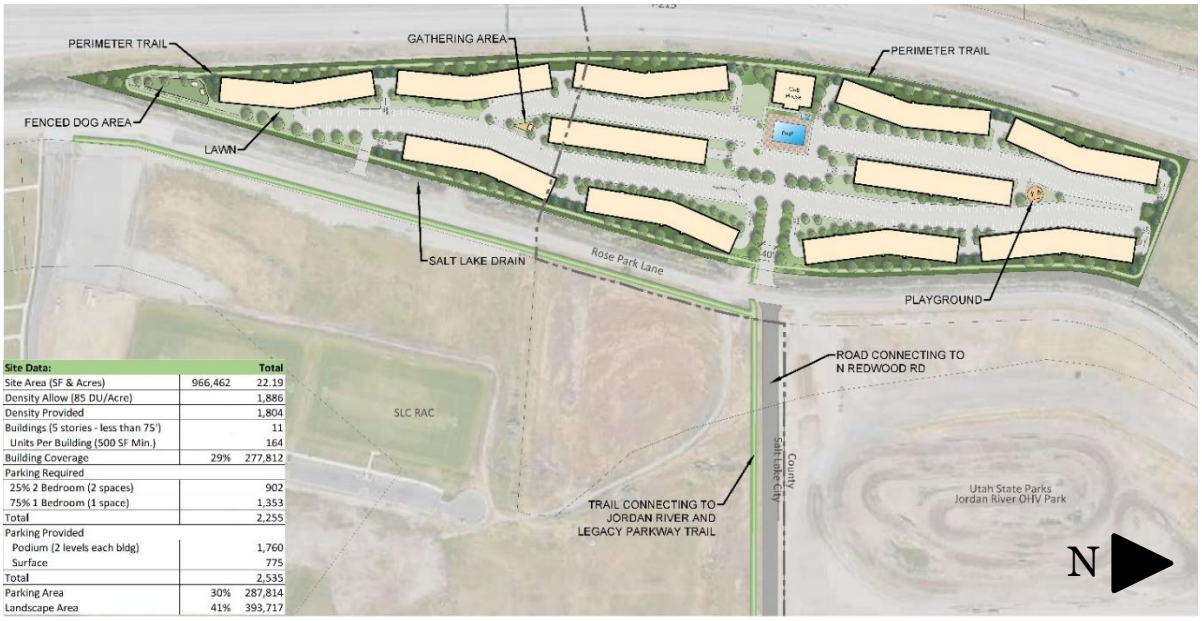
OS Zone

The City and State properties are proposed to be zoned OS, Open Space. The OS zone is meant to accommodate open natural, park, or recreational areas. Uses are limited and include uses such as indoor or outdoor recreational facilities, museums, zoos, and parks. Buildings can be constructed in the OS zone but are limited to 45' in height by right, with additional height, up to 60' total, allowed through Design Review. An overview of the requested zone is in Attachment F.

Please note that the State property is exempt from zoning and as such the OS zone has no impact on its current or future use while it remains State owned.

Developer's Concept Plans

The developer has included the below concept plan with their proposal. An additional rendering of a conceptual building is located in Attachment C. The site is approximately 22 acres in size. The plan shows 11 multi-family buildings, with a total of 1,804 dwelling units. The development will require a Planned Development process as six of the multi-family buildings do not have public street frontage. No formal plans have been submitted to the City at this time.



Site Data:		Total
Site Area (SF & Acres)	966,462	22.19
Density Allow (85 DU/Acre)		1,886
Density Provided		1,804
Buildings (5 stories - less than 75')		11
Units Per Building (500 SF Min.)		164
Building Coverage	29%	277,812
Parking Required		
25% 2 Bedroom (2 spaces)		902
75% 1 Bedroom (1 space)		1,353
Total		2,255
Parking Provided		
Podium (2 levels each bldg)		1,760
Surface		775
Total		2,535
Parking Area	30%	287,814
Landscape Area	41%	393,717

Concept plan from developer's application. North is to the right. See full size plan in Attachment C.

APPROVAL PROCESS AND COMMISSION AUTHORITY

State and City Codes do not specify any annexation petition consideration standards to be reviewed by the Commission or City Council. However, when an annexation proposal is approved by a City, State Code requires that a zoning designation be applied to the property at the same time. Although Planning Commission review is not required in annexation cases, the Council has referred the annexation area's zoning request to the Planning Commission for a recommendation.

The Planning Commission's role in this process is to provide a recommendation to the City Council on the proposed zoning for the annexation and the zoning amendment for the adjacent private parcel that

is already located within the City. The Commission may provide input on the annexation itself, but no formal recommendation by the Commission on an annexation is required by City or State Codes.

KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. Plan Considerations for Zoning Designation/Zoning Amendment
2. Traffic Impact Study and Recommended Improvements
3. R-MU Zone and Proposed Modification Conditions
4. Freeway Proximity, Noise, and Pollution
5. Alternative Zones and Uses for the Site

Consideration 1: Plan Considerations for Zoning Designation/Zoning Amendment

Summary:

- Properties are located in the *Rose Park Small Area Plan*
- Annexation requests to apply OS, Open Space zone to the City and State properties.
    - Open Space aligns with the small area plan applicable to those properties.
- Petitioner requesting to apply the R-MU zone to their properties.
    - R-MU doesn't align with the specific small area plan policies but is supported by policies from other Citywide master plans that support additional housing.
    - Potential R-MU uses will be compatible with the recreational facilities – a key policy of the small area plan.

Discussion:

The petitioner is requesting to zone their properties to the R-MU, Residential/Mixed Use, to accommodate a future residential development. The City is proposing to zone the City and State-owned properties to the OS, Open Space, zone as they currently are or intended to be used for recreational uses.

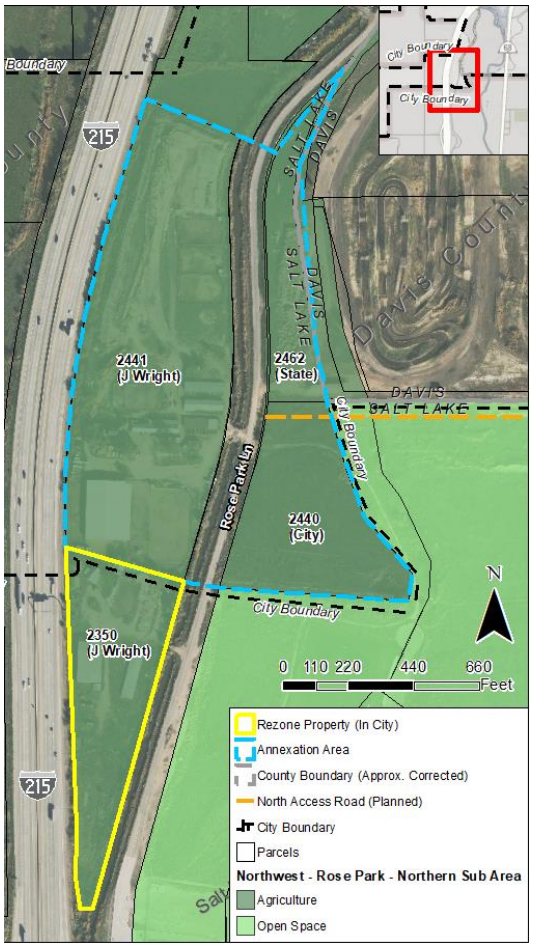
The City plan adopted for this area is the *Rose Park Small Area Plan*, adopted in 2001. It designates the future land use of all of the properties in this report as "Agriculture." A map showing those designations is located below. The plan includes the following policies and reasons for the "agriculture" designation:

- *Policy:*
    - *Retain existing agricultural land uses along Rose Park Lane.*
- *Policy:*
    - *If properties in the County are annexed into the City, retain the existing land use development by zoning the properties either agricultural or Open Space.*
- *Discussion:*
    - *If and when existing properties in the County are annexed into the City they should be zoned for either agricultural or open space land uses to be compatible with the State recreational and open space land uses between Redwood Road and Interstate-215.*

The plan's key policy for the "agriculture" designation is compatibility with the adjacent recreational facility. This facility is known as the Regional Athletic Complex (RAC) and consists of 16 sports fields utilized for local, regional, and national tournaments.

The proposal would rezone the City and State properties to Open Space to reflect their intended future recreational uses. The City property is intended to be used for a second phase of the RAC. The State property is utilized as part of the OHV State Park. Although different from the "agriculture" designation on the future land use map, the written plan policy above is broader and supports agricultural *or* open space zoning.

The proposal would rezone the J Wright (private) properties to the R-MU, Residential Mixed Use, zone, which does not directly align with the policies and future land use map of the small area plan. The plan calls for the properties to be Open Space or agricultural. As noted previously, the intent was so that those properties would be "compatible" with the RAC and the State recreational property to the north.



Map showing the future land uses from the Rose Park Small Area Plan

Although the proposal is not agricultural or open space, Staff does not believe that agricultural uses are necessary for compatibility with the recreational facilities. Residential and low-intensity commercial uses are compatible with recreational uses like the RAC and other regional parks. Large parks are commonly bordered by similar high activity uses and are not negatively impacted. High density residential would also locate more residents closer to the RAC, who could support more use of the facility, particularly at off-peak times.

Additionally, the City's general plan, Plan Salt Lake, and the City's housing plan, include several policies that support rezones for additional housing in general. These include policies to related to growth, specifically to accommodate an increase in the City's population, promote redevelopment of underutilized land, encourage a mix of land uses, provide access to opportunities for a healthy lifestyle, and locate development where there is existing infrastructure. The proposal accommodates new residents, redevelops an underutilized property, encourages mixed use with the proposed mixed-use zoning, provides access to a large recreational facility and nearby trail that promote a healthy lifestyle, and locates new development where the City and State are planning to construct additional public infrastructure (new road and recreational space). These and other policies are further discussed in Attachment D.

Consideration 2: Traffic Impact Study and Recommended Improvements

Summary:

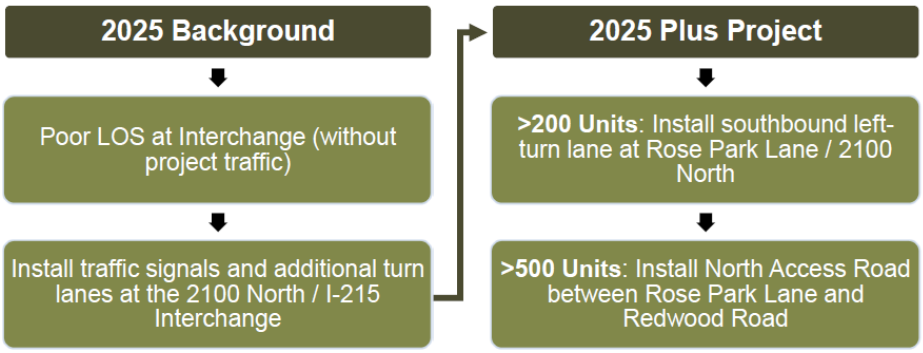
- Traffic study identified need for specific off-site improvements to serve property, such as the future North Access Road.

- Those improvements and additional off-site improvements to widen/improve the adjacent street are proposed as conditions for development.
- Off-site sidewalk improvements to link the development to existing sidewalk network are proposed as a condition.
- Significant utility improvements are necessary for the property and also proposed as a condition.

Discussion:

The proposed development by the private property owner would bring a significant number of residential units to the area, up to 1,800, with a correspondingly high number of vehicle trips. The existing roadway infrastructure cannot adequately support this level development. The developer has provided a traffic study that has modeled traffic from the development and its impacts on the surrounding streets. The study proposes mitigations or improvements to streets, such as widening, striping, or traffic lights, to prevent significant decreases in a street's "level of service." These are detailed in the traffic study addendum in Attachment J and include the following general improvements:

- Installation of I-215 interchange traffic lights and striping modifications (needed to support existing traffic prior to development coming in 2025)
    - This would support 200 units on the site.
- Southbound left turn lane addition to the Rose Park Lane/I-215 access road intersection
    - This would support up to 500 units.
- Installation of the North Access Road (provides circulation to Redwood Road and is planned by the City/State)
    - This would support the remainder of the units.



The above flowchart from the traffic study shows the improvement phasing.

The above improvements would be required in phases as the development is built. For example, the first 500 dwelling units could be accommodated without the North Access Road. Any dwellings over 500 would require that the North Access Road is built.

Staff is also recommending the following additional improvements to ensure that the adjacent roadway can adequately support the development and adequate pedestrian access to the existing sidewalk network in the area:

- Widening of and improvements to Rose Park Lane that would be required for a subdivision, including curb, gutter, paving, striping, and utilities. The current roadway next to the property is roughly paved with asphalt and has no curb, gutter, or striping.

- A pedestrian connection from the site to the existing sidewalk network at the RAC across the street. This will require a crosswalk across Rose Park Lane and sidewalk paving on the east side of Rose Park Lane and some along the development site.

Staff recommends that these improvements be required as a condition of approval to ensure that the development does not result in significant negative impacts to the use of the surrounding City streets and access to surrounding properties, like the RAC facility. These have been noted as a condition of approval on the second page with additional more specific language.

Public Utilities also provided comments regarding the significant off-site improvements that will be required to support the development. These include substantial new water and sewer connections to the property. Those are generally normal requirements of development, but have been noted as conditions so that they are upfront due to how substantial the requirements may be.

Consideration 3: R-MU Zone and Proposed Modification Conditions

Summary:

- R-MU has no parking requirement. Staff proposes a parking requirement as a condition due to current lack of transit accessibility.
    - "General Context" requirements would apply, same as most RMF zones
- R-MU has a maximum front setback, conflicting with a proposed canal setback
    - Public Utilities is recommending a setback from the canal (City Drain)
    - Staff proposes waiving the maximum front setback where it conflicts with canal

Discussion:

Parking Requirement – Proposed Condition

The most recent changes to the parking chapter changed the parking requirement of the R-MU zone. It now requires no parking stalls. The reason for that is the R-MU zone is mapped in several locations where it has a high level of transit access. As this property currently doesn't have transit access, Staff is recommending that the rezone be conditioned on the property being developed under the "general" parking requirements that would apply to zones such as the RMF zones that don't necessarily have a high level of transit access. The specific requirements for a few uses that would be allowed in the zone are listed below:

Use	General Context (Proposed Requirement)	Transit Context (R-MU Default)
Multi-family	Multi-family Studio and 1 bedrooms: 1 space per DU 2+ bedrooms: 1.25 space per DU	No minimum
Restaurant	Indoor tasting/ seating area: 2 spaces per 1,000 sq. ft. Outdoor tasting/ seating area: 2 spaces per 1,000 sq. ft.	No minimum
Retail	2 spaces per 1,000 sq ft	No minimum
Office	Office (excluding medical and dental clinic and office): 3 spaces per 1,000 sq. ft.	No minimum

Front Setback and Canal Setback Conflict

The R-MU has a maximum setback for 25% of the façade, requiring that 25% of the façade be within 25' of the front property line. The intent is to ensure that activity is close to the street. In this case, that front property line would be right next to a canal (the City Drain). Public Utilities has proposed a condition for a 50' buffer from the edge of the canal (the annual high-water line),

prohibiting buildings and parking areas within that buffer. Sidewalks and landscaping could be within the buffer.

The buffer would help avoid water quality/drainage issues and provide room for canal maintenance. However, that 50' setback would conflict with the 25' maximum setback of the R-MU zone. Because of that, Staff is proposing to waive the requirement upfront where there is a conflict, rather than require the developer to specifically seek a variance or Planned Development to resolve that code conflict. Staff is proposing the following condition to address the conflict:

1. That the maximum front setback provisions of the R-MU ordinance in section 21A.24.170.E.8 do not apply where a greater setback is required along the City Drain (canal).

Consideration 4: Freeway Proximity, Noise, and Pollution

Summary:

- A condition requiring noise attenuation improvements for any new buildings is being recommended due to the proximity to the freeway.
- Special freeway landscaping will be required which can help mitigate pollution impacts of the freeway.
- A requirement for a notice to residents/tenants/owners about potential noise from the OHV State Park is also recommended.
- The freeway landscaping requirement is also proposed adjacent to the OHV State Park to reduce the potential for fugitive dust impacts to residents.

Discussion:

Noise Mitigation Condition

Birds-eye view of the site showing of the center of the private property and its proximity to I-215. The canal and Rose Park Lane can be seen on the right.

The private property proposed for R-MU is located next to Interstate 215. The freeway doesn't have a sound wall in this area. However, even if a soundwall is installed in the future, there can still be significant noise impacts from a freeway, particularly to residents located in units higher than the top of a sound wall. Due to those sound impacts, Staff recommends that any development comply with the same noise attenuation regulations that apply to properties within the Airport Flight Path Protection Overlay Zone A – the zone with the most noise impacts from aircraft. Air traffic noise levels can reach

65 to 70 dBs in those areas, based on the SLC Airports produced noise contour map, which is similar to levels immediately near a freeway (ex: 70 to 80 dB(A) within 50 feet of a freeway).[2] The proposed condition would require at least 30 dBs of sound attenuation for sleeping areas, and 25 dBs of sound attenuation in all other areas. This would need to be verified by a report prepared by a licensed architect.

Additional noise is produced by activity at the Jordan River OHV State Park that is across the street from the north end of the site. The area has several tracks that are used for off-road vehicles that can create noise impacts. The attenuation requirements recommended above should help limit most noise impacts to residents from the facility; however, some of the OHVs can create intermittent very loud noise during the day that may have more impact on the residents living closer to the facility. Because of that potential, Staff is recommending that a disclosure be provided to residents, tenants, and owners about the potential for loud noise from the OHV facility.

Pollution/Dust Mitigation – Future Development Landscaping Requirements

Pollution levels are also a potential issue for residents near freeways. In many studies vegetation has been shown to help mitigate pollution impacts, and the EPA has produced reports with recommendations for roadside vegetation due to that mitigation potential.[3] Large and dense vegetation has been identified as a key component of effective vegetation barriers. The City's Zoning Ordinance in 21A.48.110 requires a vegetated landscape buffer ("Freeway Scenic Landscape Setback") at least 20' in depth, that would run along the entire length of the potential development site next to I-215. It requires one shade or evergreen tree for every 300 sq ft of area, which if spaced linearly would be a tree every 15 feet along the length of the buffer. Staff believes this is a reasonable vegetation requirement that is in-line with that suggested in the reports and will help mitigate negative pollution impacts from the freeway.

The use of the Jordan River OHV State Recreation Area can create large amounts of dust. The "fugitive dust" produced by vehicles on dirt or gravel is associated with respiratory health impacts. Vegetation can help reduce both vehicle emission pollutants, as noted above, but can also help reduce "fugitive dust." Staff recommends that that the same landscape buffer required next to the freeway be installed on portions of the site that are directly across the street from the OHV area to mitigate dust impacts. A condition for this is included on the second page of the staff report.

Consideration 5: Alternative Zones and Uses for the Site

Summary:

- Applicant originally proposed RMF-75
  - Staff concerned with single use residential zone given lack of walkable services.
  - Current proposal is R-MU to support the potential for mixed-use development with services, such as retail.
- If not zoned R-MU, the private properties could remain/be zoned Agricultural and be used for agricultural purposes.
- Staff considered impacts of commercial or light industrial zones in analyzing R-MU appropriateness for the location.
- Commercial or industrial zones may have negative impacts on Regional Athletic Complex.

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[2] https://highways.dot.gov/public-roads/julyaugust-2003/living-noise. Accessed February 2, 2023.

[3] https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=NRMRL&dirEntryId=321772. Accessed February 2, 2023.

- Low intensity uses likely wouldn't have negative impacts. Standalone retail may not be viable. Standalone office may be viable.

Discussion:

Note on Original Zone Request (RMF-75)

The applicant originally requested the RMF-75 zone. That zone was requested in order to support the density they are conceptually showing for the site. However, Staff provided concerns about the isolation of the site from services given the number of units proposed and the current distance to retail, restaurant, or other service uses, and noted that another zone with a similar density and intensity may be more appropriate, such as the R-MU zone. Such a zone would allow for additional low intensity commercial uses that could be supported by the residents. Further, low intensity commercial uses would not have a negative impact on the adjacent Regional Athletic Complex.

The petitioner noted that they do not have concerns with the R-MU zone, and so Staff is recommending the R-MU zone. The RMF-75 and R-MU zones have similar bulk requirements, with the primary difference being the allowance for nonresidential uses in the R-MU zone. Staff considered other zones that would allow a similar level of development, such as General Commercial (CG), Mixed Use (MU), Transit Station Area (TSA), Form Based (FB), and Residential Office (RO). However, the zones either allowed higher intensity industrial uses with potential negative impacts to the park (CG), not enough commercial use area allowed (MU), not a wide enough variety of commercial use (RO), or were largely intended for more transit accessible areas (TSA/FB).

If the private property is not zoned R-MU, the property could remain/be zoned Agricultural and continue to be used for the current horse and livestock related activities.

Alternative Zones, Uses, and Compatibility

Staff considered other zones and their impacts in analyzing zones that could be compatible with the recreational uses on the RAC. Alternative zoning and future uses of the site could include light industrial or commercial uses if the properties were zoned a General Commercial, Business Park, or Light Manufacturing designation. However, light industrial, such as warehousing or manufacturing, might not be a good fit for the site due to typically large warehouse or manufacturing building footprints and the narrow shape of the lot. Additionally, the more intense uses in those zones, including those with large outdoor equipment, may have higher potentials for nuisances to the park, such as noise, odors, or light, than less intensive zones.

With many commercial or mixed-use zones, the property could be used for standalone retail, restaurant, or office uses. Standalone retail and restaurant use (without additional residential on site) may not do well in this area, given the lack of car and foot traffic that frequents the road. However, those uses would likely not have a negative impact on the recreational uses. Office uses would be well supported by the adjacent freeway interchange, are generally low intensity, and are unlikely to have a negative impact on the recreational use. Those low-intensity commercial uses are possible with the proposed R-MU zone.

STAFF RECOMMENDATION & SUMMARY

Based on Citywide policies for residential development, Staff is recommending a R-MU, Residential Mixed Use, zoning designation for the private properties.

Staff acknowledges that the small area plan for the area calls for agricultural or open space uses. However, there is little in the plan to support that designation except that the designation was intended to ensure compatibility with the recreational uses at the Regional Athletic Complex.

Other uses besides agricultural are compatible with recreational uses and would provide more users of this recreational space. Residential is particularly compatible with recreational/park uses and low intensity commercial uses could serve both the future residential population on the property and users of the RAC facilities.

The City's general citywide and housing plans include several policies that support rezones for housing development, and include policies promoting growth in general, redeveloping underutilized land, encouraging mixed land uses, providing access to healthy lifestyle opportunities, and locating development near existing infrastructure. The proposed rezone fits with these policies by accommodating new residents, redeveloping an underutilized property, encouraging mixed use, providing access to recreation, and being located near planned public infrastructure.

The zoning will accommodate a significant amount of new residential development. The City will ultimately be making park and infrastructure investments in this area and additional residents and development should utilize the City's investments in the area.

Staff is recommending the OS zone for the City and State properties as the zone aligns with their intended uses and aligns with the small area plan designation for the properties.

Based upon the considerations and analysis in this report, Staff is recommending that the Planning Commission forward positive recommendations to the City Council with the conditions noted in the discussion section and listed on the second page of the report.

NEXT STEPS

The Planning Commission's recommendation for the proposed annexation zoning and zoning map amendment, including any conditions, will be forwarded to the City Council. The City Council has final decision-making authority on the annexation and zoning map amendment. Additional public hearings will be held by the City Council as part of their consideration of the proposals.

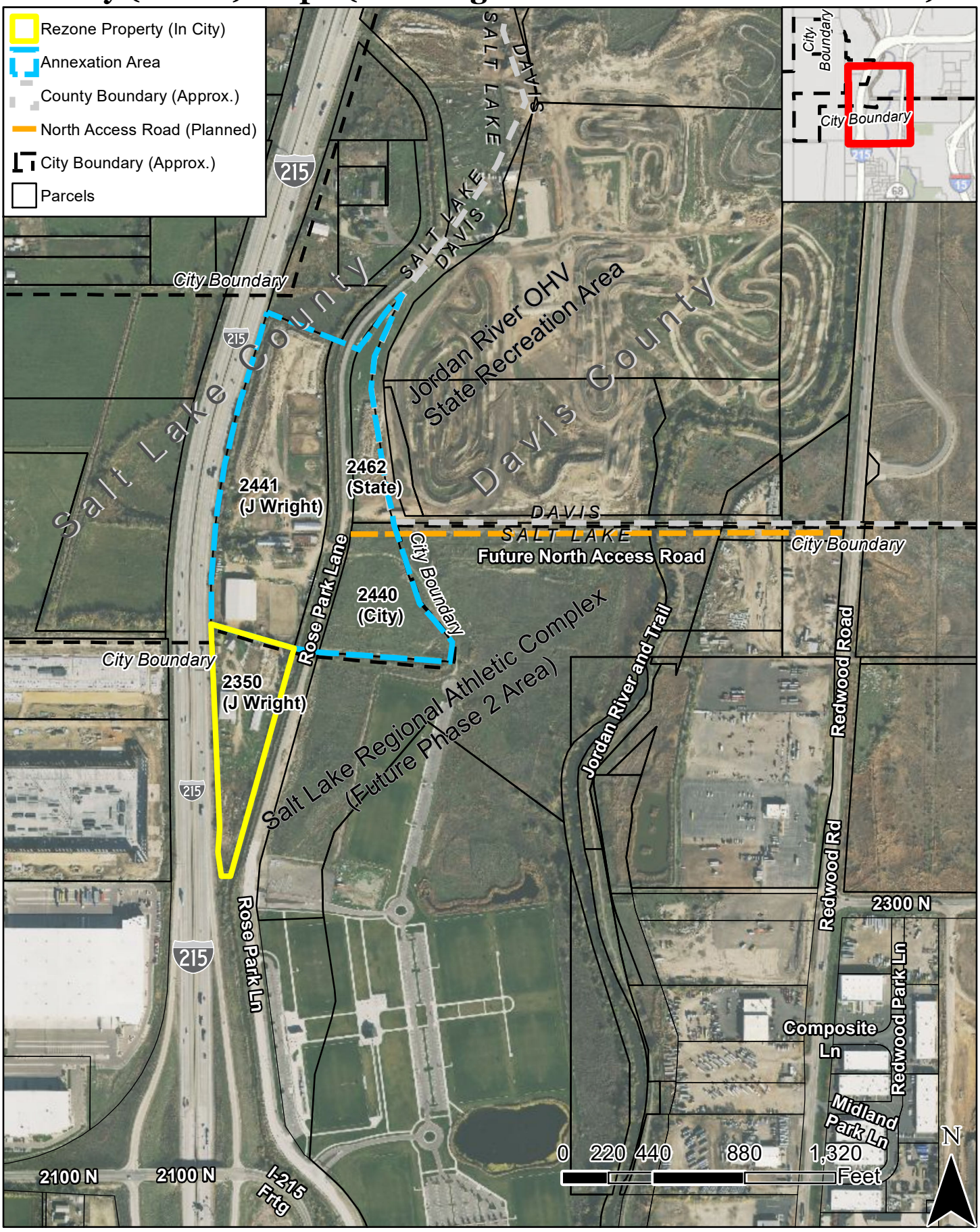
For the annexation properties, the Council may approve the zoning or may adopt different zones. For the rezone property, the council may approve the rezone, deny the rezone, or adopt a different zone with similar characteristics.

If the proposed zoning for the private properties is adopted, the private properties could be developed for uses in the R-MU zone. If the developer were to proceed with their concept plans, the development would come before the Planning Commission as a Planned Development due to having multiple buildings without public street frontage on the lot.

ATTACHMENT A: Vicinity, Zoning, and Future Land Use Maps

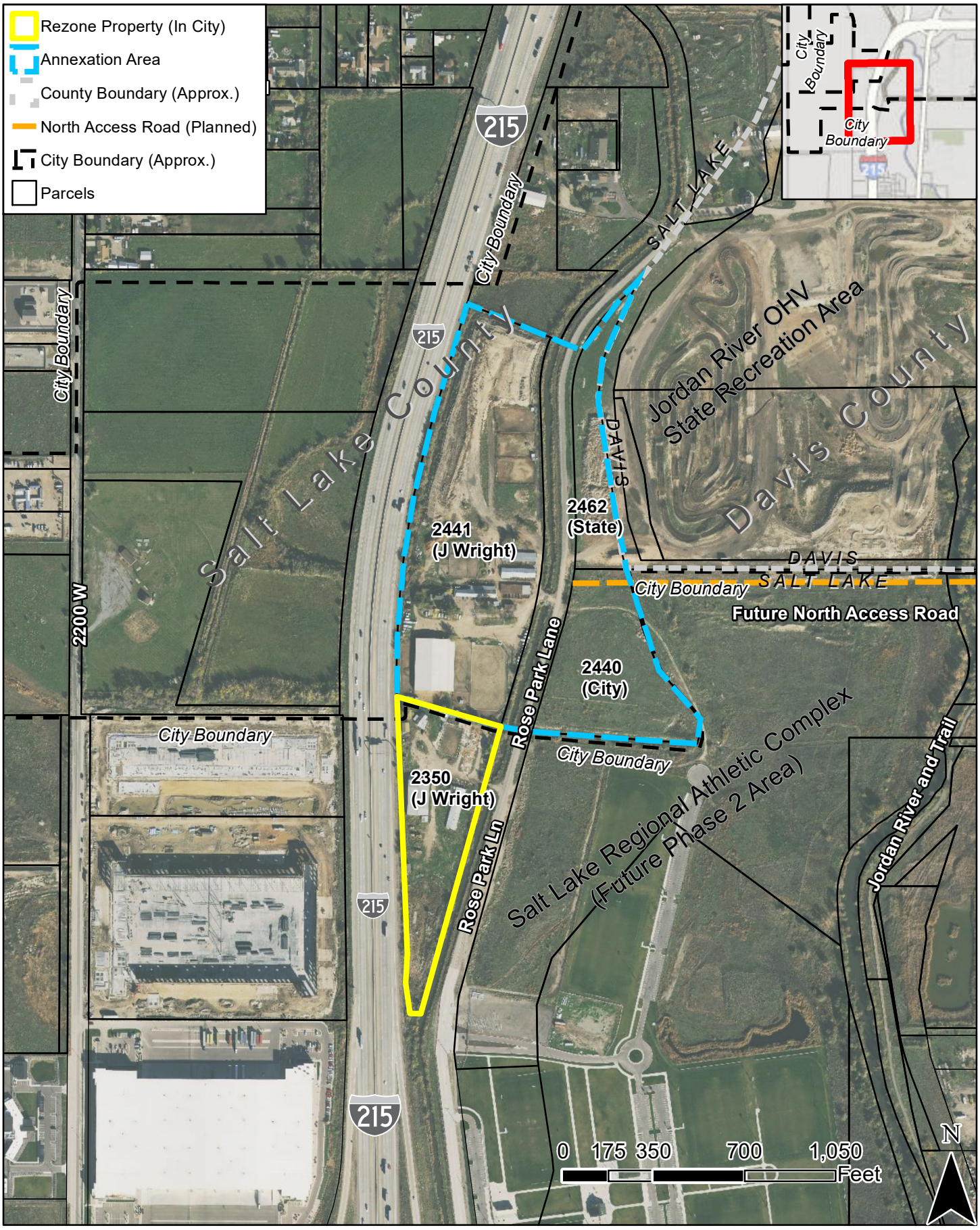
This attachment includes an aerial map, current zoning map, and future land use map.

Vicinity (Aerial) Map - (Showing Future Redwood Connection)



Salt Lake City Planning Division 2/16/2023

Vicinity (Aerial) Map



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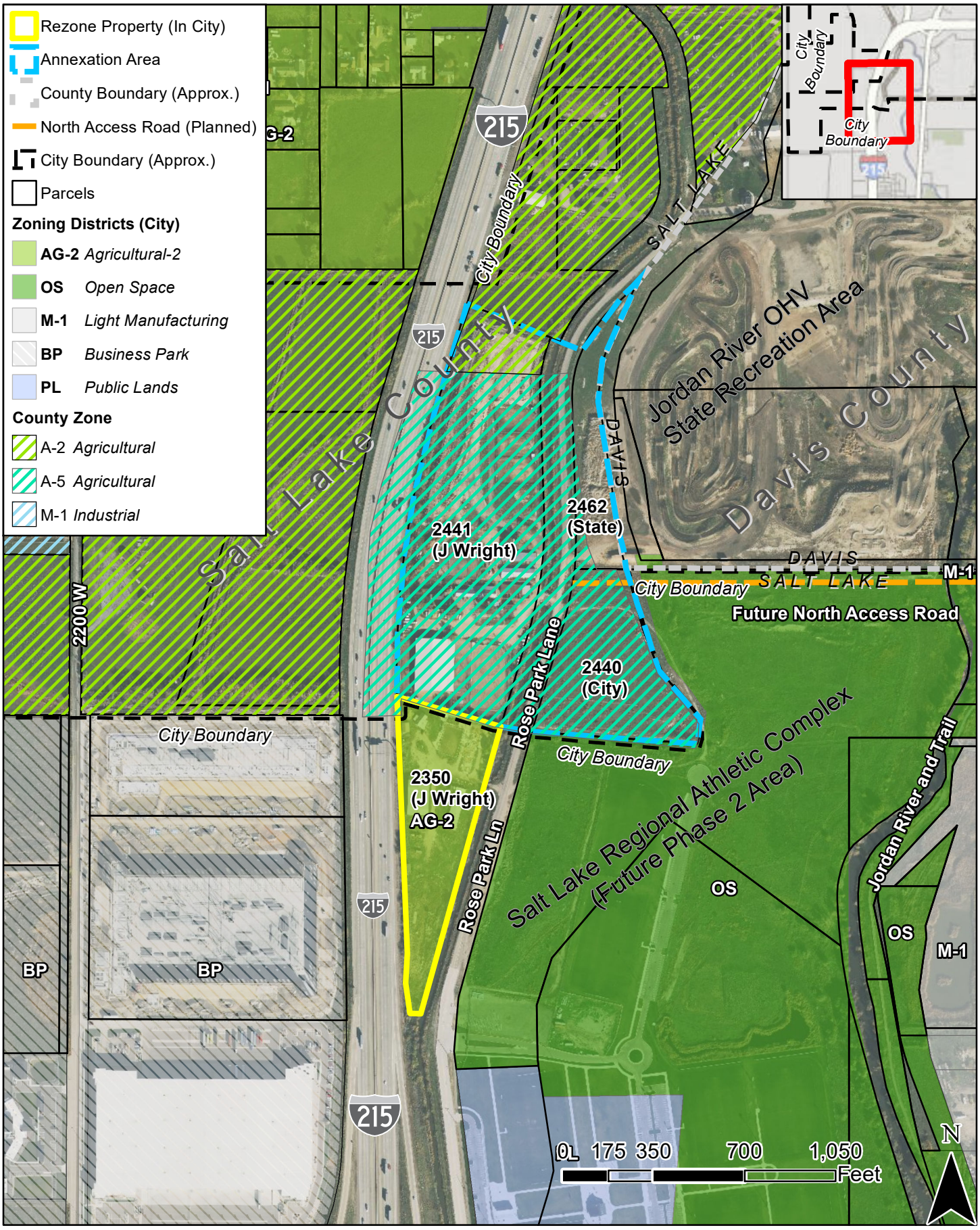
Zoning Map



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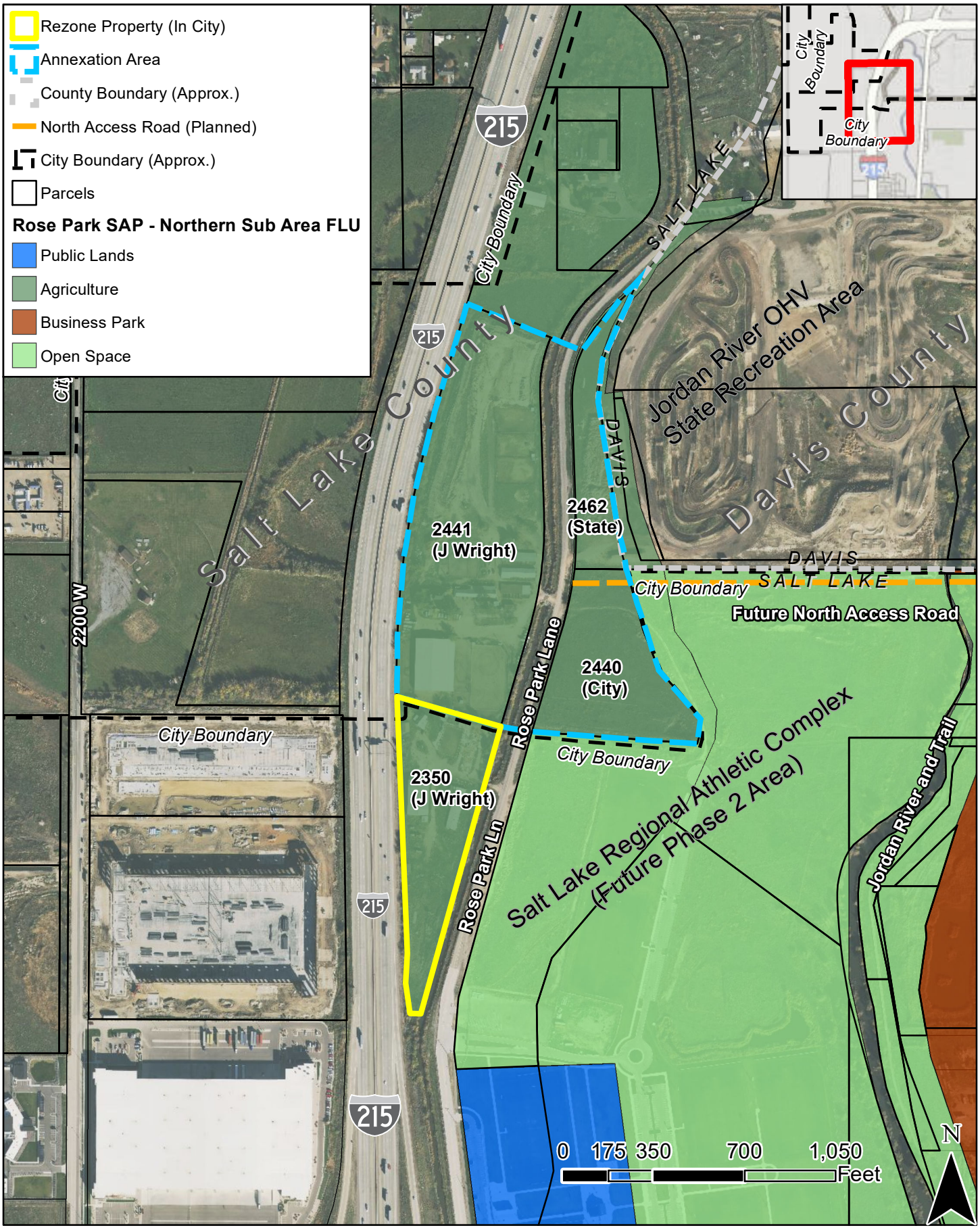
Future Land Uses



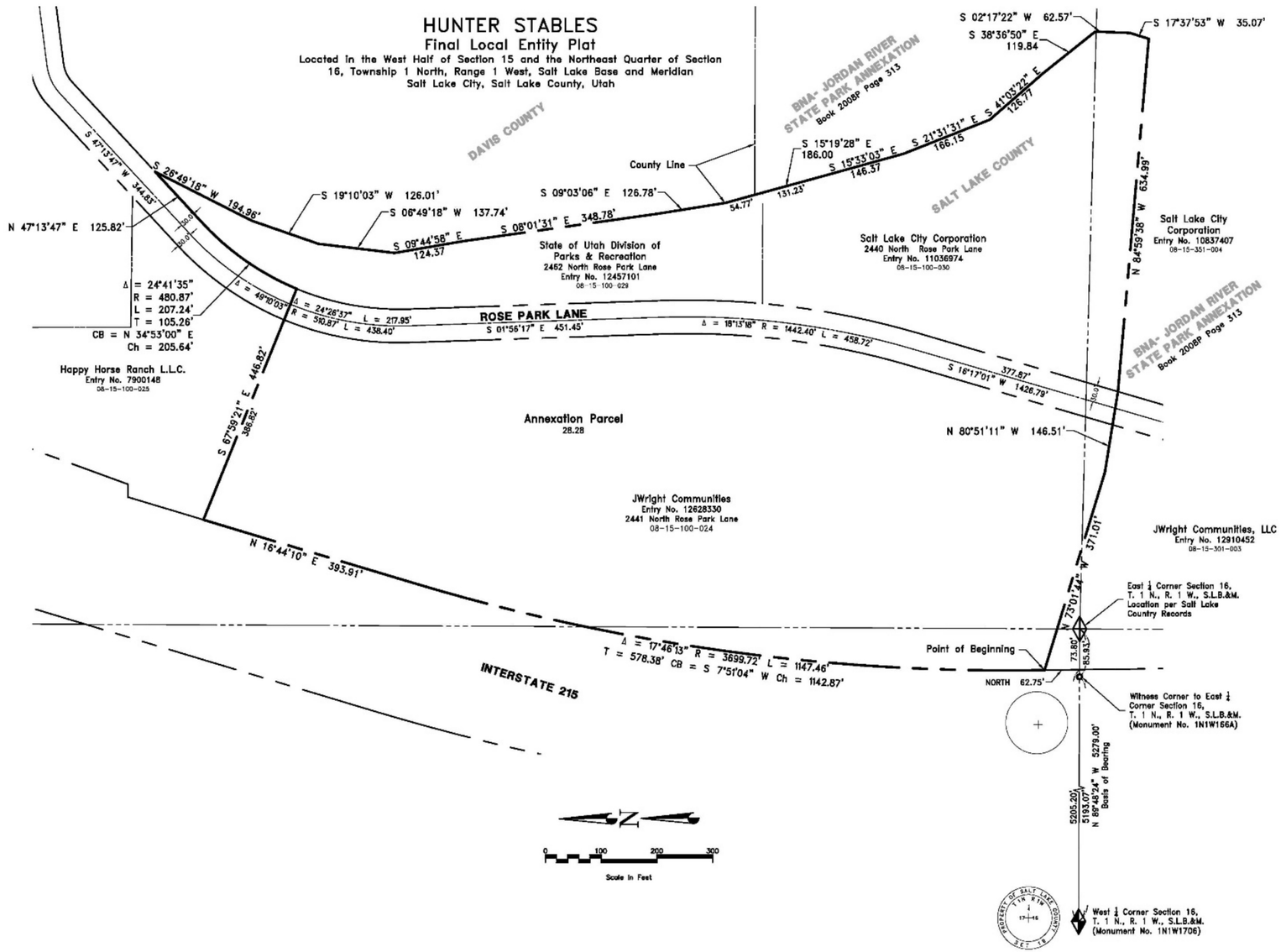
Salt Lake City Planning Division 2/16/2023

ATTACHMENT B: Annexation Plat

This is the official surveyed plat of the proposed annexation area.

HUNTER STABLES
Final Local Entity Plat

Located in the West Half of Section 15 and the Northeast Quarter of Section 16, Township 1 North, Range 1 West, Salt Lake Base and Meridian
Salt Lake City, Salt Lake County, Utah



SURVEYOR'S CERTIFICATE:

I, Mark N Gregory, a Professional Land Surveyor licensed under Title 58, Chapter 22, Professional Land Surveyors Licensing Act, holding license no. 334576, do hereby certify that a final local entity plat, in accordance with Section 17-23-20, was made by me, or under my direction, and shown hereon is a true and Correct presentation of said Final Local Entity Plat.

Date: February 2, 2022

Mark N Gregory
P.L.S.No 334576

HUNTER STABLES ANNEXATION:

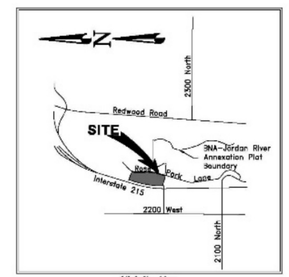
A parcel of land located in the West Half of Section 15 and the Northeast Quarter of Section 16, Township 1 North, Range 1 West, Salt Lake Base and Meridian described as follows:

BEGINNING at a point on the east line of Interstate 215, said point being North 89°48'24" West 73.80 feet along the south line of the Northeast Quarter of Section 16, Township 1 North, Range 1 West, Salt Lake Base and Meridian and North 62.75 feet from the East Quarter Corner of said Section 16, said point also being on the arc of a 3,699.72 foot non-tangent curve to the right; thence along said east line the following two courses: 1) Northerly 1,147.46 feet along the arc of said curve through a central angle of 17°46'13" and a long chord of North 07°51'04" East 1,142.87 feet and 2) North 16°44'10" East 393.91 feet; thence South 67°59'21" East 446.82 feet to a point on the east line of Rose Park Lane and a point on the arc of a 480.87 foot non-tangent curve to the right; thence along said line the following two courses: 1) Northeasterly 207.24 along the arc of said curve through a central angle of 24°41'35" and a long chord of North 34°53'00" East 205.64 feet and 2) North 47°13'47" East 125.82 feet to the Salt Lake and Davis County line; thence along said line the following seven courses: 1) South 26°49'18" West 194.96 feet, 2) South 19°10'03" West 126.01 feet, 3) South 06°49'18" West 137.74 feet, 4) South 09°44'58" East 124.37 feet, 5) South 08°01'31" East 348.78 feet, 6) South 09°03'06" East 126.78 feet and 7) South 15°19'28" East 54.77 feet to the northerly line of the BNA-Jordan River State Park Annexation, an Annexation Plat recorded December 29, 2008 as Entry No. 10587831 in Book 2008P at Page 313 of the Salt Lake County records; thence South 15°19'28" East 131.23 feet; thence South 15°33'03" East 146.37 feet; thence South 21°31'31" East 166.15 feet; thence South 41°03'22" East 126.77 feet; thence South 38°36'50" East 119.84 feet; thence South 02°17'22" West 62.57 feet; thence South 17°37'53" West 35.07 feet; thence North 84°59'38" West 634.99 feet to said east line of Rose Park Lane; thence North 80°51'11" West 146.51 feet; thence North 73°01'44" West 371.01 feet to the POINT OF BEGINNING. Said parcel contains 1,231,894 square feet or 28.28 acres, more or less.

NARRATIVE:

The purpose of this plat is to provide a visual and written description for the annexation of the tract of land described hereon into the Salt Lake City limits. Record information from the Salt Lake County Survey, Salt Lake County Recorder and the Salt Lake City Surveyor was relied on for this plat.

The effective date of the Parcel Numbers shown hereon is February 1, 2022.



Vicinity Map
Not to Scale

	PREPARED BY:	SALT LAKE COUNTY SURVEYOR	SALT LAKE CITY ATTORNEY	SALT LAKE CITY APPROVAL	SALT LAKE COUNTY RECORDER _____	
NUMBER _____ ACCOUNT _____ SHEET 1 OF 1 SHEETS	DOMINION Engineering Associates, L.C. 5684 South Green Street Murray, Utah 84123 801-713-3000	Approved this _____ day of _____, 20____ as a Final Local Entity Plat by the Salt Lake County Surveyor. _____ Salt Lake County Surveyor	Approved as to form this _____, of _____ 20____. _____ Salt Lake City Attorney	Presented to Salt Lake City this _____, of _____ 20____, and is hereby approved. _____ Salt Lake City Mayor _____ Attest: Salt Lake City Recorder	State of Utah, County of Salt Lake, recorded and filed at the request of _____ Date _____ Time _____ Book _____ Page ____ $ _____ Fees _____ Salt Lake County Recorder	NUMBER _____ ACCOUNT _____ SHEET 1 OF 1 SHEETS

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ATTACHMENT C: Applicant's Narrative and Concept Plan

EXHIBIT A
SUBMITTAL REQUIREMENTS
PROJECT DESCRIPTION

1. PURPOSE FOR THE AMENDMENT IN QUESTION:

- Acreage: 4.93 acres
- Address: 2350 N. Rose Park Ln., Salt Lake City, Utah 84116 (the "**Property**")
- Current Zoning: Agricultural 2 Acre Minimum (AG-2)
- Proposed Zoning: High Density Multi-Family Residential District (RMF-75)

2. A DESCRIPTION OF THE PROPOSED USE OF THE PROPERTY BEING REZONED: The Property is currently in Salt Lake City. The intention is to annex in adjoining land from unincorporated Salt Lake County (the "**Annexation Property**")[1] and have a single, integrated multifamily project located on the combined land. The requested rezone will facilitate the development of this project, and will tie in infrastructure improvements intended for the area to facilitate development. The conceptual site plan, attached hereto as Exhibit B, contemplates, among other things for both the Property and Annexation Property:

- 11 buildings (5 stories – less than 75' in height);
- 164 units per building (500 sq. ft. minimum);
- Total density of 1,804 units;
- Building coverage of 29%;
- Parking Provided: Podium (2 levels each building) (1,760 parking spaces), and Surface (775 parking spaces) (total of 2,535 parking spaces);
- Parking coverage of 30%; and
- Landscaping coverage of 41%.

3. REASONS WHY THE PRESENT ZONING MAY NOT BE APPROPRIATE FOR THE AREA:

- The Property is adjoined by the following zoning districts:
  - North: N/A Unincorporated [Annexation Property (High Density Multi-Family Residential District (RMF-75)) upon completion of annexation and rezone)]
  - East: Open Space (OS)
  - South: Single Family Residential (R-1-7000) separated by I-215 and Frontage Rd.
  - West: Business Park (BP) separated by I-215

- The Property is located within an agricultural area of the Rose Park Small Area Plan (adopted 2001), and other details therein are very limited. The Property is generally located within the Northwest Jordan River/Airport Master Plan (adopted 1992) but the exact location of the Property is not discussed within such Master Plan. The Northwest Jordan River/Airport Master Plan highlights the importance of eliminating use conflicts between adjacent properties. Multi-family residential housing does not conflict with the surrounding uses detailed above. Further, we intend to preserve open space and existing

[1] The Annexation Property adjoins the Property to the north (2441 N. Rose Park Ln., Salt Lake City, Utah 84116). The Annexation Property is approximately 17.21 acres. Applicant is simultaneously seeking to annex the Annexation Property into Salt Lake City with requested zoning of RMF-75.

trees on the Property and the Annexation Property in accordance with the Salt Lake City Urban Forestry.

- A rezone of the Property would support business park uses in the area, if they develop in accordance with current zoning. The existing Salt Lake City Regional Athletic Complex (RAC) to the east provides an adjacent, complimentary use. Multi-family residential housing will involve efficient use of the Property and Annexation Property and coordinate well with existing and planned public infrastructure.

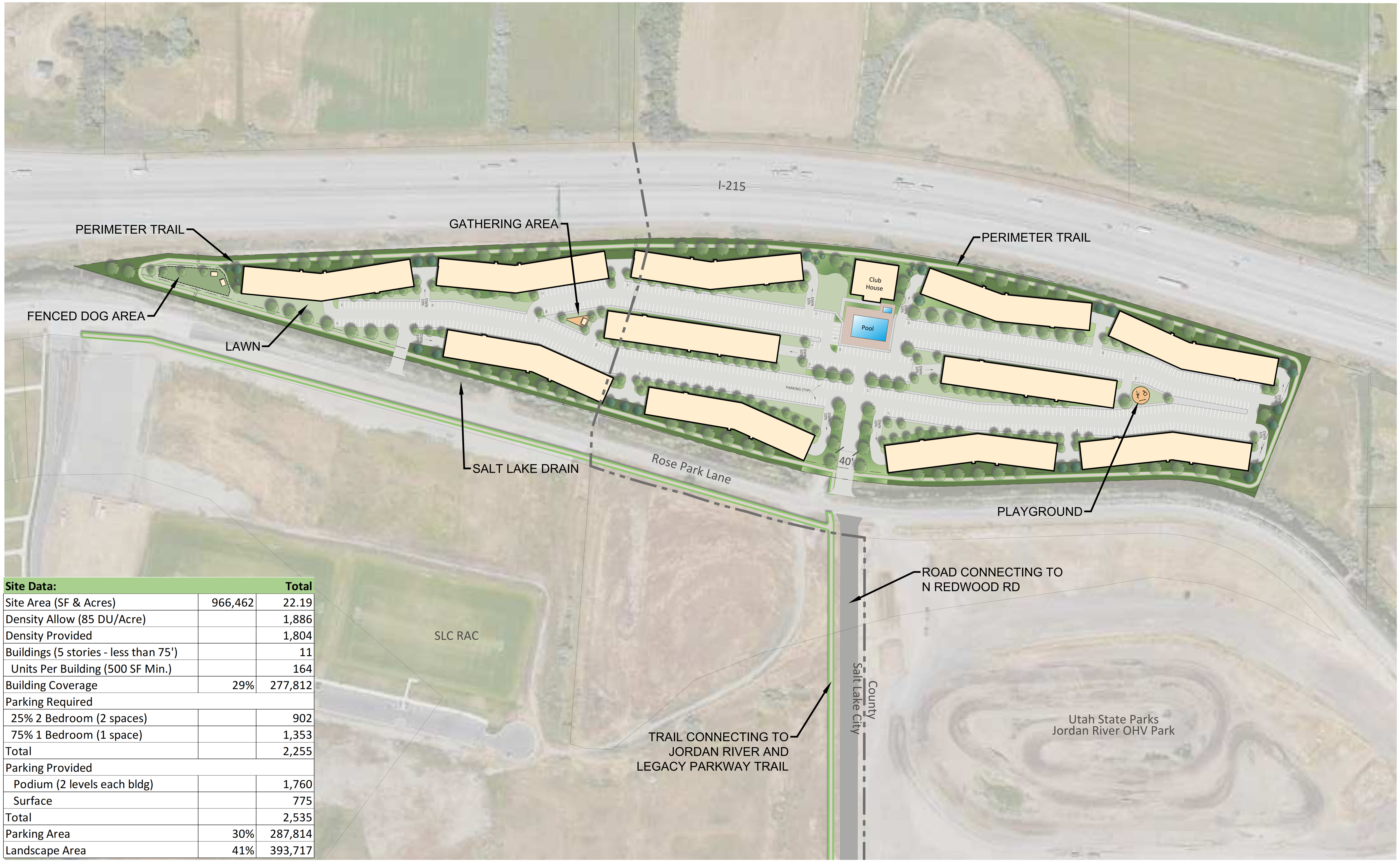
- A rezone of the Property and the Annexation Property will support nearby developments, including, without limitation, the RAC, and will provide infrastructure improvements for the area to facilitate development. We have been in contact with the Utah Department of Transportation, Salt Lake City Public Utilities, and others with respect to constructing and/or contributing to: (i) Sports Park Boulevard, (ii) the upgrade of the intersection of Sports Park Boulevard and Redwood Road, (iii) new water and sewer lines through Sports Park Boulevard, and (iv) a Salt Lake City drain bridge on or near the Property. The installation of Sports Park Boulevard and the upgrade of the aforementioned intersection will reduce traffic congestion on Rose Park Lane after RAC sporting events. The construction of new water and sewer lines and the drain bridge will facilitate development in the area generally.

4. PARCEL NUMBERS TO BE CHANGED:

- Property: Parcel Id. No. 08153010030000; AG-2 to RMF-75
- Annexation Property: Parcel Id. No. 08151000240000; Unincorporated to RMF-75

EXHIBIT B
SITE PLAN

[See Attached]



Site Data:		Total
Site Area (SF & Acres)	966,462	22.19
Density Allow (85 DU/Acre)		1,886
Density Provided		1,804
Buildings (5 stories - less than 75')		11
Units Per Building (500 SF Min.)		164
Building Coverage	29%	277,812
Parking Required		
25% 2 Bedroom (2 spaces)		902
75% 1 Bedroom (1 space)		1,353
Total		2,255
Parking Provided		
Podium (2 levels each bldg)		1,760
Surface		775
Total		2,535
Parking Area	30%	287,814
Landscape Area	41%	393,717

0 50' 100' 200'
Scale: 1" = 100'-0"

HUNTER STABLES APARTMENTS

SALT LAKE CITY, UTAH

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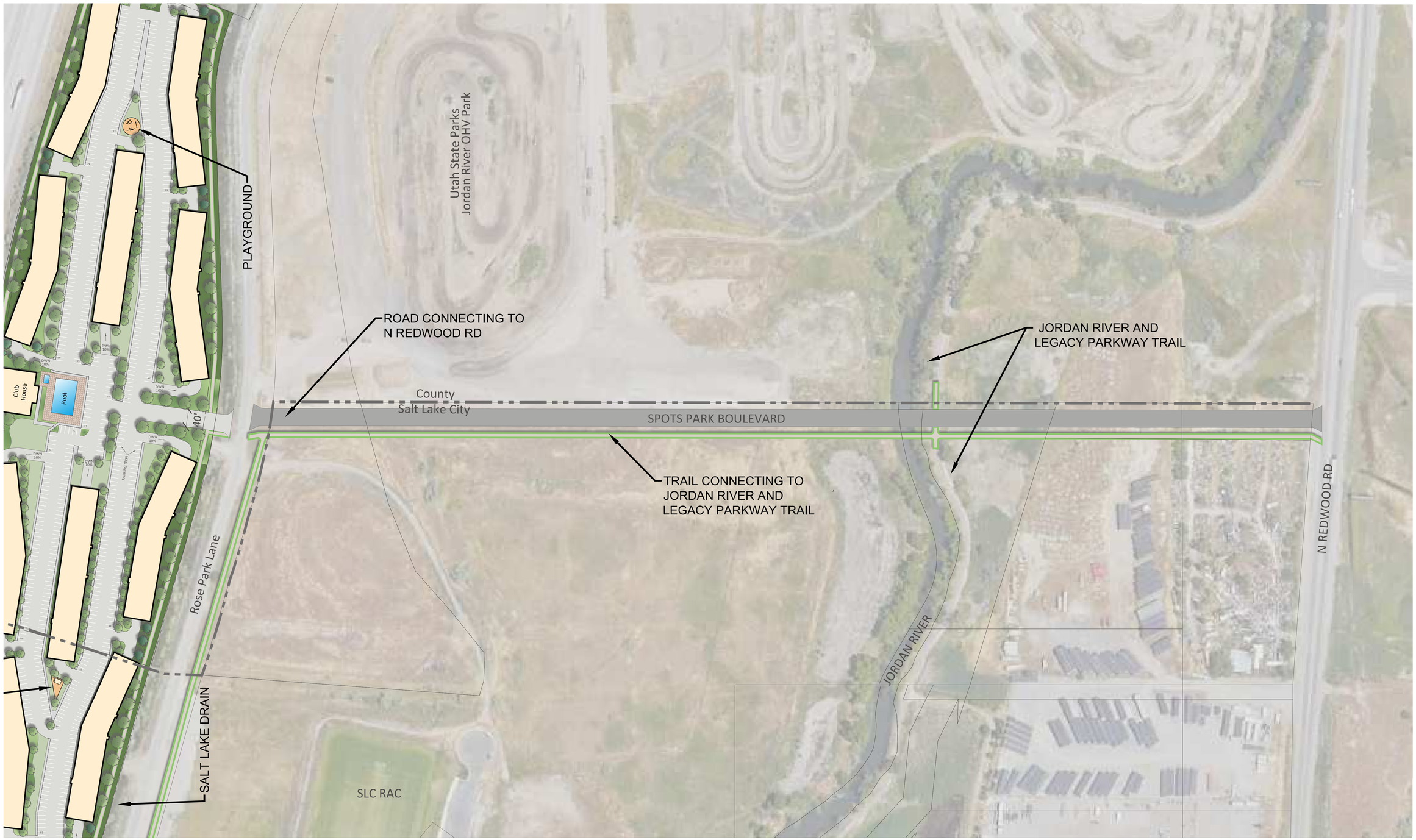
CONCEPTUAL SITE PLAN
12 MAY 2021

MGB+A
The Grassli Group



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HUNTER STABLES APARTMENTS

SALT LAKE CITY, UTAH

CONCEPTUAL SITE PLAN

13 APRIL 2120

MGB+A
THE GUND GROUP

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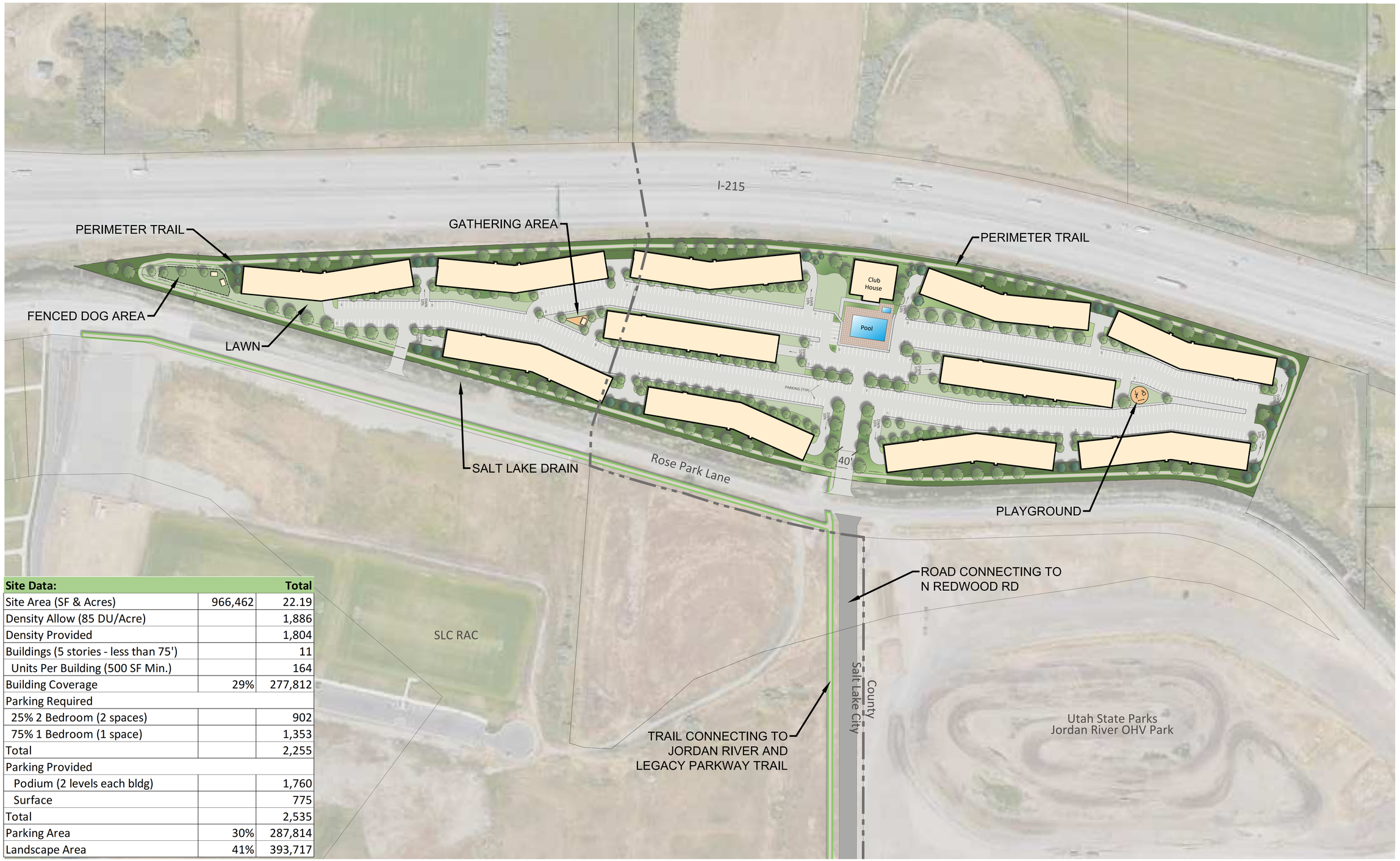
CRSA



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HUNTER STABLES APARTMENTS

SALT LAKE CITY, UTAH

CONCEPTUAL SITE PLAN
12 MAY 2021

MCB+A

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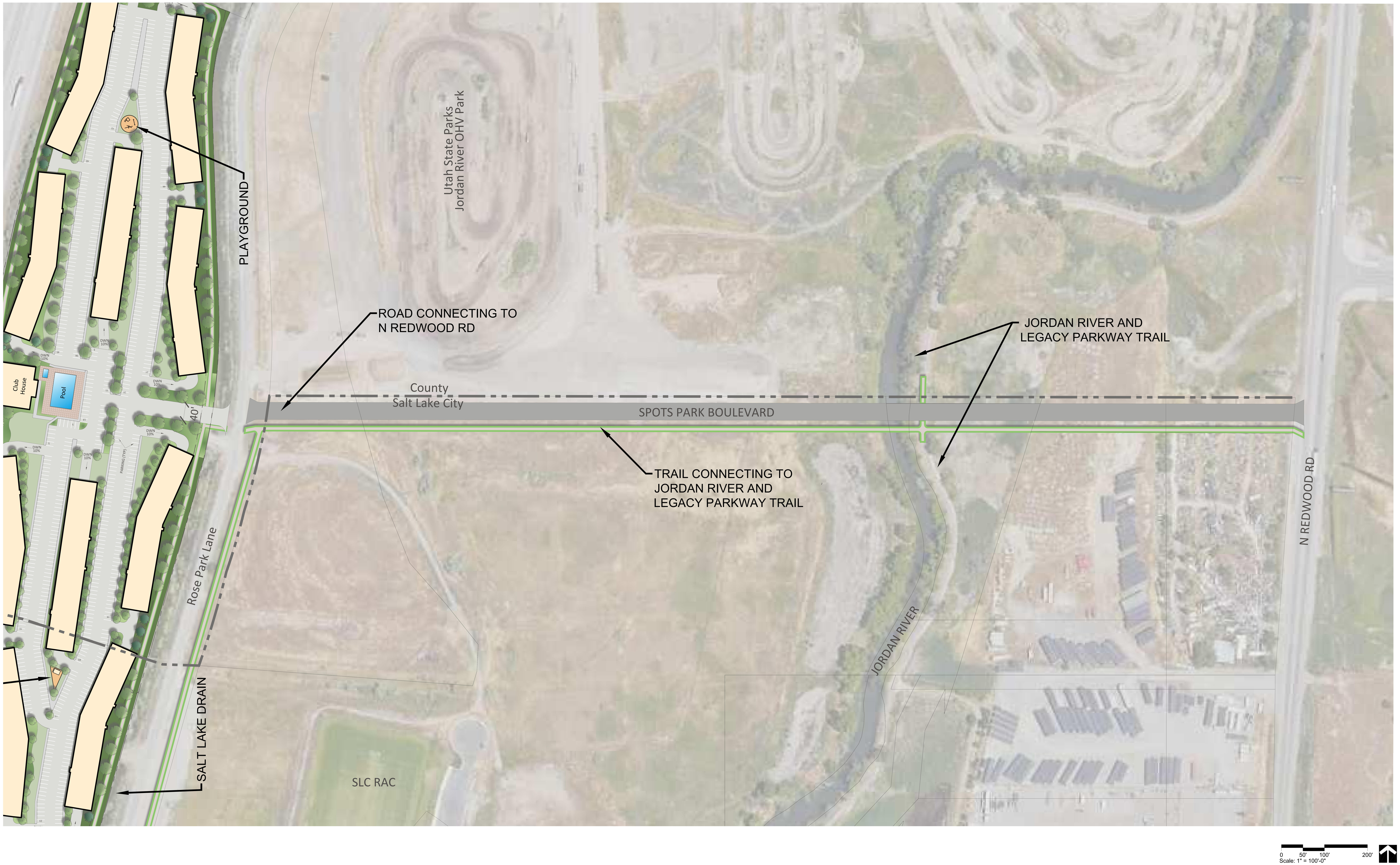

HUNTER STABLES APARTMENTS

SALT LAKE CITY, UTAH

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Plotted: 4/13/21 at 2:37pm By: tylerr

CONCEPTUAL SITE PLAN

13 APRIL 2120

MGB+A
The Grassli Group


CRSA

ATTACHMENT D: City Plan Policies

The below are related policies from adopted City Master Plans. Each plan title is followed by a table where Staff has compiled related policies or discussion text from the associated plan. Some policies may not be directly applicable but have been identified in public or other comments and so have been included below.

The plan policies related to growth and housing are applicable to the privately owned property that is intended for residential development. Staff has also included some policies related to recreational and open space uses that apply to the City/State properties.

The *Rose Park Small Area Plan* policies related to the proposal are located in and discussed in Consideration 1.

Salt Lake City Housing Plan

Issues/Goals/Objectives	Status in Relation to Proposal	Discussion
Housing Crisis Section Summary: 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.	Consistent	The zoning change would support additional housing in the City and relieve price pressures on existing housing.
GOAL 1: Increase housing options: Reform city practices to promote a responsive, affordable, high-opportunity housing market	Consistent	Broad goal supports additional housing options to respond to housing needs and demand. Analysis regarding specific objectives/policies within this goal is noted below.
Objective 1: Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city	Consistent	The proposed zoning change would add additional housing units to help increase the supply of housing in the City and reduce the price increase pressure on existing housing.
1.1.1 Develop flexible zoning tools and regulations, with a focus along significant transportation routes. *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*	Consistent	This policy supports expanding zoning/regulations that support new housing, particularly along significant transportation routes. This property is located along a major transportation route (I-215), with very convenient access to that route. In the future, Redwood Road will also be quickly accessible from the development via a planned new direct

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.		road connection. The policy notes that there will likely be a need for significant infrastructure improvements. The improvements to support this development will likely occur from a mix of City/State funding (North Access Road) and private developer funding (all other improvements such as utilities).
Goal 3: Equitable and Fair housing: Build a more equitable city **Objective 3**: Implement Life cycle Housing principles in neighborhoods throughout the city **Plan Narrative**: *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 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*	Neutral/ Consistent	While the developer's concept plans only show multi-family residential development, the zone would allow a mix of housing types, including single-family residential, townhomes, mixed use, and multi-family development. However, this policy is primarily intended to ensure that other types of housing are available in existing neighborhoods beyond single-family residential.

creates policy that allows for the building.		

2016 Salt Lake Housing Policy (Housing Policy Statements Adopted by the City Council)

Policy	**Status**	**Discussion**
1. Foster and celebrate the urban residential tradition;	Neutral	The proposal is not located within a highly urbanized area of the City.
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;	Neutral	The proposal does not involve commercial uses/local goods and services within a neighborhood.
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;	Consistent	The proposal would provide additional multi-family residential which meets a housing need in an area currently predominantly single-family.
4.Develop new housing opportunities throughout the City;	Consistent	The proposal adds additional housing in the City outside of the currently developed residential areas.
5. Ensure that affordable housing is available in all neighborhoods and not concentrated in a few areas of the city;	Neutral	The proposal does not currently involve any "income restricted" affordable housing.
6. Emphasize the value of transit-oriented development, transit accessibility, and proximity to services;	Not consistent	The proposal is not currently served by a dedicated transit route. It is likely that at full build-out a transit route would be supported due to the number of residents in this location.
7.Recognize that residents, business owners, and local government all have a role to play in creating and sustaining healthy neighborhoods;	Neutral	General statement that is not applicable to proposal.
8. Create an appropriate balance of rental and ownership opportunities in neighborhoods without jeopardizing an adequate supply of affordable housing;	Neutral	Any development on the site could be either rental or owner occupied.
9. Strongly incentivize or require the use of green building techniques and sustainability practices in public and private housing developments;	Neutral/NA	This pertains to creating new City regulations and does not apply. The proposal will have to comply with City ordinances and building codes related to sustainability practices and building techniques.

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;	Neutral/NA	This is not directly related to this amendment.
11.Consider the needs of multi-generational households and ensure housing products are available to meet those needs.	Neutral/NA	The proposed concept plan does not address potential future specific unit types.
12.Address the livability of neighborhoods and concentrations of ageing adults, and plan and implement strategies that will allow residents to Age in Place.	Neutral/NA	This policy is aimed at ensuring a diversity of housing types in larger neighborhoods to allow residents to change housing types as they age, rather than in any one specific development.

Plan Salt Lake

Plan Salt Lake City is a City-wide master plan. This master plan is broad and not property specific. The following list includes excerpts of the narratives and policies from the plan regarding growth, housing, and parks and recreation. These are also further discussed in Consideration 1.

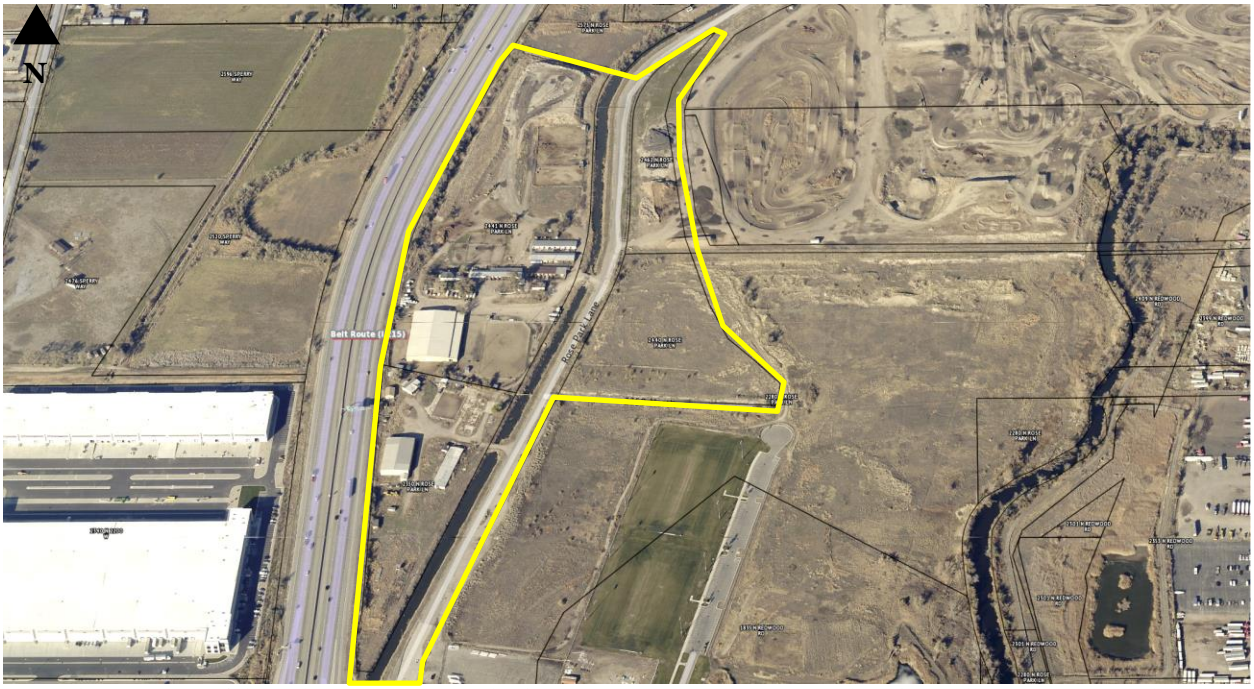
Policies	Status	Staff Discussion
Growth/ (Discussion excerpt) Growing responsibly, while providing people with choices about where they live, how they live, and how they get around. 1. Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors. 2. Encourage a mix of land uses. 3. Promote infill and redevelopment of underutilized land. 4. Preserve open space and critical environmental areas. 5. Reduce consumption of natural resources, including water. 6. Accommodate and promote an increase in the City's population.	Mixed, Consistent/Neutral /Not Consistent	1. The proposal is located adjacent to a major freeway and will have connection to a major street (Redwood Road) due to future State/City infrastructure investment in a new road that accesses the property. However, additional, significant developer provided infrastructure will be required to be installed to serve the property. 2. The zoning of the private property would allow a mix of uses. 3. The private property is currently underutilized with at least half of it being used for outdoor equipment storage, and the zoning would encourage its redevelopment. 4. The private property is generally used for agricultural and horse boarding activities. These uses could fall under the term "open space." Records do not indicate that it contains any critical environmental features, such as wetlands. The City (RAC) and State (State Park) properties

7. Work with regional partners and stakeholders to address growth collaboratively. 8. Provide access to opportunities for a healthy lifestyle (including parks, trails, recreation, and healthy food).		function now, or will function, for uses that generally fall under "open space." The City property itself has a deed restriction limiting the use of the property for open space type uses. 5. Multi-family residential development uses relatively little water compared to single-family residential, agricultural, or industrial development. 6. The proposal would accommodate approximately 1,800 new units over the next decade or so. 7. This policy isn't directed at individual developments. However, the State/City will need to continue working together with regard to the North Access Road and any improvements to the I-215 interchange where they connect to City streets. 8. The site is directly adjacent to a regional recreational sports facility, which will soon have a playground, and will be a short walk to the Jordan River trail when the North Access Road is completed. This area of the City generally requires a car to visit a grocery or convenience store. The proposed mixed-use zoning of the private property would allow for future retail, such as grocery or convenience stores, and could be supported by the number of residents and also users of the RAC.
Housing/ 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. *Discussion (Excerpt)* Almost half of the total housing units in Salt Lake are single-family detached dwellings. While preserving the existing housing stock will continue to be a	Mixed, Consistent/Neutral/ Not Consistent	1. The proposal would allow for the creation of multi-family rental housing, but they could also be condominiums. The developer has not indicated that the housing will be income restricted. 2. Not applicable, this would generally be considered relatively high-density development. 3. Not applicable. This is aimed at ensuring a diverse range of housing options in predominantly single-family neighborhoods. 4. This area has a high level of current and planned vehicle transportation

priority for Salt Lake City, over the next 25 years, it will be critical for us to encourage and support a diversity of new housing options and types with a range of densities throughout the City to best meet the changing population. *Policies:* 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.		infrastructure, a current and future high level of recreational access (RAC, Jordan River Trail), but a low level of nearby service access (retail, grocery) except via a car. The number of future residents in this location may support additional pedestrian accessible services, such as retail. 5. This is not in an existing neighborhood. 6. Newer construction is generally more energy efficient. 7. The area is not currently served by transit, but a transit stop could be possible in the future with the number of residents at the location. 8. Not applicable.
Parks and Recreation GUIDING PRINCIPLE/ Protecting the natural environment while providing access and opportunities to recreate and enjoy nature. 2040 TARGETS: 1. Increase Park Space	Neutral/Consistent	Most of these policies aren't directly applicable to the proposal, but the proposed Open Space zoning supports additional park space and allows the recreational facility to be "enhanced" with a second phase. (Target 1 and Initiative 4) The proposed private property zoning would support additional households that have both a park and a recreational space (RAC

2. Parks Or Open Space Within Walking Distance Of Every Household 3. Increase Miles Of Trails Initiatives: 1. Balance protection and management of natural lands with access to recreational opportunities. 2. Provide accessible parks and recreation spaces within 1/2 mile of all residents. 3. Enhance trail and open space connectivity through improved visual and physical connections. 4. Protect and enhance existing parks, recreational facilities, and trails allowing for modifications to enhance usability and promote activity. 5. Establish level of service standards that address type, proximity, quality, and quantity of park space that is responsive to both citywide and neighborhood needs. 6. Integrate artistic elements into parks, urban trails, and other urban public spaces. 7. Support urban agriculture and local food systems that produce healthy and sustainable food for the community, while providing valuable open space.		and the Jordan River trail) within a ½ mile of their location. (Target 2 and Initiative 2)

ATTACHMENT E: Property and Vicinity Photos



Birds-eye view of the subject properties, looking west. Properties are outlined in yellow (Source: Salt Lake County Assessor, photo dated 11/21/2022)

Birds-eye view of the site, looking west. Properties outline in yellow. (Source: Salt Lake County Assessor, photo dated 11/22/2022)

View of the OHV State Park property proposed for annexation, looking south-east near the center of the property on Rose Park Lane.

View of the north end of the JWright property, looking west from Rose Park Lane. Horse corral and shed are visible.

View of the north end of the property, looking north-west from Rose Park Lane. A horse corral and shed are visible on the property.

View toward the middle of the property from the north end of the site, looking south-west.

View of the middle of the property, at the northern canal bridge, looking west. (Source: Google Street View, dated November 2022)

View just to the south of the middle of the JWright site, looking west toward I-215 from Rose Park Lane.

Panoramic view of the middle of the JWright property, looking west toward I-215 from Rose Park Lane.

Panoramic view of the Regional Athletic Complex (area already in the City) from the middle of the south half of the JWright property, looking east from Rose Park Lane.

View of the southmost end of the JWright property, looking north from Rose Park Lane

Panoramic view of the south end of the site, looking west from Rose Park Lane. The structure in the background is located on the other side of the freeway.

ATTACHMENT F: Zoning District Information

This attachment includes information sheets for the zone currently applied to the property within the City (2350 N) and the proposed zones for all of the properties.

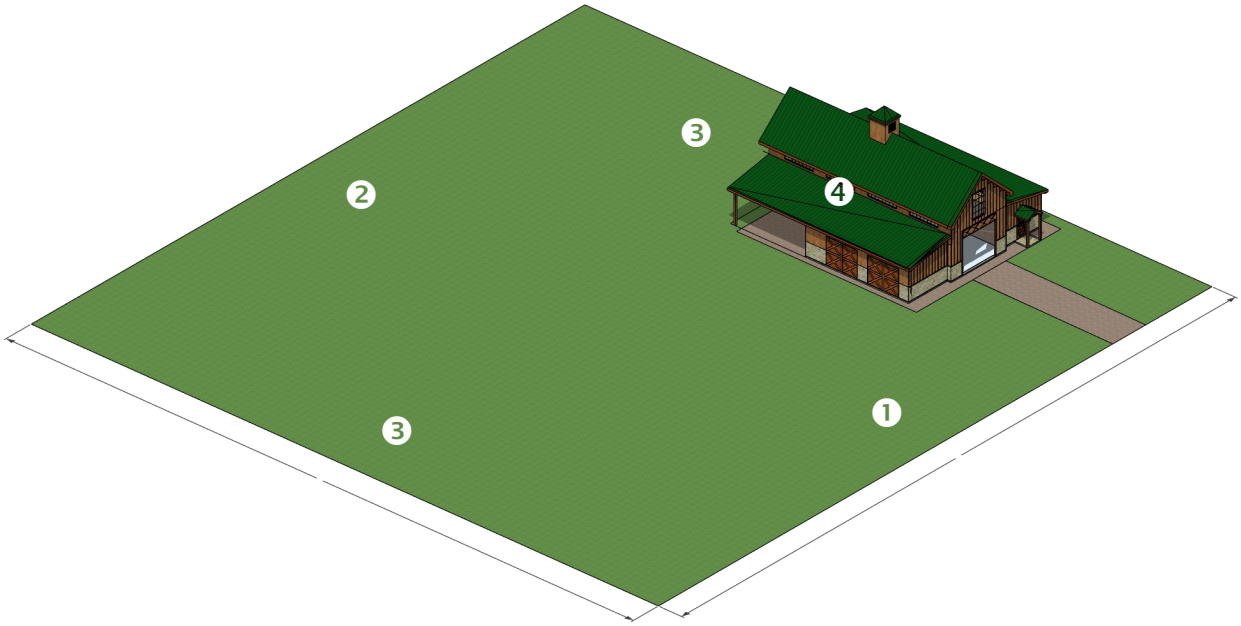
1. AG-2, Agricultural Zoning District
2. OS, Open Space Zoning District
3. R-MU, Residential/Mixed Use Zoning District
4. Special Purpose Land Use Tables Showing Allowed OS and AG-2 Uses
5. Residential Land Use Table Showing Allowed R-MU Uses

AG-2

AGRICULTURAL (2 ACRE MINIMUM)

ZONING REGULATIONS OVERVIEW

The purpose of the AG-2 Agricultural District is to preserve and protect agricultural uses in suitable portions of Salt Lake City on lots not less than two (2) acres. These regulations are also designed to minimize conflicts between agricultural and nonagricultural uses. This district is appropriate in areas of the City where the applicable Master Plans support this type of land use.



Zoning Diagram of Development Standards for Agricultural Uses

Development Standards for Agricultural (AG) and Single-Family (SFD) Uses* (21A.32.052)					
LOT WIDTH	LOT AREA	FRONT/CORNER SIDE YARD ❶	REAR YARD ❷	SIDE YARDS ❸	HEIGHT ❹
Min. 150'	Min. 2 acres	AG: No min. SFD: Min. 30'	AG: No min. SFD: No min.	AG: No min. SFD: Min. 35'	AG: Max. 45' SFD: Max. 30'

*Regulations vary by use. See ordinance for regulations for other uses.

Additional Regulations (21A.32.052)		
RESIDENTIAL STRUCTURE	RESIDENTIAL BUILDING COVERAGE	AGRICULTURAL USE RESTRICTIONS
A residential structure shall not be located farther than two hundred feet (200') from the front property line.	The surface coverage of the principal dwelling shall not exceed eighty percent (80%) of the buildable area for residential uses of the lot.	No feeding, grazing, or sheltering of livestock and poultry, whether within penned enclosures or within enclosed buildings, shall be permitted within fifty feet (50') of an existing single- family dwelling on an adjacent lot.

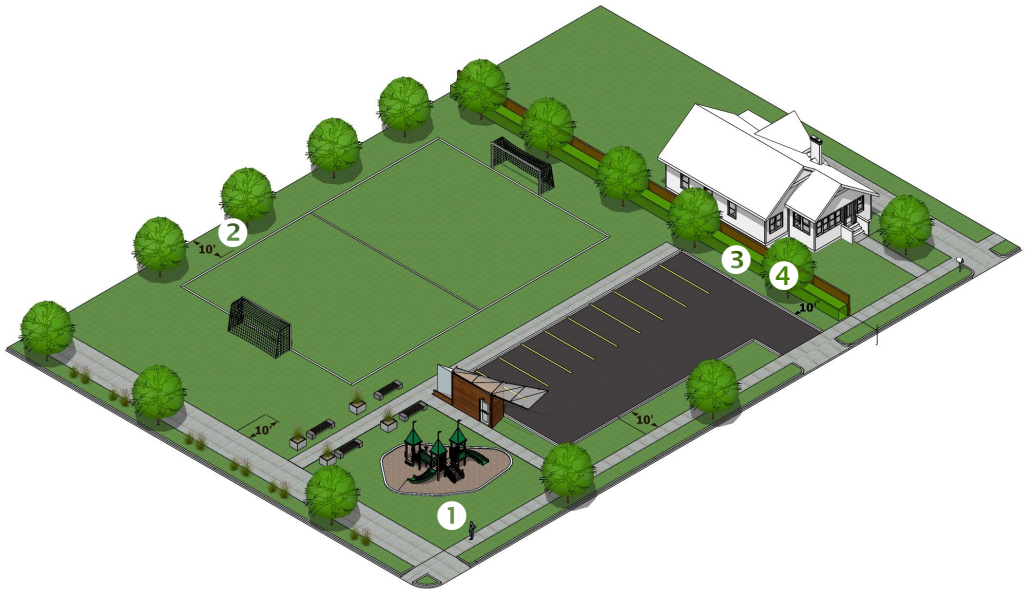
The above information is a synopsis of the regulations. Please see the zoning ordinance for the complete regulations.

OS OPEN SPACE

ZONING REGULATIONS OVERVIEW

The purpose of the OS Open Space District is to preserve and enhance public and private open space, natural areas, and improved park and recreational areas. These areas serve to provide opportunities for active and passive outdoor recreation; provide contrasts to the built environment; preserve scenic qualities; protect sensitive or fragile environmental areas such as wetlands, steep slopes, ridge lines, meadows, and stream corridors; preserve the capacity and water quality of the stormwater drainage system; encourage sustainability, conservation and renewable energy and provide pedestrian and bicycle transportation connections. This district is appropriate in areas of the City where the applicable master plans support this type of land use.

Examples



Zoning Diagram of Development Standards

Development Standards (21A.32.100)						
LOT WIDTH	LOT AREA	FRONT/CORNER SIDE YARD ❶	REAR YARD ❷	SIDE YARDS ❸	LANDSCAPE BUFFERS ❹	HEIGHT
No min.	No min.	Min. 10'	Min. 10', Min. 15' if site over 4 acres.	Min. 10', Min. 15' if site over 4 acres.	10' next to single/ two-family zones, requires trees, shrubs, fence.	**Sites ≤4 acres:** Max. 35', for height >20' yard setback increases 1' per 1' height. **Sites >4 acres:** Max. 45', for >30', yard setback increases 1' per 1' height. Up to 60' allowed through Design Review.

Additional Regulations (21A.32.100)		
RECREATION EQUIPMENT	PUBLIC UTILITY STRUCTURES*	LIGHTING LIMITS
Recreation equipment heights are permitted to a height not to exceed eighty (80) feet when needed due to the nature of the equipment or for the use to operate safely, such as fences surrounding golf course driving ranges.	Heights for buildings or structures for the Salt Lake City Public Utilities Department that are not specifically exempt in section 21A.02.050 of this title, are exempt from the height restrictions in this zoning district provided the building or structure is deemed by the director of the public utilities department as critical infrastructure necessary to provide specific utility needs to the public.	• Lighting is installed in a manner and location that will not have an adverse impact on the natural environment when placed in areas with wildlife habitat, traffic safety or on surrounding properties and uses; • Light sources shall be shielded to eliminate excessive glare or light into adjacent properties and have cutoffs to protect the view of the night sky; and • Light poles for outdoor uses, such as sports fields, amphitheaters, and other similar uses may be permitted up to seventy (70) feet in height provided the lights are located a minimum of thirty (30) feet from a residential use and directed to reduce light trespass onto neighboring properties.

*See ordinance for additional regulations regarding telecommunication structures.

The above information is a synopsis of the regulations. Please see the zoning ordinance for the complete regulations.

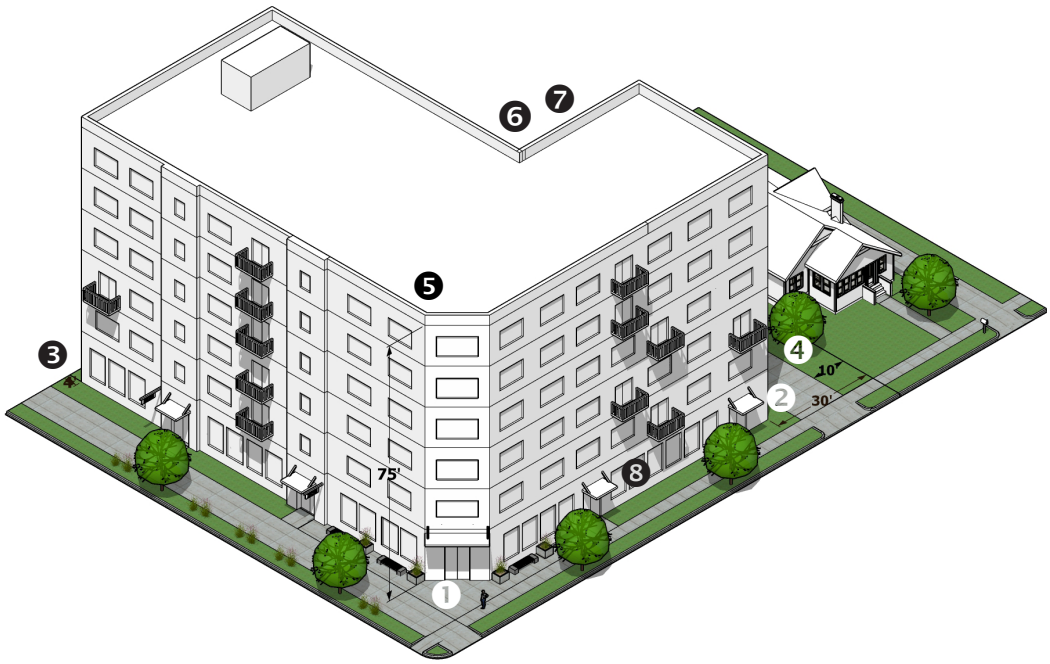
R-MU

RESIDENTIAL/ MIXED USE

REGULATIONS SUMMARY FOR MULTI-FAMILY, NONRESIDENTIAL, OR MIXED USE DEVELOPMENT

The purpose of the R-MU Residential/Mixed Use District is to reinforce the mixed use character of the area and encourage the development of areas as high density residential urban neighborhoods containing retail, service commercial, and small scale office uses. This district is appropriate in areas of the City where the applicable master plans support high density, mixed use development. The standards for the district are intended to facilitate the creation of a walkable urban neighborhood with an emphasis on pedestrian scale activity while acknowledging the need for transit and automobile access.

Development Examples



Zoning Diagram of Mixed Use Building Next to a Single/Two-Family Zone

Development Standards (21A.24.170) For Multi-family Residential & Mixed Uses									
LOT WIDTH	LOT AREA	FRONT/CORNER SIDE YARD ❶	REAR YARD ❷	SIDE YARDS ❸	LANDSCAPE BUFFERS ❹	HEIGHT ❺	SURFACE PARKING ❻	OPEN SPACE ❼	MIXED USE LIMITATION ❽
Min 50'	No min.	No min., max. 15' for 25% of facade length.	25% of lot depth, need not exceed 30'	No min., min. 4 if provided.	10' next to single/two-family residential zones	75' max; non-residential limited to 45'.[1]	Located behind front line of the building or setback 30'.	Min 20% of lot area, includes yards, plazas, and courtyards	Non-residential use limited to first three floors.

Design Standards					
GROUND FLOOR GLASS	ENTRANCES	MAXIMUM LENGTH OF BLANK WALLS	BUILDING EQUIPMENT & SERVICE AREAS	PARKING LOT LIGHT LIMITS	PARKING STRUCTURES
40% glass & non-reflective, allows 5' of visibility into building,	Min 1 entry for each street facing facade	No blank walls over 15' long; must be broken up by windows, doors, art, or architectural detailing.	On roof or in rear yard. Sited to minimize visibility or screened and enclosed to appear to be an integral part of the architectural design of the building.	If next to residential, light poles limited to 16' height, must be shielded, aimed down and lightproof fencing is required.	Unattached parking structures shall be setback 45' from front property line or behind building.

1. Up to 125' is allowed through Design Review in the area generally between 200 and 500 East, and 150 South to 350 South. See ordinance for map.

The above information is a synopsis of the regulations. Please see the zoning ordinance for the complete regulations.

Updated: 2/7/2023

PERMITTED AND CONDITIONAL USES - SPECIAL PURPOSE DISTRICTS

Use	RP	BP	FP	AG	AG-2	AG-5	AG-20	OS	NOS	A	PL	PL-2	I	UI	MH	EI	MU
Accessory use, except those that are otherwise specifically regulated elsewhere in this title	P	P	P	P	P	P	P	P[20]		P	P	P	P	P	P	P	P
Adaptive reuse of a landmark site								C[2]			C[2]		C[2]				P[2]
Agricultural use		C		P	P	P	P	P		P							
Air cargo terminals and package delivery facility		P								P							
Airport										P							
Alcohol:																	
Bar establishment (2,500 square feet or less in floor area)																	C[12]
Brewpub (2,500 square feet or less in floor area)		P[12]															C[12]
Brewpub (more than 2,500 square feet in floor area)		P[12]															
Tavern (2,500 square feet or less in floor area)																	C[12]
Ambulance service (indoor)	P	P															
Ambulance service (outdoor)	P[10]	P[10]															
Amphitheater, formal								P				C					
Amphitheater, informal								P	P								
Animal:																	
Kennel on lots of 5 acres or larger		C		P[8]	P[8]	P[8]	P[8]										
Pet cemetery				P[4]	P[4]	P[4]	P[4]	P[4,5]									
Stable (private)				P	P	P	P										
Stable (public)				P	P	P	P										
Veterinary office		P															P
Antenna, communication tower	P	P	C	P	P	P	P	P[21]		P	P	C	P	P		P	
Antenna, communication tower exceeding the maximum building height in the zone	C	C						P[21]		P		P[11]	C	C		C	
Art gallery								P			P	P	P	P			P
Artisan food production		P[24]															
Bed and breakfast													P[2]	P			P
Bed and breakfast inn													P[2]	P			P
Bed and breakfast manor													P[2]	P			P
Bio-medical facility	P[23, 24]	P[23, 24]												P[23, 24]			
Botanical garden	P							P			P	P					
Cannabis production establishment		P		P	P	P	P										
Cemetery								P									
Clinic (medical, dental)	P	P											P	P			P
Commercial food preparation		P[24]															P[24]
Community garden	P	P	P	P	P	P	P	P			P	P	P	P	P		P

PERMITTED AND CONDITIONAL USES - SPECIAL PURPOSE DISTRICTS

Use	RP	BP	FP	AG	AG-2	AG-5	AG-20	OS	NOS	A	PL	PL-2	I	UI	MH	EI	MU
Convent/monastery													P	P			
Data center		P[24]															
Daycare center, adult	P	P						P			P	P	P	P			P
Daycare center, child	P	P						P		P	P	P	P	P			P
Daycare, nonregistered home daycare	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]
Daycare, registered home daycare or preschool	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]	P[16]
Dwelling:																	
Accessory unit			P	P	P	P	P										P
Assisted living facility (large)													C	P			P
Assisted living facility (limited capacity)													P	P			P
Assisted living facility (small)													P	P			P
Congregate care facility (large)													C	C			C
Congregate care facility (small)													P	P			P
Group home (large)																	C
Group home (small)			P		P	P											P
Living quarters for caretaker or security guard	P	P		P				C			P		P	P			P
Manufactured home					P	P											P
Mobile home															P		
Multi-family														P			P
Residential support (large)																	C
Residential support (small)																	P
Rooming (boarding) house																	P
Single-family (attached)																	P
Single-family (detached)			P		P	P											P
Twin home and two-family																	P
Exhibition hall											C	P	C	P			
Extractive industry																P[24]	
Fairground											C						
Farm stand, seasonal	P	P		P	P	P	P	P			P	P	P	P	P		P
Financial institution	P	P															P
Financial institution with drive-through facility	P[14]	P[14]															
Gas station		P[7]															
Golf course								P[24]		P[24]	P[24]						
Government facility	C	C		P	P	P	P	P[20]		P	C	C	C[13]	C		P	C
Government facility requiring special design features for security purposes								C									C
Government office	P	P								P	P	P	P	P			P
Heliport	C	C								P		P	C	C			
Home occupation	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	P[17]	

PERMITTED AND CONDITIONAL USES - SPECIAL PURPOSE DISTRICTS

Use	RP	BP	FP	AG	AG-2	AG-5	AG-20	OS	NOS	A	PL	PL-2	I	UI	MH	EI	MU
Hospital, including accessory lodging facility	C												P	P			
Hotel/motel	C	C								P							P
Hunting club, duck				P													
Industrial assembly		P[24]								P[24]							
Jail											C						
Jewelry fabrication		P															
Laboratory, medical related	P[24]	P[24]											P[24]	P[24]			P[24]
Large wind energy system	C	C		C	C	C	C			C			P	P			
Library											P	P	P	P			P
Light manufacturing		C[24]								P[24]							
Manufacturing, concrete or asphalt																P[15, 24]	
Meeting hall of membership organization		P										P	P	P			P
Mixed use development																	P
Mobile food business (operation on private property)	P	P												P	P		P
Municipal service uses, including City utility uses and police and fire stations	C	C		P	P	P	P			P	C	C	C[14]	C		P	C
Museum	C							P			P	P	P	P			P
Nursing care facility													P	P			P
Office	P	P								P	P	P	P	P			P
Open space	P	P	P	P	P	P	P	P	P[9]	P	P	P	P	P	P	P	P
Park	P	P		P	P	P	P	P		P	P	P	P	P	P		P
Parking:																	
Commercial		C															
Off site										P	P	P	P	P			C
Off site (to support uses in an OS or NOS Zoning District)								P									
Park and ride lot										P	C						
Park and ride lot shared with existing use	P	P								P	P		P	P		P	P
Performing arts production facility		P															P
Philanthropic use												P	P	P			P
Place of worship	P	P											P	P			P
Radio, television station		P[6]										P					
Reception center								C[22]			C	P	P	P			P
Recreation (indoor)		C						P			P	P	P	P			P
Recreation (outdoor)								P			P	P		P			
Research and development facility	P[24]	P[24]											P[24]	P[24]			P[24]
Restaurant		P[7]									P						P
Restaurant with drive-through facility		P[7, 14]															P[3]

PERMITTED AND CONDITIONAL USES - SPECIAL PURPOSE DISTRICTS

Use	RP	BP	FP	AG	AG-2	AG-5	AG-20	OS	NOS	A	PL	PL-2	I	UI	MH	EI	MU
Retail goods establishment		P[7]										P					P
Retail, sales and service accessory use when located within a principal building								P[20]				P					
Retail, sales and service accessory use when located within a principal building and operated primarily for the convenience of employees	P	P						P		P	P	P	P	P			P
Retail service establishment																	P
School:																	
College or university												P	P	P			
K - 12 private											P	P	P	P			
K - 12 public											P	P	P	P			
Music conservatory													P	P			P
Professional and vocational	P	P								P			P	P			
Seminary and religious institute													P	P			C
Small brewery		C[24]															
Solar array	P[24]	P[24]		P[19, 24]						P[24]	P[24]		P[24]				
Stadium											C		C	C			
Storage, accessory (outdoor)		P						P		P						P	
Studio, art																	P
Technology facility	P[24]	P[24]												P[24]			P[24]
Theater, live performance	C[15]	C[15]									C[15]	C[15]	C[15]	C[15]			C[15]
Theater, movie												C					C
Transportation terminal, including bus, rail and trucking										P							
Urban farm	P	P	P	P	P	P	P	P			P	P	P	P			
Utility, building or structure	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]		P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]
Utility, transmission wire, line, pipe or pole	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]		P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]	P[1]
Vehicle, automobile rental agency		P								P							
Vending cart, private property	P	P															
Vending cart, public property								P									
Warehouse		P[24]								P[24]							
Warehouse, accessory to retail and wholesale business (maximum 5,000 square foot floor plate)																	P
Wholesale distribution		P[24]								P[24]							
Wireless telecommunications facility (see Section 21A.40.090, Table 21A.40.090.E of this title)																	
Zoological park								P									

PERMITTED AND CONDITIONAL USES - SPECIAL PURPOSE DISTRICTS

QUALIFYING PROVISIONS

1. Subject to conformance to the provisions in Subsection 21A.02.050.B of this title.
2. When located in a building listed on the Salt Lake City Register of Cultural Resources.
3. When located on an arterial street.
4. Subject to Salt Lake Valley Health Department approval.
5. In conjunction with, and within the boundaries of, a cemetery for human remains.
6. Radio station equipment and antennas shall be required to go through the site plan review process to ensure that the color, design and location of all proposed equipment and antennas are screened or integrated into the architecture of the project and are compatible with surrounding uses.
7. When approved as part of a business park planned development pursuant to the provisions of Chapter 21A.55 of this title.
8. Kennels, whether within penned enclosures or within enclosed buildings, shall not be permitted within 200 feet of an existing single-family dwelling on an adjacent lot.
9. Trails and trailheads with signage are subject to Section 21A.46.120, "Sign Regulations For Special Purpose Districts", of this title.
10. Greater than 3 ambulances at location require a conditional use.
11. Maximum of 1 monopole per property and only when it is government owned and operated for public safety purposes.
12. Subject to conformance with the provisions in Section 21A.36.300, "Alcohol Related Establishments", of this title.
13. If located on a collector or arterial street according to the Salt Lake City Transportation Master Plan - major street plan: roadway functional classification map.
14. Subject to conformance to the provisions in Section 21A.40.060 of this title for drive-through use regulations.
15. Prohibited within 1,000 feet of a Single- or Two-Family Zoning District.
16. Allowed only within legal conforming single-family, duplex, and multi-family dwellings and subject to Section 21A.36.130 of this title.
17. Allowed only within legal conforming single-family, duplex, and multi-family dwellings and subject to Section 21A.36.030 of this title.
18. Must contain retail component for on-site food sales.
19. Prior to issuance of a building permit in the Development Area and the Eco-Industrial Buffer Area of the Northwest Quadrant Overlay, consultation with the Utah Division of Wildlife Resources is required to obtain recommendations on siting and equipment types for all solar arrays on a particular property to mitigate impacts to wildlife.
20. When customarily provided with the principal use and is accessory to the principal use.
21. New antennae and communication towers are allowed outside the telecommunication corridor in the OS Open Space District for public safety, public security or Salt Lake City Public Utilities Department purposes only.
22. Reception centers may be allowed in parks of 100 acres or more where the reception center is a subordinate use to the principal use of the property as a park. Reception centers are allowed in existing buildings, are limited to 1 reception center per park, and hours of operation are limited to park hours. Removal of existing recreation areas to accommodate the stand alone reception center use, including areas to accommodate parking for the reception center use, is not permitted.
23. Prohibited within 1/2 mile of a residential use if the facility produces hazardous or radioactive waste as defined by the Utah Department of Environmental Quality administrative rules.
24. Consult the water use and/or consumption limitations of Subsection 21A.33.010.D.1.

PERMITTED AND CONDITIONAL USES - RESIDENTIAL MULTIFAMILY AND MIXED USE DISTRICTS

Use	RMF -30	RMF -35	RMF -45	RMF -75	RB	R-MU -35	R-MU -45	R-MU	RO
Accessory use, except those that are otherwise specifically regulated elsewhere in this title	P	P	P	P	P	P	P	P	P
Adaptive reuse of a landmark site	C[8]	C[8]	C[8]	C[8]	P	P	P	P	P[6]
Alcohol, bar establishment (2,500 square feet or less in floor area)					C[9]	C[9]	C[9]	C[9]	
Alcohol, brewpub (2,500 square feet or less in floor area)						C[9]	C[9]	C[9]	
Alcohol, tavern (2,500 square feet or less in floor area)								C[9]	
Animal, veterinary office					C	C	C	P	P[6]
Art gallery					P	P	P	P	P
Artisan food production (2,500 square feet or less in floor area)					P[3]	P[3]	P[3]	P[3]	P
Bed and breakfast inn					P		P	P	P
Bed and breakfast manor								P	
Clinic (medical, dental)					P	P	P	P	P[6]
Commercial food preparation					P[21]	P[21]	P[21]	P[21]	P[21]
Community garden	P	P	P	P	P	P	P	P	P
Community recreation center		C							
Crematorium						C	C	C	
Daycare center, adult			C	P	P	P	P	P	P
Daycare center, child	C[18]	C[18]	C[18]	P	P	P	P	P	P
Daycare, nonregistered home daycare	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]
Daycare, registered home daycare or preschool	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]	P[18]
Dwelling, accessory guest and servant's quarter									
Dwelling, accessory unit	P	P	P	P	P	P	P	P	P
Dwelling, assisted living facility (large)		C	P	P		C	P	P	
Dwelling, assisted living facility (limited capacity)	C	P	P	P	P	P	P	P	P
Dwelling, assisted living facility (small)		P	P	P		P	P	P	
Dwelling, congregate care facility (large)		C	C	C		C	C	C	C
Dwelling, congregate care facility (small)	C	P	P	P	P	P	P	P	P
Dwelling; dormitory, fraternity, sorority									
Dwelling, group home (large)	C	C	C	C	C[1 4]	C	C	C	C[1 4]
Dwelling, group home (small)	P	P	P	P	P[15]	P	P	P	P[15]
Dwelling, manufactured home	P	P	P	P	P	P	P	P	
Dwelling, multi- family	P	P	P	P	P	P	P	P	P
Dwelling, residential support (large)			C	C			C	C	C[1 6]
Dwelling, residential support (small)		C	C	P		C	C	P	P[17]
Dwelling, rooming (boarding) house			C	P	C	C	C	P	P
Dwelling, single- family (attached)	P	P	P	P	P	P	P	P	P

PERMITTED AND CONDITIONAL USES - RESIDENTIAL MULTIFAMILY AND MIXED USE DISTRICTS

Use	RMF -30	RMF -35	RMF -45	RMF -75	RB	R-MU -35	R-MU -45	R-MU	RO
Dwelling, single- family (detached)	P	P	P	P	P	P	P	P	P
Dwelling, twin home and two- family	P	P			P	P	P	P	P
Financial institution						P	P	P	P[6]
Funeral home						P	P	P	P
Governmental facility	C	C	C	C	C	C	C	C	C[6]
Home occupation	P[20]	P[20]	P[20]	P[20]	P[20]	P[20]	P[20]	P[20]	P[20]
Laboratory, medical related					P[21]	P[21]	P[21]	P[21]	P[21]
Library					C	C	C	C	C
Mixed use development					P[1]	P	P	P	P
Mobile food business (operation on private property)						P	P	P	
Municipal service use, including City utility use and police and fire station	C	C	C	C	C	C	C	C	C
Museum					P	C	P	P	P
Nursing care facility			P	P		P	P	P	
Office, excluding medical and dental clinic and office					P	P	P	P	P[6]
Open space on lots less than 4 acres in size	P	P	P	P	P	P	P	P	P
Park	P	P	P	P	P	P	P	P	P
Parking, off site (to support nonconforming uses in a residential zone or uses in the CN or CB Zones)					C	C	C	C	C
Parking, park and ride lot shared with existing use	P	P	P	P	P	P	P	P	P
Place of worship on lots less than 4 acres in size	C	C	C	C	C	C	C	C	C
Reception center						P	P	P	
Recreation (indoor)					P	P	P	P	P
Research and development facility								P[21]	P[21]
Restaurant					P	P	P	P	P
Restaurant with drive-through facility									
Retail goods establishment					P	P	P	P	
Retail goods establishment, plant and garden shop with outdoor retail sales area					P	P	P	P	
Retail service establishment					P	P	P	P	
School, music conservatory					P	C	C	P	
School, professional and vocational					P	C	C	P	P[6]
School, seminary and religious institute	C	C	C	C	C	C	C	C	C
Seasonal farm stand					P	P	P	P	P
Studio, art					P	P	P	P	P
Technology facility						P[21]	P[21]	P[21]	P[21]
Temporary use of closed schools and churches	C[19]	C[19]	C[19]	C[19]		C[19]	C[19]		
Theater, live performance					C[13]	C[13]	C[13]	C[13]	C[13]

PERMITTED AND CONDITIONAL USES - RESIDENTIAL MULTIFAMILY AND MIXED USE DISTRICTS

Use	RMF -30	RMF -35	RMF -45	RMF -75	RB	R-MU -35	R-MU -45	R-MU	RO
Theater, movie					C	C	C	C	C
Urban farm	P	P	P	P	P	P	P	P	P
Utility, building or structure	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5, 7]
Utility, transmission wire, line, pipe or pole	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]	P[5]
Wireless telecommunicati ons facility (see section 21A.40.090, table 21A.40.090E of this title)									

QUALIFYING PROVISIONS

1. A single apartment unit may be located above first floor retail/office.
2. Provided that no more than 2 two-family buildings are located adjacent to one another and no more than 3 such dwellings are located along the same block face (within subdivisions approved after April 12, 1995).
3. Must contain retail component for on-site food sales.
4. Reserved.
5. See subsection 21A.02.050B of this title for utility regulations.
6. Building additions on lots less than 20,000 square feet for office uses may not exceed 50 percent of the building's footprint. Building additions greater than 50 percent of the building's footprint or new office building construction are subject to a design review.
7. Subject to conformance to the provisions in section 21A.02.050 of this title.
8. Subject to conformance with the provisions of subsection 21A.24.010S of this title.
9. Subject to conformance with the provisions in section 21A.36.300, "Alcohol Related Establishments", of this title.
10. In the RB Zoning District, the total square footage, including patio space, shall not exceed 2,200 square feet in total. Total square footage will include a maximum 1,750 square feet of floor space within a business and a maximum of 450 square feet in an outdoor patio area.
11. Accessory guest or servant's quarters must be located within the buildable area on the lot.
12. Subject to conformance with the provisions of section 21A.36.150 of this title.
13. Prohibited within 1,000 feet of a Single- or Two-Family Zoning District.
14. Large group homes established in the RB and RO Districts shall be located above the ground floor.
15. Small group homes established in the RB and RO Districts shall be located above the ground floor.
16. Large residential support established in RO Districts shall be located above the ground floor.
17. Small residential support established in RO Districts shall be located above the ground floor.
18. Subject to section 21A.36.130 of this title.
19. Subject to section 21A.36.170 of this title.
20. Subject to section 21A.36.030 of this title.
21. Consult the water use and/or consumption limitations of Subsection 21A.33.010.D.1.

ATTACHMENT G: Consideration Standards

ZONING MAP AMENDMENTS

21A.50.050: A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision to amend the zoning map, the City Council should consider the following:

1. Whether a proposed map amendment is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents;
Finding: Although the proposed zoning of the privately owned parcels is not aligned with the *Rose Park Small Area Plan's* future land use map designations, the reason for that designation is noted as "compatibility" with the RAC. The proposed zoning would be compatible with the RAC. Staff believes that this compatibility along with other general Citywide policies regarding growth that support additional housing opportunities sufficiently support the proposed zoning designation. The proposed zoning of the City and State properties is aligned with the *Rose Park Small Area Plan* and its future land use map.
Discussion: Please see Consideration 1 for discussion on the proposed rezone. The proposed Open Space designations for the City and State properties are aligned with the *Rose Park Small Area Plan* that applies to the area. The designation proposed for the privately owned property does not align with the future land use called for in that plan. The plan's future land use map shows the properties as "Agriculture." However, the plan's noted reason for that designation is to ensure "compatibility" with the recreational uses at the RAC. The proposed zoning would allow uses, specifically residential and low-intensity commercial, that are compatible with recreational uses like the RAC. The proposal as it relates to the private properties, is generally consistent with several City plan policies related to new residential growth, but not all. Please see Attachment D for a list of applicable City master plan policies and discussion as well as Consideration 1.
2. Whether a proposed map amendment furthers the specific purpose statements of the zoning ordinance.
Finding: The proposal generally furthers the purpose statements of the zoning ordinance.
Discussion: *21A.02.030 General Purpose and Intent of the Zoning Ordinance* *The purpose of the zoning ordinance is to promote the health, safety, morals, convenience, order, prosperity, and welfare of the present and future inhabitants of Salt Lake City, to implement the adopted plans of the city, and, in addition:* ***A**. Lessen congestion in the streets or roads;*

***B**. Secure safety from fire and other dangers;*

***C**. Provide adequate light and air;*

***D**. Classify land uses and distribute land development and utilization;*

***E**. Protect the tax base;*

***F**. Secure economy in governmental expenditures;*

***G**. Foster the city's industrial, business and residential development; and*

***H**. Protect the environment.*

The proposal fosters the City's residential development and broadens the tax base by supporting more residents in the City. Additional traffic will be created by the development, but the development will be required to mitigate those impacts as noted in the conditions of approval.

The amendment will foster additional residential and commercial development. Potential development would be regulated by zoning and building codes ensuring adequate light and air for occupants. The development will meet all necessary Fire Codes to ensure its access by City Fire services and safety from fire.

Zoning District Purposes

R-MU (private property proposal)

> *The purpose of the R-MU Residential/Mixed Use District is to reinforce the mixed use character of the area and encourage the development of areas as high density residential urban neighborhoods containing retail, service commercial, and small scale office uses. This district is appropriate in areas of the City where the applicable master plans support high density, mixed use development. The standards for the district are intended to facilitate the creation of a walkable urban neighborhood with an emphasis on pedestrian scale activity while acknowledging the need for transit and automobile access.*

The proposed rezone will allow for and encourage new high density residential development, which may include retail or other small scale commercial uses. While this area is not called out in the applicable small area plan for high density development, staff believes there are sufficient Citywide plan policies to support the zone in this area.

OS (City and State owned properties)

> *The purpose of the OS Open Space District is to preserve and enhance public and private open space, natural areas, and improved park and recreational areas. These areas serve to provide opportunities for active and passive outdoor recreation; provide contrasts to the built environment; preserve scenic qualities; protect sensitive or fragile environmental areas such as wetlands, steep slopes, ridge lines, meadows, and stream corridors; preserve the capacity and water quality of the stormwater drainage system; encourage sustainability, conservation and renewable energy and provide pedestrian and bicycle transportation connections. This district is appropriate in areas of the City where the applicable master plans support this type of land use.*

The zone is specifically intended to support park and recreational areas. The City and State properties are intended to be used for such uses in the future.

21A.50.010 Zoning Amendment Purpose Statement

The zoning amendment section of the ordinance notes the following with regard to its purposes:

> *The purpose of this chapter is to provide standards and procedures for making amendments to the text of this title and to the zoning map. This amendment process is not intended to relieve particular hardships nor to confer special privileges or rights upon any person, but only to make adjustments necessary in light of changed conditions or changes in public policy.*

The developer is requesting additional development rights through this zoning amendment. The proposal will confer additional rights on the property owner; however, Staff believes that adjustments are warranted given changed conditions and changes in public policy.

Regarding these changed conditions, since originally adopting the small area plan (2001) the City subsequently adopted two master plans with numerous policies supporting additional housing in the City. The proposed zoning would support a substantial number of new dwellings in a way that will not have negative impacts on surrounding properties. A key policy of the associated *Rose Park Small Area Plan* is that the use of the surrounding properties not negatively impact the recreational facilities. Residential and low intensity commercial development are compatible with recreational facilities.

3. The extent to which a proposed map amendment will affect adjacent properties;

Finding: The proposed zones will have limited impacts on adjacent properties. There will be some traffic impact to access to and from the properties due to development within the R-MU zone, but these impacts are proposed to be mitigated with improvements to surrounding streets.

Discussion:
The proposed R-MU zone will allow for residential development, mixed use development, or standalone low scale, low intensity commercial uses, such as retail or office. All of these uses can have traffic impacts on streets and the use of adjacent properties. The applicant provided a traffic study that projects the traffic impacts the development could have. The traffic study calls for improvements to the nearby streets to limit any impacts. These are a condition of approval for the rezone of the private property.

Beyond the traffic impacts, residential and lower intensity commercial uses are compatible with recreational or open space uses. These are generally quiet uses, and they would have no appreciable negative impacts on the adjacent recreational facilities. If anything, they provide additional potential users of these facilities to help keep them active.

The OS designations will continue to support the use of the City and State properties for recreational uses and will not negatively impact them.

There is an agricultural property to the north of the private property. Based on information from the County and visuals of the site, the property appears to be used for livestock pasture. Development of the private property would not impact continuation of that agricultural use.

4. Whether a proposed map amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards;

Finding: The map amendment doesn't conflict with any overlays that affect the property.

Discussion:

The only overlay impacting the properties is the Airport Flight Path Protection (AFPP) Overlay. The designations that apply to the properties are the AFPP Zone C (southern half of private property and the City parcel) and Zone H (covering the northern half of the private property and the State parcel). Within Zone C, air circulation systems (HVAC) are required for residential uses. The purpose of this is to ensure that residents don't need to keep windows opens for air circulation within their homes, thus reducing the amount of noise that would enter the home from outside air traffic. The H zone has no requirements.

5. The adequacy of public facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreational facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.

Finding: Additional public facilities and upgrades are required for the development of the private property and where not required by existing regulations, those have been added as conditions of approval to this report. No appreciable impacts to public facilities and services are anticipated from development of the City and State properties resulting from the zoning change.

Discussion:

Roadways

The adjacent roadway will need to be improved by the private property developer to adequately serve their property. Improvements will need to be made to roadways off-site as well as noted in the provided traffic study. Those improvements are also a condition of approval. The developer will need to work with the City and/or State to ensure those improvements are completed prior to any development. These are conditions of approval.

Water/Sewer/Storm Drainage

Public Utilities provided comments regarding the significant new facilities and improvements that will be required to serve the property. Those conditions are noted in the department comments in Attachment I.

Parks and Recreation Facilities

The proposal is directly adjacent to a major recreational facility (Regional Athletic Complex) which is planned for expansion and can accommodate more users. Additional playground facilities are also planned for the facility.

The property is also near the Jordan River Parkway Trail. When the North Access Road is built (a condition for most of the development of the private property) there will be direct access (1/4th mile) from the property to the trail. This is about a five-minute walk. Additional users of the trail will keep the trail active, which will generally help keep a trail safe and comfortable for other users.

Police and Fire Protection

The properties are located within an area of the City served by Fire Stations 11 (581 North 2360 West, est. 6 minutes away) and 12 (1085 N 4030 W, est. 8 mins away). The stations currently serve other buildings in the same general area of the proposal.

The closest police substation is the Pioneer Precinct at 1040 W 700 South. However, police officers are assigned patrols in areas of the City and so responding officers may be closer to the subject properties at any given time. No concerns were provided by the police to this proposal.

Schools

The closest elementary and middle schools are Northwest Middle School (1730 W 1700 N, 1.6 mile drive/1.4 mile walk) and North Star Elementary School (1545 Morton Drive 1.6 mile drive/walk). North Star saw enrollment decline by nearly 300 students (approximately ½ of its enrollment) from 2014 to 2022, with projected enrollment to decline further in the next decade. Northwest also saw a decline from 923 students in 2014 to 702 in 2021, with further decline anticipated in the next decade.[4] Given this decline, the schools likely have adequate capacity for additional students.

Regarding distance, as noted above these are about a mile and a half from the property. This is about 10 minutes on a bike and just over 20 minutes if walking. This is not an uncommon distance elsewhere in the valley. Residents located 1.5 miles away from an elementary or middle school generally qualify for school bus service in Utah.

Library

The Day-Riverside Branch (1575 W 1000 N) is the closest library to the property. Staff does not anticipate a negative impact on the library from additional nearby residents.

Refuse Collection

As a large multi-family development, the development would need to contract for private refuse collection.

Transit Service

One potential concern is the current lack of transit access to the site. This is located in an area of the city that doesn't currently have transit access and the development is not adjacent to other existing high density uses that would already support transit. At a final potential number of 1,800 units on the property, the site would likely have sufficient residents to support a bus stop. Additionally, UTA could expand their On-Demand Service in the interim to cover this area as it is just on the edge of the existing On-Demand Service zone.

Private Services/Grocery Access

Although not a *public* service, access to daily private services, such as groceries has received significant attention recently, with concerns about "food deserts" - areas without adequate access to fresh foods. The property is not within a reasonable walking distance of any convenience or grocery stores. The closest grocery store is 3 miles from the site, which is about a 7-minute drive. Although this not a walkable distance for groceries, this is not an unusual distance for grocery store access for many areas of Salt Lake City and the County. It is possible that the number of potential residents on the site could support some level of retail or convenience store on site in the future.

[4] See enrollment chart at https://www.sltrib.com/news/education/2022/10/20/salt-lake-city-schools-see. Accessed February 2, 2023.

ATTACHMENT H: Public Process & Comments

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- May 16, 2022: The Westpointe Community Council was sent the required 45-day notice for recognized community organizations. The notice asked for input from the organization and whether the organization would like the applicant to present at one of their meetings.
- May 16, 2022: An online open house webpage was posted to provide additional information on the requests. A link as provided to the Westpointe Community Council and included in mailed notifications to nearby property owners.
- May 17, 2022: Mailed early notifications were sent out to nearby property owners within 300 feet of the properties.

Notice of the public hearing for the proposal included:

- February 8, 2023
  - Public hearing notice signs posted on the properties.
- February 8, 2023
  - Public hearing notice mailed.
  - Public notice posted on City and State websites and Planning Division listserv.

Community Council Meetings

The applicant informed Staff that they met with the Westpointe Community Council twice before the applicant submitted their annexation and zoning request. The most recent of those meetings was on January 8, 2020.

Public Input:

Staff received a call from a horse owner who utilizes the horse stables on the applicant's property. The caller was concerned with the potential loss of the facility and was provided information on how to attend the public hearing and how to provide a written comment.

Staff also received one written comment opposed to the rezone of the private property. The comment is located on the following page.

Staff received no other public comments or inquiries.

Community Council Comments

Staff requested comments from the Westpointe Community Council, but they did not provide any comments or a letter about the proposal prior to staff report publication.

Echeverria, Daniel

From: Kelly Pickering [redacted]
Sent: Wednesday, February 15, 2023 1:42 PM
To: Echeverria, Daniel
Subject: (EXTERNAL) 2-22-23 Comments re Zoning Map Amendment at Approximately 2350 N. and Annexation at Approximately 2441 N. Rose Park Lane

Mr. Echeverria:

This note is meant to comment on the Zoning Map Amendment for 2350 N. and Annexation at Approximately 2441 N. Rose Park Lane being considered on February 22, 2023. The 1,800- unit multi-family residential development will negatively impact the area in the following ways.

1. In this area, Rose Park does NOT house the infrastructure to accommodate water let alone sewer for 1,800 new households. Conservatively, the average household has three people. This area cannot accommodate 5,400 residents and their vehicles.
2. Rose Park does NOT house the infrastructure in this area for school enrolment.
3. Rose Park does NOT house the infrastructure in this area for safety and enforcement and
4. This proposal will also negatively affect wildlife in this area.

Please consider this is not the best use for this land.

Kindest regards,

Kelly Hambleton-Pickering
Resident

ATTACHMENT I: Department and Agency Review Comments

This proposal was reviewed by various City Departments and some outside agencies. Their consolidated review comments are found on the following pages of this report.

Most of the comments provided by reviewers point out the need for additional infrastructure to serve the property if developed.

Public Utilities – (Jason Draper/Kristeen Beitel)

Additional Review Comments Regarding Necessary Improvements:

- Offsite water improvements will be required.
- Offsite sewer improvements will be required.
- City Drain has not had a flood analysis completed, so applicant will need to coordinate with SLCO Flood Control to determine flood elevations.
- PU would like a 50-foot setback from the average high-water elevation of City Drain.
- If the property wants to discharge to City Drain, there may be offsite lift station upgrades required.

1st Round Comments (General Overview of Potential Development Requirements):

The following comments do not provide specific project review and are provided as a summary of potential issues and concerns for annexation and development of this petition.

- Public Utility permit, connection, survey, impact and inspection fees will apply for all new development.
- The existing Water, Sewer and Storm drain system have not be designed or have master plans for intensification or significant development included in this annexation area. Offsite Water and Sewer projects may be required to provide adequate capacity for significant increases in demand.
- The properties on the west side of Rose Park Lane currently receive water service from SLCDPU.
- The water main in Rose Park Lane is a 8" along the frontage of the RAC and then 6" to the North.
- The 6" Water main also currently serves properties to the north and west if I-215 located in Salt Lake City and Salt Lake County.
- Water Pressures are good in this area and range from 110 to 115 psi. However, fire flow is limited in this area because of the size of pipe and the lack of a 2nd source. Fire flows are adequate for single family and very small commercial but it would be very difficult to meet fire demands for large commercial or multifamily residential projects.
- The annexation area currently does not have sewer service. The existing homes in this area are on septic tanks for their sanitary waste. The nearest sewer is located in the RAC, however this is a system that provides service to the RAC and has a lift station to then convey sewer to the sewer in Cavallo Drive.
- Sewer for this area would require more than 6,000 feet of sewer main **and** a lift station to collect and convey wastewater.
- Storm Drainage is also difficult in this area and infrastructure is limited to the Salt Lake County City Drain West Branch. This drainage channel is currently at capacity and not

increase in flow or velocity will be allowed. Properties in the annexation area will need to either retain all stormwater onsite, provide conveyance to the Jordan River or coordinate upgrades to the City Drain with Salt Lake County.

- Increased demand and intensified use may require the city drain to be piped for safety and water quality protection.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Street Lights will also need to be installed with any new development.
- Water, Sewer, Street Light and Storm Drain infrastructure will be required for any proposed development. All improvements will be the responsibility of the developers.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Site utility and grading plans will be required for building permit review. Other plans such as erosion control plans and plumbing plans may also be required, depending on the scope of work.
- Because of the sensitive location of this project, stormwater quality is very important and additional stormwater quality improvement will be required of new development. The Jordan River and Great Salt Lake are both within a mile of this annexation property.
- Additional requirements will be provided in building permit review for any new development if the annexation is approved.

Transportation Division – (Kevin Young, Deputy Director)

Planning Staff Note:

A traffic study (see Attachment J) was provided at the request of Engineering and Transportation. That study included some assumptions regarding when the new North Access Road would be constructed in relation to their development. The Transportation Division provided the below comments regarding that assumption and their concerns. In response, the applicant provided an addendum prepared by their traffic engineering firm that clarified the timing of the improvements and at what point in the course of development that the improvements would be required (i.e. X improvement should be required to accommodate # number of units.) Transportation reviewed the traffic study addendum, did not have concerns with its conclusions, and recommended that they be implemented as a condition of the development if the zoning is approved.

Division Comments:

The traffic impact study was based on the assumption that the north access road between Rose Park Lane and Redwood Road would be existing. Those from the city who were involved in the discussions regarding the north access road funding provided by the Legislature need to provide information about the discussed timeframe and funding for building the north access road. Unfortunately, I don't know who from the city was involved. (*Planning Staff Note: See comment from Engineering below regarding funding and timing*)

Even with the north access road being built, the study indicates there are several mitigation measures needed to serve existing traffic conditions as well as future conditions without the project. There are additional future mitigation measures recommended with the project added. Basically, there are a number of mitigation measures that are needed in this area without the project as well as with the project in order for the transportation system to function at acceptable service levels. A number of these mitigation measures involve UDOT as well as the city and there is no identified time frame or funding for these mitigation measures to be implemented. Some of them, like widening bridges, adding turn lanes, or replacing the interchange could be costly. Until there is a plan outlining the implementation of the recommended mitigation measures (responsibility, funding, etc.) as well as a timeframe for construction of the north access road, it seems imprudent for a project like the Hunter Stables to proceed.

SLC Engineering

Planning Staff Note:
Engineering provided the below comments that were resolved based on the addendum to the traffic report that clarified when traffic would warrant the North Access Road. The applicant is aware that the North Access Road has no timeline for construction and they do not have concerns with their build out of the site being dependent on that road being constructed. The below comments are still included as the provide context regarding the construction of the North Access Road. They also provide information regarding the money appropriated by the State for the North Access Road.

Comments from Engineering Based on Initial Traffic Study (October 2022):

My biggest concern with the traffic study provided is that it relies upon the existence of the North Access Road which 1) doesn't currently exist, 2) there are no construction funds that have been earmarked for this (to the best of my knowledge) although there is $1 million from UDOT in CIP funding earmarked for the design of the road (see attached City/UDOT agreement), 3) there is no timeframe for the construction although the attached would indicate that design may be in the near future and the construction of the Hunter Stables Annex seems like it wouldn't align with the timing of the North Access Road construction/construction funding and 4) with a proposed crossing over the Jordan River for the proposed North Access Road, the new proposed bridge will be a large part of the cost of the construction funding required that hasn't yet been earmarked.

The attached City/UDOT agreement (see attachment file C20220084.pdf) cites 2021 General Session S.B. 3 Appropriations Adjustments which states:

Transportation

Item 341 *To Transportation - County of the First Class Highway Projects Fund*

The Legislature intends that after the Department of Transportation has distributed funds in accordance with H.B. 244, 2021 General Session, the department shall use up to $1,000,000 from any unallocated funds from FY 2021 and FY 2022 in the County of the First Class Highway Projects Fund for the design, environmental work, and right-of-way acquisition for a road connecting Rose Park Lane to Redwood Road at 2600 North in Salt Lake City.

Fire Code

Without a specific site plan to refence it is difficult to nail down any applicable/not applicable comments. I have created a list of the most comment comments for any type of project – commercial or residential:

- Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet an less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Buildings greater than 30 feet shall have a road width of not less than 26 feet. Fire apparatus access roads with fire hydrants on them shall be 26-feet in width; at a minimum of 20-feet to each side of the hydrant in the direction or road travel.
- Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (80,000 pounds) and shall be surfaced to provide all-weather driving capabilities.
- The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet
- Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Turn areas for hammerhead are increased to 80-feet (160-feet total) to accommodate SLC Fire Department apparatus. See appendix D for approved turnarounds
- Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. Additional fire hydrants may be necessary dependent on total square footage and required fire flows in accordance with IFC appendix B and C
- Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.
- Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.
- Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Some exceptions have been added by SLC; those can be obtained from this office.
- Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building and shall be positioned parallel to one entire side of the building.
- Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.
- Buildings or facilities exceeding 30 feet or three stories in height shall have not fewer than two means of fire apparatus access for each structure.
- Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads. **Exception:** Projects having a gross building area of up to 124,000 square feet (11 520 m2) that have a single approved fire apparatus access road where all buildings are equipped throughout with approved automatic sprinkler systems.
- Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall

- Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads. **Exception**: Projects having up to 200 dwelling units shall have not fewer than one approved fire apparatus access road where all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.
- Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.
- Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
- Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads**. Exceptions**: 1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required. 2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.
- Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

Utah Department of Transportation – Grant Farnsworth, PE, Region 2 Manager

- When UDOT widens Legacy Parkway in the future to 3 lanes, it will require I-215 to be widened by another lane. It appears that we have ROW sufficient to do this. I would encourage the city to coordinate with UDOT about traffic impacts when a development is being considered to the nearby interchange.

Planning Staff Note: UDOT further noted in correspondence that they do not have any current plans in the Regional Transportation Plan to upgrade the interchange.

SLC Public Lands – Kristin Riker, Director

- In regards to the two properties with potential for multifamily and density, I would suggest that the City consider the requirement of an additional vehicle bridge North of the RAC to cross from Rose Park Lane to Redwood Road. Traffic gets unbearable on Saturdays and Sundays as it is with event tournaments at the Athletic Complex.
- The 5.94 acre parcel located at 2440 N Rose Park owned by Salt Lake City was given to Salt Lake City by the State of Utah Division of Parks and Recreation. As part of that agreement, the City agreed to a warranty deed for the purpose of maintaining the site for the public and for the protection of open spaces in accordance with the Land and Water Conservation Act of 1965. While this is being discussed, I urge the City to zone this site OS, as you indicated they likely would. Otherwise, if the land is developed for anything other than outdoor recreation, the LWCA requires SLC to show the addition of land of equal size and open space value. I've attached the agreement for your reference.

Planning Staff Note: Staff also requested the most recent draft plans for the second phase (north end) of the RAC. That site plan is attached at the end of the department comments. Please note that this is not a final plan, and the second phase is not yet funded.

SLC Department of Airports – David Miller, Airport Senior Planner

- These parcels are in the Salt Lake City's Airport Flight Path Protection Overlay District (AFPP) zone "B" & "C" and is listed as areas exposed to high levels of aircraft noise and having specific height restrictions. Salt Lake City requires an avigation easements for new development in these zones.
- We also would request Avigation Easements be recorded for property in unincorporated Salt Lake County.
- The owner or developer should contact me to complete the avigation easement if one does not already exist for this location. A review of this location in relation to the FAA part77 surface, shows an approximate height limitation of 150'.

Planning Staff Note: The above comment references the B zone, but the properties are wholly within the C and H zones.

Sustainability Department (Debbie Lyons, Director)

The rezoning of the 2350 N Rose Park Lane parcel from AG-2 – Agricultural District to RMF-75 – High Density Multi-Family Residential District and the annexation and subsequent zoning of the 2441 N Rose Park Lane parcel as RMF-75 – High Density Multi-Family Residential District present several serious concerns from a sustainability and specifically a food security perspective.

1. **Families living in the new housing development would be at high risk for food insecurity:** Considering the lack of other development infrastructure (specifically the lack of any nearby food retail) and the lack of adequate transportation infrastructure (public transit, bike lanes, convenient freeway exit, etc.) in the area, each family living in the new development would need access to a working car to meet their food needs. Families living in this development who did not have consistent access to and ability to operate a working car or the disposable income to pay for alternative transportation options (ex. Uber/Lyft/Taxi), would be at a severe risk of food insecurity and instability considering the closest supermarket is over three miles away. Additionally, there are no nearby (within walking distance) alternative food sources such as convenience stores, restaurants, or food pantries and the options for these food sources are limited in the nearest neighborhoods of Rose Park, Jordan Meadows, and Fairpark. Consistently accessing healthy and culturally appropriate foods would be incredibly difficult for families who do not have access to a car and would be time consuming even for those who do have a car.
2. **Development would inequitably impact low-income families:** Families living in this development would need to spend additional time and money on transportation to meet their basic needs such as food, health care, employment, and education because of the distance they would need to travel to access these services. The increased costs associated with transportation will influence the kinds of families who are financially able to live in this development. The highest negative impact will be on families with incomes at or below the AMI, who are currently most in need of housing options in SLC.
3. **Increased environmental concerns due to pollution, construction, and use:** Bringing multifamily zoning to this area will necessitate substantial development of city services and commercial development, contributing to environmental concerns associated with new construction and maintenance of higher density areas. For example, the reliance on cars for each family living in the new development and the longer distance needed to commute to meet basic needs adds to air quality concerns due to vehicle emissions. Increased water demands, use of unsustainable construction materials and equipment, and increased heating of the area because of pavement development are additional negative impacts that would be part of development in this area.
4. **Salt Lake City should protect existing land zoned as agricultural space as a way to promote regional food security, economic development, and environmental resilience.** Farmland is under severe threat in Utah, specifically in urbanizing regions such

as the Wasatch Front. The loss of available land for local food production puts our food security and environmental resilience as a region at risk, especially in the context of supply chain disruptions as have been seen since the start of the COVID-19 pandemic and the increased environmental challenges related to accelerated climate change. Less than 2% of vegetables and 3% of fruits consumed in Utah are produced locally. Land access and tenure is the top challenge for urban farmers in Salt Lake City, primarily due to the unavailability of land that is either dedicated to or appropriate for agricultural use (adequate sun exposure, no soil contamination, etc.). Maintaining farmland is a strategy for preserving and promoting biodiversity and soil, water, and air health as well as supporting local economies and employment options. Converting over six acres of land currently zoned as agriculture is a significant reduction in the already minimal space available for local food production in Salt Lake City and further limits the future viability of local food systems. Although increased housing availability is of critical importance to SLC, sacrificing land that is dedicated for food production and necessitating high-density infrastructural development is counter productive to a long-term vision for food security and environmental resilience.

<u>Comments about the adjacent City-owned parcel</u>

- Also, related to these items for the privately owned parcels, I would recommend that the city either commits to zoning the 2440 N parcel as OS – Open Space to protect needed natural land/green space or considers zoning it as AG-5 – Agricultural to further commit land to future food production options in SLC.

Master Plan Data

1. Championship Soccer Field
   -Lighted
   -Bleacher Seats

2. Soccer Fields: 16
   -Lighted: 4
   -Sand-based

3. Comfort Stations: 1

4. Central Core
   -Team Gathering
   -Playground
   -Food Vending

5. Restoration Area: 23 Acres
   -Mitigated Wetlands: 5.9 Acres

6. Ponds: 4 Acres

7. Trees: 300

8.Parking Stalls: 1194

9. Playable Sumer 2015

10. Less than 6 miles from the SLC International Airport

Salt Lake Regional Athletic Complex

Master Plan
March 7, 2014

Rick Graham, Diretor of Public Services
(801) 535-7922

ATTACHMENT J: Traffic Study

This attachment contains the following items:

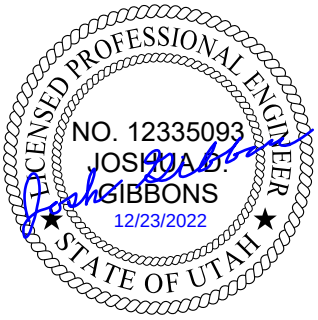
- **A.** Traffic Study Addendum
  - This clarifies the findings of the original study and provides an order in which improvements would need to be made to accommodate each phase of the proposed development.
- **B.** Original Traffic Study

MEMORANDUM

Date: December 23, 2022

To: MGB+A Studio

From: Hales Engineering



Subject: Salt Lake City Hunter Stables Sensitivity Analysis Traffic Study

UT20-1774

Introduction

This memorandum discusses the sensitivity analysis traffic study completed for the Hunter Stables project. The purpose of the analysis is to evaluate the number of units that can be built before roadway improvements are needed to maintain acceptable levels of service. This study serves as an addendum to the original traffic impact study (TIS) completed on October 12, 2020.

Original Study Findings

The original TIS completed for the Hunter Stables project included the following roadway improvements as mitigation measures or assumptions to improve traffic flow:

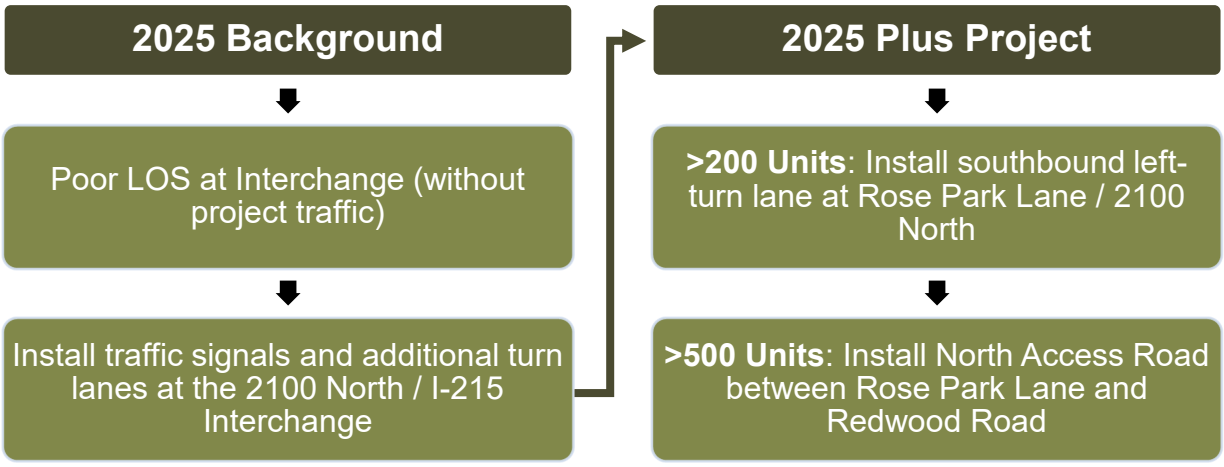
- 2100 North / I-215 Interchange:
  - Traffic signals at two interchange intersections with separate eastbound and northbound right-turn lanes (recommended based on 2020 background scenario)
  - Four-lane cross-section on interchange bridge with side-by-side left-turn lanes and permissive-protected left-turn phasing (recommended based on 2025 background scenario)
- Rose Park Lane / 2100 North Intersection:
  - Southbound left-turn pocket (recommended based on 2025 plus project scenario)
- North Access Road:
  - East-west road between Rose Park Lane and Redwood Road (assumed for 2025 background scenario)

Sensitivity Analysis

The roadway network was evaluated in future (2025) conditions without the above listed improvements to identify when each improvement is needed. Initially, traffic that was assumed to use North Access Road in the TIS was rerouted back to I-215 for the analysis. The LOS results of the analysis at each breakpoint are shown in Appendix A. The results of the sensitivity analysis are summarized below:

- In future (2025) background conditions (without any Hunter Stables project), the 2100 North / I-215 interchange is anticipated to operate at a poor LOS
    - Recommendations:
        - Install traffic signals at the northbound and southbound ramp intersections
        - Install separate northbound and eastbound right-turn lanes at the interchange
        - Stripe four lanes with side-by-side left-turn lanes on the interchange bridge and two through lanes entering the bridge from the east and west
- With the above improvements, it is anticipated that approximately **200** units could be developed before reaching poor LOS at the Rose Park Lane / 2100 North intersection
    - Recommendation:
        - Install a southbound left-turn lane at the Rose Park Lane / 2100 North intersection
- With the above improvements, it is anticipated that approximately **500** units could be developed before the Rose Park Lane / 2100 North intersection approaches a poor LOS.
    - Recommendation:
        - Install North Access Road

Below is a flowchart that explains this information visually.



If you have any questions regarding this memo, please contact us at 801.766.4343.

APPENDIX A

LOS Results

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	165	157	95	103.8	*F*
	T	***5***	***8***	***152***	***112.7***	***F***
	R	89	94	105	10.7	*B*
	Subtotal	259	259	100	70.3	*F*
EB	T	212	216	102	5.9	*A*
	R	339	332	98	3.8	*A*
	Subtotal	551	548	99	4.6	*A*
WB	L	440	403	92	6.7	*A*
	T	601	322	54	1.5	*A*
	Subtotal	1,041	725	70	4.4	*A*
Total		1,851	1,532	83	15.7	*C*

Intersection: NB I-215 Ramps & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	262	45	485.2	*F*
	T	***10***	***4***	***40***	***492.1***	***F***
	R	345	158	46	454.9	*F*
	Subtotal	935	424	45	474.0	*F*
EB	L	157	157	100	7.7	*A*
	T	252	250	99	1.5	*A*
	Subtotal	409	407	100	3.9	*A*
WB	T	464	469	101	2.0	*A*
	R	105	105	100	1.1	*A*
	Subtotal	569	574	101	1.8	*A*
Total		1,913	1,405	73	159.6	*F*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***70***	***68***	***97***	***14.9***	***B***
	R	430	432	100	7.6	*A*
	Subtotal	500	500	100	8.6	*A*
NE	T	130	133	102	1.1	*A*
	R	30	32	105	0.4	*A*
	Subtotal	160	165	103	1.0	*A*
SW	L	415	278	67	4.0	*A*
	T	155	104	67	2.7	*A*
	Subtotal	570	382	67	3.6	*A*
Total		1,230	1,047	85	5.6	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Mitigated Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	165	171	104	36.8	*D*
	T	5	5	95	45.5	*D*
	R	89	91	102	11.9	*B*
	Subtotal	259	267	103	28.5	*C*
EB	T	212	217	102	13.4	*B*
	R	339	331	98	6.2	*A*
	Subtotal	551	548	99	9.1	*A*
WB	L	440	395	90	9.6	*A*
	T	601	638	106	5.1	*A*
	Subtotal	1,041	1,033	99	6.8	*A*
Total		1,851	1,848	100	10.6	*B*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	577	99	31.7	*C*
	T	10	9	90	32.4	*C*
	R	345	347	101	13.0	*B*
	Subtotal	935	933	100	24.8	*C*
EB	L	157	154	98	41.7	*D*
	T	252	268	106	10.3	*B*
	Subtotal	409	422	103	21.8	*C*
WB	T	464	461	99	80.9	*F*
	R	105	98	94	43.8	*D*
	Subtotal	569	559	98	74.4	*E*
Total		1,913	1,914	100	38.9	*D*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Mitigated Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***70***	***68***	***97***	***25.3***	***D***
	R	430	428	100	7.7	*A*
	Subtotal	500	496	99	10.1	*B*
NE	T	130	133	102	1.3	*A*
	R	30	30	98	0.5	*A*
	Subtotal	160	163	102	1.2	*A*
SW	L	415	423	102	5.6	*A*
	T	155	160	103	4.9	*A*
	Subtotal	570	583	102	5.4	*A*
Total		1,230	1,242	101	6.7	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) plus project - 200 Units*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	178	184	103	36.9	*D*
	T	5	4	76	37.5	*D*
	R	89	87	97	11.3	*B*
	Subtotal	272	275	101	28.8	*C*
EB	T	215	215	100	15.0	*B*
	R	339	336	99	7.1	*A*
	Subtotal	554	551	99	10.2	*B*
WB	L	462	407	88	9.4	*A*
	T	602	638	106	5.2	*A*
	Subtotal	1,064	1,045	98	6.8	*A*
Total		1,892	1,871	99	11.1	*B*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	580	100	35.8	*D*
	T	10	9	90	40.2	*D*
	R	380	387	102	17.5	*B*
	Subtotal	970	976	101	28.6	*C*
EB	L	157	155	99	41.4	*D*
	T	267	278	104	10.9	*B*
	Subtotal	424	433	102	21.8	*C*
WB	T	488	469	96	88.1	*F*
	R	113	102	90	50.4	*D*
	Subtotal	601	571	95	81.4	*F*
Total		1,996	1,980	99	42.8	*D*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) plus project - 200 Units*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***72***	***72***	***100***	***34.9***	***D***
	R	462	447	97	7.9	*A*
	Subtotal	534	519	97	11.6	*B*
NE	T	130	129	99	1.4	*A*
	R	32	34	107	0.5	*A*
	Subtotal	162	163	101	1.2	*A*
SW	L	466	479	103	6.2	*A*
	T	155	157	101	5.6	*A*
	Subtotal	621	636	102	6.1	*A*
Total		1,317	1,318	100	7.7	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) plus project - Mitigated (500 Units)*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	198	192	97	37.3	*D*
	T	5	5	95	47.9	*D*
	R	89	90	101	11.4	*B*
	Subtotal	292	287	98	29.4	*C*
EB	T	219	225	103	15.4	*B*
	R	339	341	101	7.5	*A*
	Subtotal	558	566	101	10.6	*B*
WB	L	496	432	87	10.5	*B*
	T	605	644	106	5.3	*A*
	Subtotal	1,101	1,076	98	7.4	*A*
Total		1,953	1,929	99	11.6	*B*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	581	100	35.9	*D*
	T	10	9	90	43.9	*D*
	R	432	436	101	17.7	*B*
	Subtotal	1,022	1,026	100	28.2	*C*
EB	L	157	155	99	48.0	*D*
	T	292	296	102	11.0	*B*
	Subtotal	449	451	100	23.7	*C*
WB	T	525	498	95	124.0	*F*
	R	127	117	92	82.0	*F*
	Subtotal	652	615	94	116.0	*F*
Total		2,122	2,092	99	54.2	*D*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) plus project - Mitigated (500 Units)*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***74***	***71***	***96***	***34.9***	***D***
	R	512	504	98	20.8	*C*
	Subtotal	586	575	98	22.5	*C*
NE	T	130	134	103	2.9	*A*
	R	37	38	103	1.0	*A*
	Subtotal	167	172	103	2.5	*A*
SW	L	542	549	101	6.1	*A*
	T	156	155	100	1.4	*A*
	Subtotal	698	704	101	5.1	*A*
Total		1,451	1,451	100	11.7	*B*

HALES ENGINEERING
innovative transportation solutions

Hunter Stables

Traffic Impact Study

Salt Lake City, Utah

January 12, 2021

UT20-1774

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Hunter Stables development located in Salt Lake City, Utah. The Hunter Stables project is located on the west side of Rose Park Lane, northwest of the Salt Lake City Regional Athletic Complex (RAC).

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2020), future (2025), and future (2040) 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. Recommended storage lengths are shown in Table ES-2.

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

	Intersection	Level of Service								
		Existing (2020)		Future (2025)				Future (2040)		
		BG	BG Mit.	BG	BG Mit.	PP	PP Mit.	BG	BG Mit.	PP
1	SB I-215 Ramps / 2100 North	d	B	C	A	B	B	D	D	D
2	NB I-215 Ramps / 2100 North	f	B	C	C	D	D	F		
3	Rose Park Lane / 2100 North	c	c	c	c	e	d	e	b	d
4	South Access / Rose Park Lane	-	-	-	-	a	a	-	-	b
5	North Access / Rose Park Lane	-	-	a	a	a	a	a	a	b
6	North Access / Redwood Road	-	-	c	c	e	f	c	c	e

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)
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)

Source: Hales Engineering, January 2021

Table ES-2: Recommended Storage Lengths

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1/2	I-215 Ramps	-	-	-	600	-	-	350	-	125	400	-	100	200	400	-	100
3	Rose Park Lane / 2100 North	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-
4	South Access / Rose Park Lane	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	North Access / Rose Park Lane	-	100	-	-	-	100	-	-	-	100	-	-	-	100	-	-
6	North Access / Redwood Road	-	100	-	-	-	-	-	-	-	100	-	-	-	-	-	-

1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, January 2021

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of 1,870 multi-family residential units in 11 buildings
- It was assumed that 5 of the buildings would be completed by 2025 and all 11 buildings by 2040
- The project is anticipated to generate approximately 10,190 weekday daily trips, including 674 trips in the morning peak hour, and 824 trips in the evening peak hour

2020	Background
Assumptions	• Existing vehicle volume data were collected on a Friday evening (October 16, 2020) when a soccer tournament occurred at the Regional Athletic Complex (RAC) • The traffic from the RAC was doubled due to half occupancy of the RAC during the counts • Traffic from the proposed Misty River project was included in the background volumes
Findings	• Poor LOS at NB I-215 Ramps / 2100 North
Mitigations	• Install traffic signal at NB and SB I-215 Ramps / 2100 North with separate turn lanes

2025	Background	Plus Project
Assumptions	• Traffic signal at NB and SB I-215 Ramps / 2100 North • Misty River traffic included • North Access Road built north of RAC from Rose Park Lane to Redwood Road	• Misty River traffic included
Findings	• Acceptable LOS • Excessive left-turn queueing on 2100 North interchange bridge	• Poor LOS at Rose Park Lane / 2100 North
Mitigations	• Stripe full side-by-side left-turn lanes on 2100 North interchange bridge, resulting in four-lane cross-section • Implement permissive-protected phasing on EB left-turn lane at interchange	• Install separate SB left-turn lane at Rose Park Lane / 2100 North, requiring widening the existing bridge just north of Rose Park Lane

2040	Background	Plus Project
Assumptions	• Misty River traffic included • SB left-turn lane installed at Rose Park Lane / 2100 North	• Misty River traffic included • SPUI at I-215 / 2100 North interchange
Findings	• Poor LOS and excessive queueing at I-215 / 2100 North interchange	• Poor LOS at North Access Road / Redwood Road • Volumes are not anticipated to be high enough for a traffic signal; therefore, no mitigations are recommended
Mitigations	• Replace interchange, potentially with SPUI design	• Improve Rose Park Lane to a three-lane roadway near the project site to provide for safe and efficient left-turn movements

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Hunter Stables development located in Salt Lake City, Utah. The proposed project is located on the west side of Rose Park Lane, northwest of the Salt Lake City Regional Athletic Complex (RAC). 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), future (2025), and future (2040) 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:

- SB I-215 Ramps / 2100 North
- NB I-215 Ramps / 2100 North
- Rose Park Lane / 2100 North
- South Access / Rose Park Lane
- North Access Road / Rose Park Lane
- North Access Road / Redwood Road

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:

Rose Park Lane – 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 in the study area.

C. Traffic Volumes

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

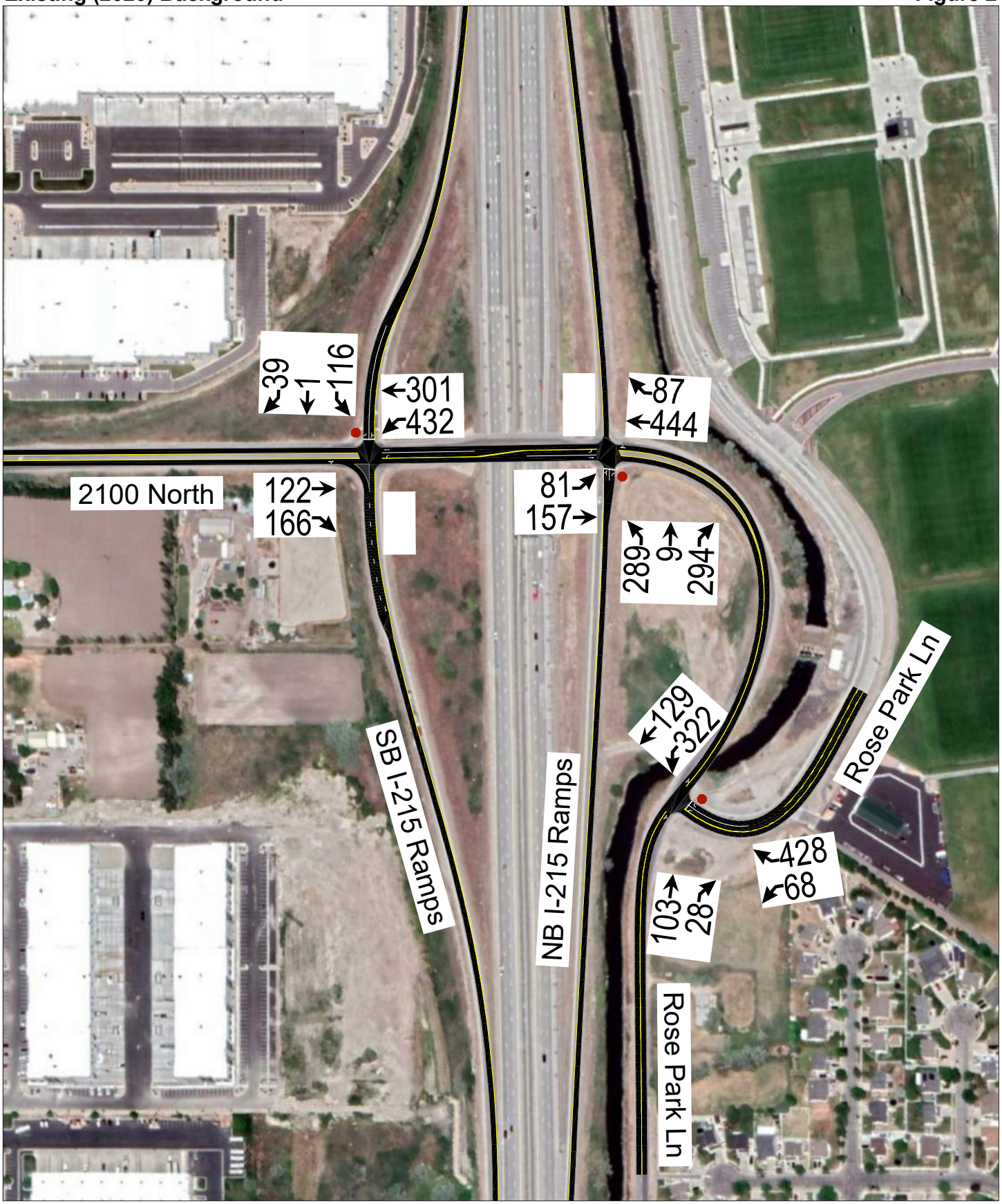
- SB I-215 Ramps / 2100 North
- NB I-215 Ramps / 2100 North
- Rose Park Lane / 2100 North

The counts were performed on Friday, October 16, 2020 in the evening peak hour due to a considerable number of sports games occurring that evening at the RAC and the Jordan River Off-Highway Vehicle (OHV) State Park being open. Eight fields were being used at the RAC that evening for a UYSA soccer tournament. According to RAC staff, there are even larger events during the summer in which all sixteen fields are in use. Therefore, traffic counts coming to and from RAC were doubled during the Friday evening peak hour to simulate a worst-case condition for this study area. The evening peak hour was determined to be between 5:00 and 6:00 p.m. Detailed count data are included in Appendix A.

Northbound and southbound counts on Redwood Road were gathered using UDOT's ATSPM signal database on the same day to be used for the future (2040) analysis.

Hales Engineering included the evening peak hour trips anticipated for phase 1 of the proposed Misty River project, located near adjacent to 2200 West, south of 3300 North. Hales Engineering completed a TIS for this project in May 2019.

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


39
1
116
301
432
87
444
2100 North
122
166
81
157
289
9
294
129
322
Rose Park Ln
SB I-215 Ramps
NB I-215 Ramps
428
68
103
28
Rose Park Ln

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]
SB I-215 Ramps / 2100 North	SB Stop	SBL	27.9	d
NB I-215 Ramps / 2100 North	NB Stop	NBT	>50	f
Rose Park Lane / 2100 North	NWB Stop	NWL	18.3	c

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, January 2021

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. A 95th percentile queue length of approximately 1,850 feet on the northbound ramp is anticipated during the evening peak hour.

F. Mitigation Measures

It is recommended that a traffic signal be installed at the NB I-215 Ramps / 2100 North and SB I-215 Ramps / 2100 North intersections when warranted. It is anticipated that the existing (2020) will be close to warranting a signal at the intersections. In addition, it is recommended that separate left- and right-turn lanes be implemented on the northbound approach of the NB I-215 Ramps / 2100 North intersection.

G. Mitigated Scenario

A scenario was completed with the proposed mitigations. As shown in Table 3, it is anticipated that the proposed mitigations will result in acceptable levels of service at all study intersections, and that the excessive queueing will also be reduced significantly.

Table 3: Mitigated Existing (2020) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
SB I-215 Ramps / 2100 North	Signal	-	13.3	B
NB I-215 Ramps / 2100 North	Signal	-	18.4	B
Rose Park Lane / 2100 North	NWB Stop	NWL	17.2	c

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, January 2021

III. FUTURE (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2025) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2025 in the study area. However, it is anticipated that the SB I-215 Ramps / 2100 North intersection will warrant a traffic signal based on the projected traffic volumes. Therefore, it was assumed that a traffic signal was installed at that location for future (2025) conditions. Additionally, it was assumed that a North Access Road would be built from Rose Park Lane to Redwood Road to give RAC and the Jordan River OHV traffic a second outlet.

C. Traffic Volumes

Hales Engineering obtained future (2025) forecasted volumes from the Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections.

Hales Engineering included the evening peak hour trips anticipated the proposed Misty River project, located near adjacent to 2200 West, south of 3300 North. Future (2025) evening peak hour turning movement volumes are shown in Figure 3.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the as shown in Table 4.

Salt Lake City Hunter Stables TIS **Evening Peak Hour**
Future (2025) Background **Figure 3**

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Table 4: Future (2025) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
SB I-215 Ramps / 2100 North	Signal	-	21.1	C
NB I-215 Ramps / 2100 North	Signal	-	33.9	C
Rose Park Lane / 2100 North	NWB Stop	NWL	22.1	c
North Access Road / Rose Park Lane	WB Stop	WBL	5.5	a
North Access Road / Redwood Road	EB Stop	EBL	15.6	c

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, January 2021

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths anticipated during the evening peak hour are as follows:

- SB I-215 Ramps / 2100 North: WB – 220 feet
- NB I-215 Ramps / 2100 North: EB – 400 feet, NB – 470 feet

The eastbound and westbound left-turn queues on the interchange bridge are anticipated to back up into each other.

F. Mitigation Measures

Based on the queueing results, it is recommended that full side-by-side left-turn lanes be striped on the interchange bridge, resulting in four striped lanes on the bridge. It is also recommended that a second through lane be striped on both the eastbound and westbound approaches leading up to the bridge. Permissive-protected left-turn phasing should also be implemented on the eastbound approach of the NB I-215 Ramps / 2100 North intersection.

G. Mitigated Scenario

A scenario was completed with the proposed mitigations. The LOS results are shown in Table 5. The LOS and queueing results are anticipated to improve with the mitigations. Also, the issue with back-to-back left-turn queueing on the bridge is nullified with the improvements. These results serve as a baseline condition for the impact analysis of the proposed development for future (2025) conditions.

Table 5: Mitigated Future (2025) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
SB I-215 Ramps / 2100 North	Signal	-	10.0	A
NB I-215 Ramps / 2100 North	Signal	-	27.7	C
Rose Park Lane / 2100 North	NWB Stop	NWL	21.5	c
North Access Road / Rose Park Lane	WB Stop	WBL	5.7	a
North Access Road / Redwood Road	EB Stop	EBL	16.7	c

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, January 2021

IV. 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 Hunter Stables development is located on the west side of Rose Park Lane, northwest of the Salt Lake City Regional Athletic Complex (RAC). The development will consist of 1,870 multi-family residential units in 11 buildings. It was assumed that 5 of the buildings would be completed by 2025 and all 11 buildings by 2040. A concept plan for the proposed development is provided in Appendix C.

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 full proposed project is included in Table 6. The assumed phased trip generation is summarized in

Table 6: Full-Build Trip Generation

Trip Generation Salt Lake City Hunter Stables TIS								
Weekday Daily Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total New Daily Trips**
Multifamily Housing (Mid-Rise) (221)	1,870	Dwelling Units	10,190	50%	50%	5,095	5,095	**10,190**
Morning Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total New AM Trips**
Multifamily Housing (Mid-Rise) (221)	1,870	Dwelling Units	674	26%	74%	175	499	**674**
Evening Peak Hour Land Use[1]	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	**Total New PM Trips**
Multifamily Housing (Mid-Rise) (221)	1,870	Dwelling Units	824	61%	39%	503	321	**824**

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

SOURCE: Hales Engineering, November 2020

Table 7: Phased Trip Generation

Period	Phase 1 (2025) 5 Buildings	Phase 2 (2040) 11 Buildings
Weekday Daily	4,632	10,190
Morning Peak Hour	306	674
Evening Peak Hour	374	824

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 8. Varying distributions for 2025 and 2040 are provided, assuming that a roadway is built near the project towards to the east to Redwood Road by 2040.

Table 8: Trip Distribution

Direction	% To/From Project
	2025 / 2040
North via I-215	15%
South via I-215	35%
South via Rose Park Lane	5%
West via 2100 North	5%
North via Redwood Rd	10%
South via Redwood Rd	30%

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 2025 and 2040 is shown in Figure 4 and Figure 5, respectively.

E. Access

The proposed access for the site will be gained at the following locations on Rose Park Lane:

- The South Access will be located approximately 3,300 feet north of the Rose Park Lane / 2100 North intersection. It is anticipated that the access will be stop-controlled.
- The North Access will be located approximately 4,400 feet north of the Rose Park Lane / 2100 North intersection. It is anticipated that the access will be stop-controlled.

Salt Lake City Hunter Stables TIS
Trip Assignment (2025)

Evening Peak Hour
Figure 4

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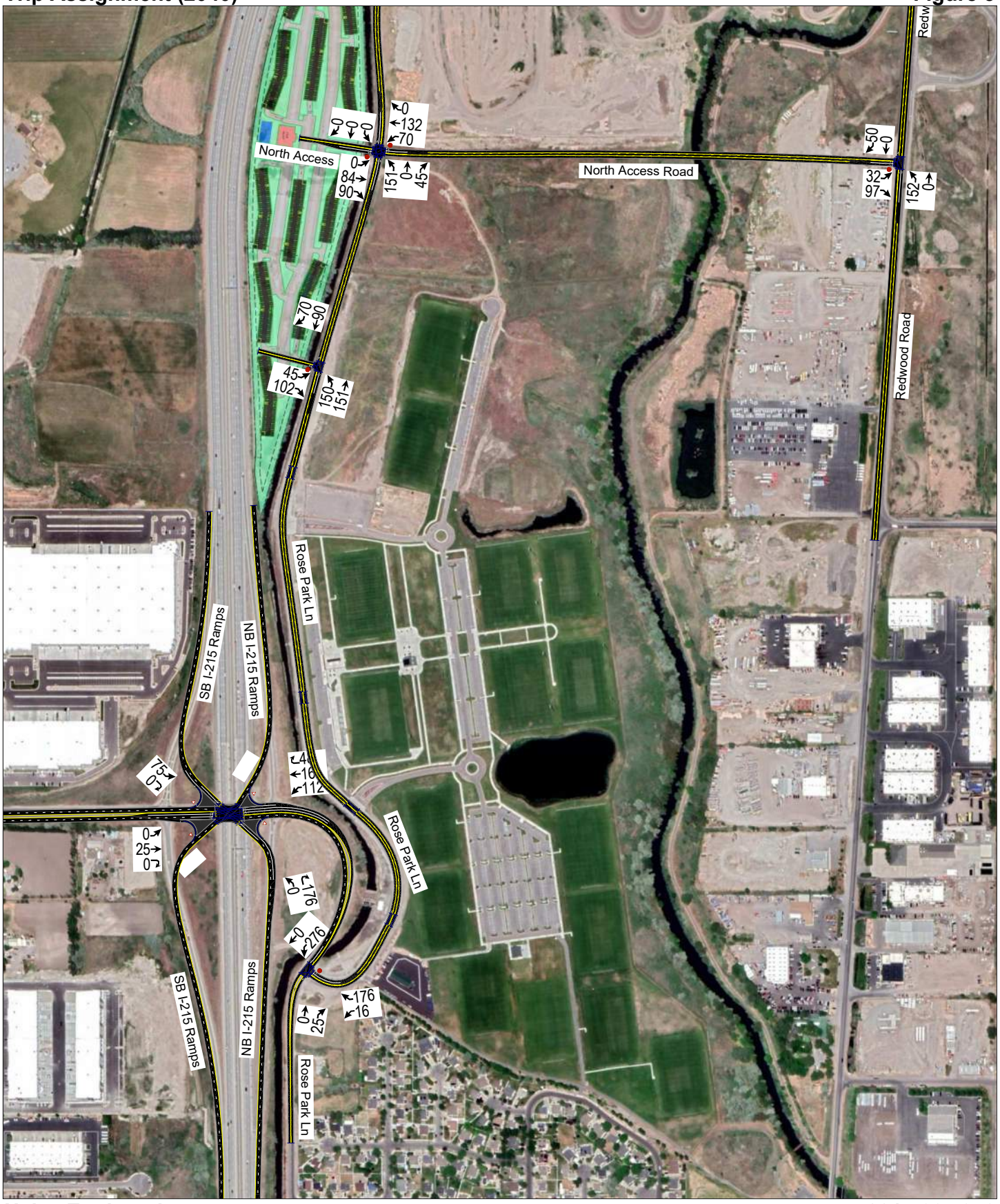
01/07/2021

Salt Lake City Hunter Stables TIS **Evening Peak Hour**
Trip Assignment (2040) **Figure 5**



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V. FUTURE (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the Phase 1 project trips discussed in Chapter III to the future (2025) background traffic volumes to predict turning movement volumes for future (2025) plus project conditions. Future (2025) plus project evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined the Rose Park lane / 2100 North and North Access Road / Redwood Road intersections are anticipated to operate at LOS E during the evening peak hour in future (2025) plus project conditions. All other intersections are anticipated to operate at acceptable levels of service, as shown in Table 9.

Table 9: Future (2025) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
SB I-215 Ramps / 2100 North	Signal	-	10.4	B
NB I-215 Ramps / 2100 North	Signal	-	36.5	D
Rose Park Lane / 2100 North	NWB Stop	NWL	36.8	e
South Access / Rose Park Lane	EB Stop	EBL	7.5	a
North Access / Rose Park Lane	EB Stop	WBT	8.8	a
North Access Road / Redwood Road	EB Stop	EBL	42.8	e

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, January 2021


North Access
0
20
10
20
55
107
North Access Road
0
35
52
82
80
134
43
465
Redwood Road
45
144
139
530
Redwood Road
South Access
37
142
24
35
54
272
Rose Park Ln
SB I-215 Ramps
NB I-215 Ramps
89
5
179
602
391
97
413
2100 North
223
339
157
245
580
10
355
Rose Park Ln
150
450
SB I-215 Ramps
NB I-215 Ramps
130
41
380
77
Rose Park Ln

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths anticipated during the evening peak hour are as follows:

- NB I-215 Ramps / 2100 North: WB – 630 feet, NB – 560 feet
- Rose Park Lane / 2100 North: SWB – 140 feet

E. Mitigation Measures

It is recommended that a separate southbound left-turn lane be added at the Rose Park Lane / 2100 North intersection to reduce delays. This will likely require widening the existing bridge located just north of the intersection.

The poor LOS at the North Access Road / Redwood Road intersection is due to the difficulty that left turn vehicles have in turning onto Redwood Road during peak hours. Signalization of the intersection would be a mitigation measure; however, a traffic signal is not warranted at the location based on the anticipated volumes.

F. Mitigated Scenario

A scenario was completed with the proposed mitigation. The LOS results are shown in Table 10. As shown, it is anticipated that all study intersections will operate at acceptable levels of service with the proposed mitigation. It is anticipated that the queueing will be improved as well.

Table 10: Mitigated Future (2025) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
SB I-215 Ramps / 2100 North	Signal	-	10.5	B
NB I-215 Ramps / 2100 North	Signal	-	38.4	D
Rose Park Lane / 2100 North	NWB Stop	NWL	28.2	d
South Access / Rose Park Lane	EB Stop	EBL	7.5	a
North Access / Rose Park Lane	EB Stop	WBT	9.0	a
North Access Road / Redwood Road	EB Stop	EBL	>50	f

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, January 2021

VI. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no additional projects planned before 2040 in the study area. However, it was assumed that the proposed southbound left-turn improvement at the Rose Park Lane / 2100 North intersection would be implemented by 2040.

C. Traffic Volumes

Hales Engineering obtained future (2040) forecasted volumes from the WFRC / MAG travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections.

Hales Engineering included the evening peak hour trips anticipated the proposed Misty River project, located near adjacent to 2200 West, south of 3300 North. Future (2040) evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2040) background conditions, as shown in Table 11. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths anticipated during the evening peak hour are as follows:

- NB I-215 Ramps / 2100 North: EB – 500+ feet, NB – 2,000 feet

Salt Lake City Hunter Stables TIS **Evening Peak Hour**
Future (2040) Background **Figure 7**

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Table 11: Future (2040) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
SB I-215 Ramps / 2100 North	Signal	-	46.8	D
NB I-215 Ramps / 2100 North	Signal	-	>80	F
Rose Park Lane / 2100 North	NWB Stop	NWR	43.3	e
North Access Road / Rose Park Lane	WB Stop	WBL	5.4	a
North Access Road / Redwood Road	EB Stop	EBL	18.2	c

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, January 2021

F. Mitigation Measures

The LOS and queueing analyses show that the 2100 North / I-15 interchange will be overloaded with the existing configuration. It is recommended that UDOT consider replacing the interchange by 2040 with a configuration with a higher capacity, such as a single-point urban interchange (SPUI).

G. Mitigated Scenario

A scenario was completed assuming a SPUI at the 2100 North / I-15 interchange. The LOS results are shown in Table 12. The LOS and queueing results are anticipated to improve with the mitigations. Also, the issue with back-to-back left-turn queueing on the bridge is nullified with the improvements.

Table 12: Mitigated Future (2040) Background Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
I-215 Ramps / 2100 North	Signal (SPUI)	-	41.8	D
Rose Park Lane / 2100 North	NWB Stop	NWL	11.0	b
North Access Road / Rose Park Lane	WB Stop	WBL	5.5	a
North Access Road / Redwood Road	EB Stop	EBL	18.0	c

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, January 2021

VII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project evening peak hour turning movement volumes are shown in Figure 8.

It is recommended that Rose Park Lane be improved to a three-lane roadway near the project site with a middle two-way left-turn lane to accommodate safe and efficient left-turn movement into the project site.

C. Level of Service Analysis

Hales Engineering determined that the North Access Road / Redwood Road is anticipated to operate at LOS E during the evening peak hour in future (2040) plus project conditions, as shown in Table 13.

Table 13: Future (2040) Plus Project Evening Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement[1]	Aver. Delay (Sec. / Veh.)	LOS[2]
I-215 Ramps / 2100 North	Signal (SPUI)	-	47.8	D
Rose Park Lane / 2100 North	NWB Stop	NWL	32.2	d
South Access / Rose Park Lane	EB Stop	EBL	11.0	b
North Access Road / Rose Park Lane	EB/WB Stop	WBL	10.5	b
North Access Road / Redwood Road	EB Stop	EBL	43.5	e

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, January 2021

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths anticipated during the evening peak hour are as follows:

- I-215 Ramps / 2100 North: NB – 1,000 feet, WB – 220 feet, EB – 390 feet

E. Mitigation Measures

The poor LOS at the North Access Road / Redwood Road intersection is due to the difficulty that left turn vehicles have in turning onto Redwood Road during peak hours. Signalization of the intersection would be a mitigation measure; however, a traffic signal is not warranted at the location based on the projected volumes. Therefore, no mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 14. Intersections shown in Table 14 include new intersections and existing intersections that have recommended storage length changes.

Table 14: Recommended Storage Lengths

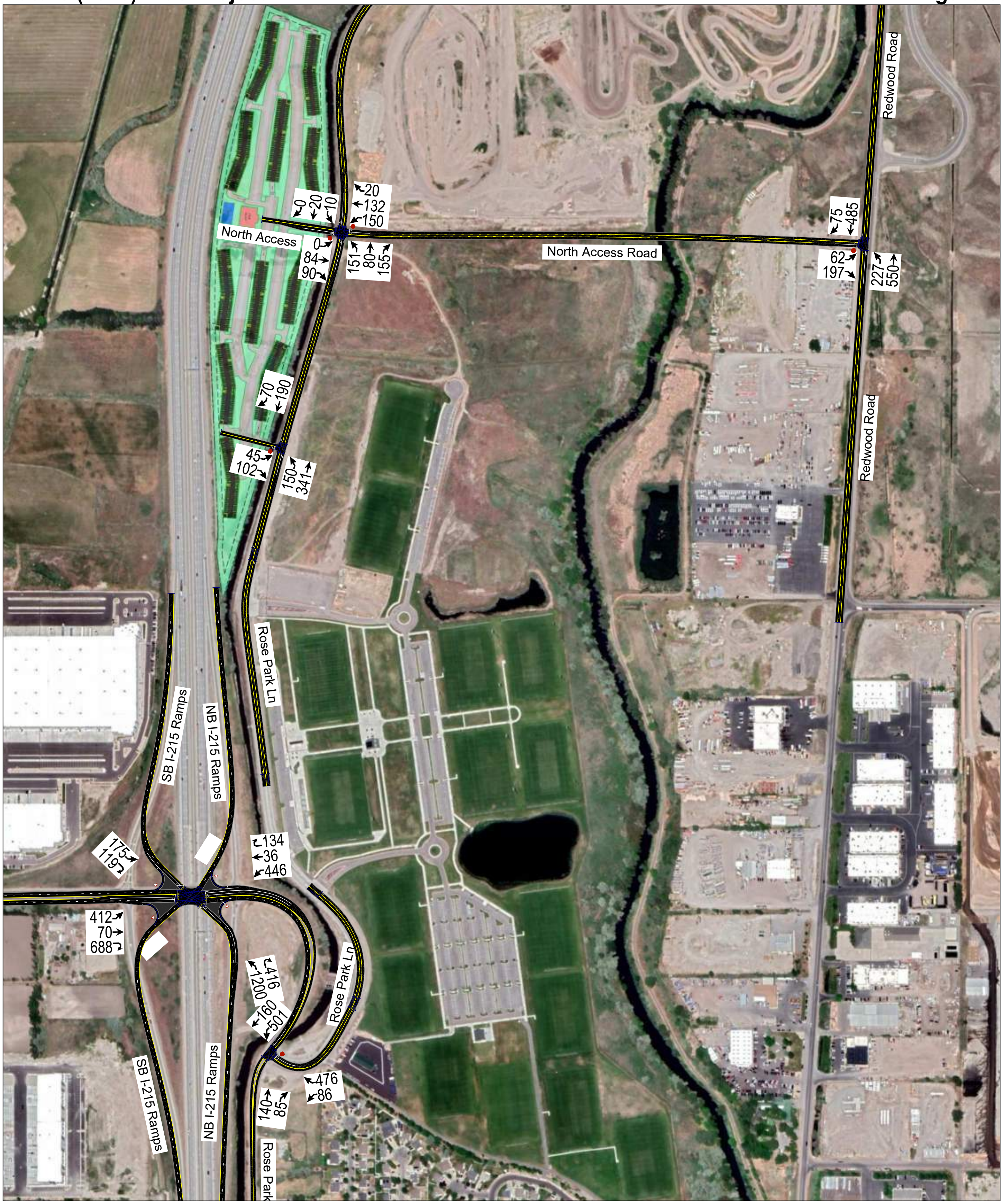
	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1/2	I-215 Ramps	-	-	-	600	-	-	350	-	125	400	-	100	200	400	-	100
3	Rose Park Lane / 2100 North	-	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-
4	South Access / Rose Park Lane	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	North Access / Rose Park Lane	-	100	-	-	-	100	-	-	-	100	-	-	-	100	-	-
6	North Access / Redwood Road	-	100	-	-	-	-	-	-	-	100	-	-	-	-	-	-

1. Storage lengths are based on 2040 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, January 2021

Salt Lake City Hunter Stables TIS
Future (2040) Plus Project

Evening Peak Hour
Figure 8



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
01/07/2021

APPENDIX A

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

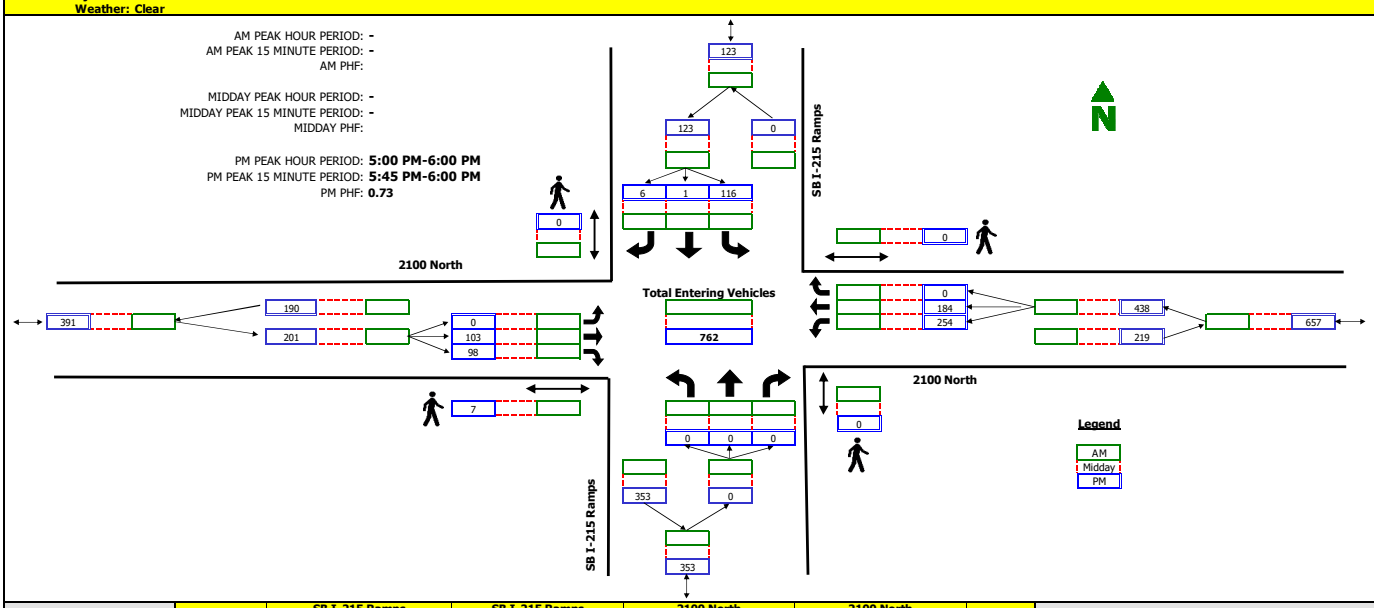
Intersection: SB I-215 Ramps / 2100 North
North/South: SB I-215 Ramps
East/West: 2100 North
Jurisdiction: Salt Lake City
Project Title: Hunter Stables TIS
Project No: UT20-1774
Weather: Clear

Date: 10-16-20, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF:

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.73**



RAW COUNT SUMMARIES	SB I-215 Ramps Northbound				SB I-215 Ramps Southbound				2100 North Eastbound				2100 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	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	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	29	1	2	0	0	37	53	0	11	52	0	0	185
16:15 - 16:30	0	0	0	0	28	0	3	0	0	20	47	0	12	35	0	0	145
16:30 - 16:45	0	0	0	0	14	0	0	0	0	42	57	0	44	39	0	0	196
16:45 - 17:00	0	0	0	0	19	1	0	0	0	40	30	0	31	47	0	0	168
17:00 - 17:15	0	0	0	0	36	0	0	0	0	43	30	5	30	55	0	0	194
17:15 - 17:30	0	0	0	0	24	0	0	0	0	24	22	2	20	52	0	0	142
17:30 - 17:45	0	0	0	0	20	1	2	0	0	17	34	0	53	38	0	0	165
17:45 - 18:00	0	0	0	0	36	0	4	0	0	19	12	0	151	39	0	0	261

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

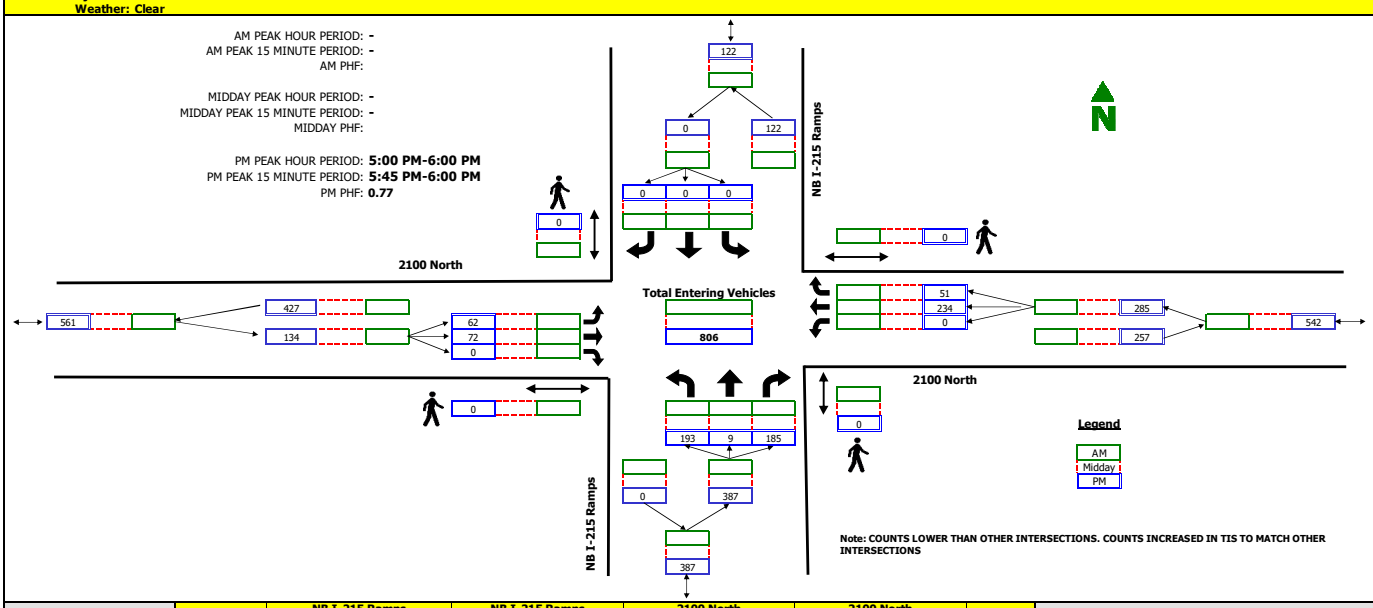
Intersection: NB I-215 Ramps / 2100 North
North/South: NB I-215 Ramps
East/West: 2100 North
Jurisdiction: Salt Lake City
Project Title: Hunter Stables TIS
Project No: UT20-1774
Weather: Clear

Date: 10-16-20, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF:

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.77**



RAW COUNT SUMMARIES	NB I-215 Ramps Northbound				NB I-215 Ramps Southbound				2100 North Eastbound				2100 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	44	4	52	1	0	0	0	0	29	30	0	0	0	12	11	0	182
16:15 - 16:30	39	0	65	0	0	0	0	0	18	21	0	0	0	10	5	0	158
16:30 - 16:45	36	0	47	0	0	0	0	0	32	16	0	0	0	27	5	0	163
16:45 - 17:00	57	1	67	0	0	0	0	0	22	24	0	0	0	24	5	0	200
17:00 - 17:15	62	2	73	0	0	0	0	0	19	32	0	0	0	21	16	0	225
17:15 - 17:30	42	2	45	0	0	0	0	0	20	19	0	0	0	25	10	0	163
17:30 - 17:45	41	1	32	0	0	0	0	0	13	13	0	0	0	47	9	0	156
17:45 - 18:00	48	4	35	0	0	0	0	0	10	8	0	0	0	141	16	0	262

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

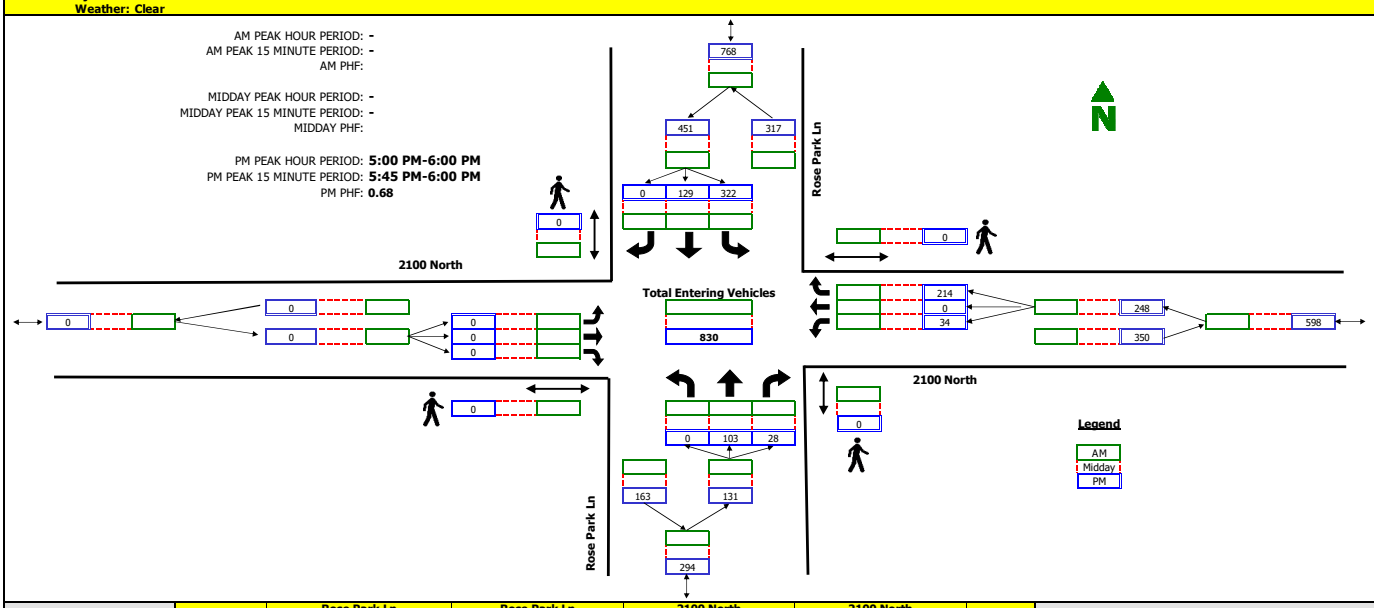
Intersection: Rose Park Ln / 2100 North
North/South: Rose Park Ln
East/West: 2100 North
Jurisdiction: Salt Lake City
Project Title: Hunter Stables TIS
Project No: UT20-1774
Weather: Clear

Date: 10-16-20, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF:

MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:45 PM-6:00 PM**
PM PHF: **0.68**



RAW COUNT SUMMARIES	Rose Park Ln Northbound				Rose Park Ln Southbound				2100 North Eastbound				2100 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	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 PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	21	14	0	98	36	0	0	0	0	0	0	5	0	1	0	175
16:15 - 16:30	0	12	10	0	59	31	0	0	0	0	0	0	1	0	2	0	115
16:30 - 16:45	0	28	7	0	46	26	0	0	0	0	0	0	0	0	7	0	114
16:45 - 17:00	0	24	5	0	80	31	0	0	0	0	0	0	3	0	9	0	152
17:00 - 17:15	0	38	5	0	117	35	0	0	0	0	0	0	11	0	14	0	220
17:15 - 17:30	0	20	9	0	75	35	0	0	0	0	0	0	7	0	15	0	161
17:30 - 17:45	0	27	6	0	47	29	0	0	0	0	0	0	2	0	35	0	146
17:45 - 18:00	0	18	8	0	83	30	0	0	0	0	0	0	14	0	150	0	303

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Existing (2020) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	***L***	***116***	***112***	***97***	***27.9***	***D***
	T	1	1	100	15.6	*C*
	R	39	40	102	4.2	*A*
	Subtotal	156	153	98	21.6	*C*
EB	T	122	122	100	3.2	*A*
	R	166	171	103	2.4	*A*
	Subtotal	288	293	102	2.7	*A*
WB	L	432	423	98	4.4	*A*
	T	307	304	99	1.2	*A*
	Subtotal	739	727	98	3.1	*A*
Total		1,184	1,173	99	5.4	*A*

Intersection: NB I-215 Ramps & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	289	270	93	139.6	*F*
	T	***9***	***9***	***100***	***143.2***	***F***
	R	294	287	98	115.3	*F*
	Subtotal	592	566	96	127.3	*F*
EB	L	81	79	98	6.5	*A*
	T	176	175	100	1.4	*A*
	Subtotal	257	254	99	3.0	*A*
WB	T	453	461	102	1.9	*A*
	R	87	92	106	1.0	*A*
	Subtotal	540	553	102	1.8	*A*
Total		1,388	1,373	99	54.6	*F*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Existing (2020) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***68***	***68***	***100***	***18.3***	***C***
	R	428	434	101	7.4	*A*
	Subtotal	496	502	101	8.9	*A*
NE	T	103	111	108	1.1	*A*
	R	28	30	107	0.4	*A*
	Subtotal	131	141	108	1.0	*A*
SW	L	322	316	98	4.0	*A*
	T	132	130	98	2.9	*A*
	Subtotal	454	446	98	3.7	*A*
Total		1,081	1,089	101	5.7	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Existing (2020) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	116	113	97	35.5	*D*
	T	1	1	100	29.6	*C*
	R	39	37	94	6.0	*A*
	Subtotal	156	151	97	28.2	*C*
EB	T	122	123	101	8.9	*A*
	R	166	165	99	3.7	*A*
	Subtotal	288	288	100	5.9	*A*
WB	L	432	437	101	15.4	*B*
	T	307	314	102	9.7	*A*
	Subtotal	739	751	102	13.0	*B*
Total		1,184	1,190	101	13.3	*B*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	289	292	101	31.5	*C*
	T	9	12	133	37.1	*D*
	R	294	289	98	7.8	*A*
	Subtotal	592	593	100	20.1	*B*
EB	L	81	81	100	51.7	*D*
	T	176	175	100	7.6	*A*
	Subtotal	257	256	100	21.6	*C*
WB	T	453	465	103	15.6	*B*
	R	87	88	101	12.4	*B*
	Subtotal	540	553	102	15.1	*B*
Total		1,388	1,402	101	18.4	*B*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Existing (2020) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***68***	***64***	***94***	***17.2***	***C***
	R	428	440	103	7.6	*A*
	Subtotal	496	504	102	8.8	*A*
NE	T	103	103	100	1.1	*A*
	R	28	29	104	0.3	*A*
	Subtotal	131	132	101	0.9	*A*
SW	L	322	308	96	4.2	*A*
	T	132	139	105	3.2	*A*
	Subtotal	454	447	98	3.9	*A*
Total		1,081	1,083	100	5.8	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	145	140	97	104.1	*F*
	T	5	6	114	128.7	*F*
	R	89	98	110	34.3	*C*
	Subtotal	239	244	102	76.7	*E*
EB	T	212	214	101	32.5	*C*
	R	339	336	99	10.7	*B*
	Subtotal	551	550	100	19.2	*B*
WB	L	340	299	88	13.2	*B*
	T	599	642	107	4.7	*A*
	Subtotal	939	941	100	7.4	*A*
Total		1,730	1,735	100	21.1	*C*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	592	102	42.4	*D*
	T	10	11	110	50.5	*D*
	R	275	276	100	15.9	*B*
	Subtotal	865	879	102	34.2	*C*
EB	L	157	153	97	91.3	*F*
	T	232	231	100	19.5	*B*
	Subtotal	389	384	99	48.1	*D*
WB	T	362	354	98	21.6	*C*
	R	75	77	102	15.7	*B*
	Subtotal	437	431	99	20.5	*C*
Total		1,691	1,694	100	33.9	*C*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***70***	***76***	***109***	***22.1***	***C***
	R	300	300	100	5.5	*A*
	Subtotal	370	376	102	8.9	*A*
NE	T	130	124	95	1.0	*A*
	R	30	33	108	0.4	*A*
	Subtotal	160	157	98	0.9	*A*
SW	L	325	325	100	5.0	*A*
	T	155	152	98	4.0	*A*
	Subtotal	480	477	99	4.7	*A*
Total		1,010	1,010	100	5.6	*A*

Intersection: Rose Park Ln & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	246	244	99	1.6	*A*
	R	110	113	103	2.0	*A*
	Subtotal	356	357	100	1.7	*A*
SB	L	10	9	88	2.3	*A*
	T	20	23	114	0.1	*A*
	Subtotal	30	32	107	0.7	*A*
WB	***L***	***70***	***70***	***100***	***5.5***	***A***
	R	20	21	104	2.8	*A*
	Subtotal	90	91	101	4.9	*A*
Total		476	480	101	2.3	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Redwood Road & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	70	100	3.6	*A*
	T	530	535	101	1.5	*A*
	Subtotal	600	605	101	1.7	*A*
SB	T	465	463	100	1.7	*A*
	R	20	20	99	0.7	*A*
	Subtotal	485	483	100	1.7	*A*
EB	***L***	***30***	***28***	***94***	***15.6***	***C***
	R	100	100	100	6.3	*A*
	Subtotal	130	128	98	8.3	*A*
Total		1,215	1,216	100	2.4	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	145	154	106	36.7	*D*
	T	5	5	95	37.8	*D*
	R	89	92	103	12.2	*B*
	Subtotal	239	251	105	27.7	*C*
EB	T	212	210	99	12.6	*B*
	R	339	340	100	6.3	*A*
	Subtotal	551	550	100	8.7	*A*
WB	L	340	307	90	8.6	*A*
	T	599	633	106	4.5	*A*
	Subtotal	939	940	100	5.8	*A*
Total		1,730	1,741	101	10.0	*A*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	583	100	25.1	*C*
	T	10	10	100	30.3	*C*
	R	275	276	100	9.7	*A*
	Subtotal	865	869	100	20.3	*C*
EB	L	157	155	99	37.1	*D*
	T	232	246	106	16.5	*B*
	Subtotal	389	401	103	24.5	*C*
WB	T	362	360	100	50.3	*D*
	R	75	72	96	20.2	*C*
	Subtotal	437	432	99	45.3	*D*
Total		1,691	1,702	101	27.7	*C*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***70***	***71***	***101***	***21.5***	***C***
	R	300	293	98	5.4	*A*
	Subtotal	370	364	98	8.5	*A*
NE	T	130	127	98	0.9	*A*
	R	30	33	108	0.4	*A*
	Subtotal	160	160	100	0.8	*A*
SW	L	325	332	102	5.3	*A*
	T	155	162	105	4.4	*A*
	Subtotal	480	494	103	5.0	*A*
Total		1,010	1,018	101	5.6	*A*

Intersection: Rose Park Ln & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	246	251	102	1.7	*A*
	R	110	113	103	1.9	*A*
	Subtotal	356	364	102	1.8	*A*
SB	L	10	10	98	2.4	*A*
	T	20	19	94	0.0	*A*
	Subtotal	30	29	97	0.8	*A*
WB	***L***	***70***	***69***	***98***	***5.7***	***A***
	R	20	23	114	2.9	*A*
	Subtotal	90	92	102	5.0	*A*
Total		476	485	102	2.3	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Redwood Road & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	70	72	102	3.9	*A*
	T	530	529	100	1.5	*A*
	Subtotal	600	601	100	1.8	*A*
SB	T	465	457	98	1.7	*A*
	R	20	20	99	0.7	*A*
	Subtotal	485	477	98	1.7	*A*
EB	***L***	***30***	***29***	***97***	***16.7***	***C***
	R	100	102	102	5.7	*A*
	Subtotal	130	131	101	8.1	*A*
Total		1,215	1,209	99	2.4	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	179	174	97	37.0	*D*
	T	5	5	95	42.1	*D*
	R	89	93	104	11.1	*B*
	Subtotal	273	272	100	28.2	*C*
EB	T	223	216	97	9.8	*A*
	R	339	345	102	5.4	*A*
	Subtotal	562	561	100	7.1	*A*
WB	L	391	355	91	10.3	*B*
	T	606	632	104	5.7	*A*
	Subtotal	997	987	99	7.4	*A*
Total		1,832	1,820	99	10.4	*B*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	575	99	26.7	*C*
	T	10	12	120	30.4	*C*
	R	355	366	103	12.5	*B*
	Subtotal	945	953	101	21.3	*C*
EB	L	157	153	97	37.7	*D*
	T	279	270	97	12.1	*B*
	Subtotal	436	423	97	21.4	*C*
WB	T	422	420	100	83.8	*F*
	R	97	97	100	44.1	*D*
	Subtotal	519	517	100	76.4	*E*
Total		1,900	1,893	100	36.5	*D*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***77***	***78***	***101***	***36.8***	***E***
	R	380	385	101	8.6	*A*
	Subtotal	457	463	101	13.4	*B*
NE	T	130	132	102	1.5	*A*
	R	41	43	104	0.6	*A*
	Subtotal	171	175	102	1.3	*A*
SW	L	450	456	101	6.1	*A*
	T	156	157	101	5.2	*A*
	Subtotal	606	613	101	5.9	*A*
Total		1,234	1,251	101	8.0	*A*

Intersection: Rose Park Ln & South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	54	53	97	3.0	*A*
	T	436	445	102	1.1	*A*
	Subtotal	490	498	102	1.3	*A*
SB	T	142	142	100	1.1	*A*
	R	37	35	95	0.9	*A*
	Subtotal	179	177	99	1.1	*A*
EB	***L***	***24***	***23***	***96***	***7.5***	***A***
	R	35	37	106	3.7	*A*
	Subtotal	59	60	102	5.2	*A*
Total		729	735	101	1.6	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & North Access/North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	82	82	100	3.0	*A*
	T	80	76	95	2.4	*A*
	R	134	138	103	1.7	*A*
	Subtotal	296	296	100	2.2	*A*
SB	L	10	10	100	3.0	*A*
	T	20	19	96	0.2	*A*
	Subtotal	30	29	97	1.2	*A*
EB	T	35	38	109	7.7	*A*
	R	52	54	103	3.6	*A*
	Subtotal	87	92	106	5.3	*A*
WB	L	107	105	98	7.9	*A*
	T	***56***	***56***	***101***	***8.8***	***A***
	R	20	19	96	4.0	*A*
	Subtotal	183	180	98	7.8	*A*
Total		595	597	100	4.4	*A*

Intersection: Redwood Road & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	139	133	96	7.0	*A*
	T	530	528	100	2.7	*A*
	Subtotal	669	661	99	3.6	*A*
SB	T	465	466	100	2.9	*A*
	R	43	45	105	0.7	*A*
	Subtotal	508	511	101	2.7	*A*
EB	***L***	***45***	***44***	***98***	***42.8***	***E***
	R	144	154	107	10.5	*B*
	Subtotal	189	198	105	17.7	*C*
Total		1,365	1,370	100	5.3	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	179	185	103	39.7	*D*
	T	5	6	114	41.0	*D*
	R	89	88	99	15.7	*B*
	Subtotal	273	279	102	32.2	*C*
EB	T	223	223	100	8.4	*A*
	R	339	346	102	5.0	*A*
	Subtotal	562	569	101	6.3	*A*
WB	L	377	360	95	10.4	*B*
	T	745	773	104	6.2	*A*
	Subtotal	1,122	1,133	101	7.5	*A*
Total		1,958	1,981	101	10.7	*B*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	580	592	102	32.9	*C*
	T	10	11	110	35.9	*D*
	R	355	360	101	15.5	*B*
	Subtotal	945	963	102	26.4	*C*
EB	L	157	155	99	46.9	*D*
	T	279	290	104	12.1	*B*
	Subtotal	436	445	102	24.2	*C*
WB	T	532	527	99	58.0	*E*
	R	119	116	97	40.6	*D*
	Subtotal	651	643	99	54.9	*D*
Total		2,032	2,051	101	34.9	*C*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***77***	***75***	***97***	***23.8***	***C***
	R	510	508	100	8.9	*A*
	Subtotal	587	583	99	10.8	*B*
NE	T	130	126	97	1.4	*A*
	R	41	42	102	0.5	*A*
	Subtotal	171	168	98	1.2	*A*
SW	L	450	464	103	5.5	*A*
	T	156	156	100	1.4	*A*
	Subtotal	606	620	102	4.5	*A*
Total		1,364	1,371	100	6.8	*A*

Intersection: Rose Park Ln & South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	54	51	94	2.8	*A*
	T	436	454	104	0.9	*A*
	Subtotal	490	505	103	1.1	*A*
SB	T	144	142	99	1.1	*A*
	R	37	36	97	0.9	*A*
	Subtotal	181	178	98	1.1	*A*
EB	***L***	***24***	***23***	***96***	***6.0***	***A***
	R	35	35	100	3.4	*A*
	Subtotal	59	58	98	4.4	*A*
Total		731	741	101	1.4	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2025) Plus Project Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & North Access/North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	82	81	99	2.5	*A*
	T	36	34	95	1.3	*A*
	R	74	82	110	1.2	*A*
	Subtotal	192	197	103	1.8	*A*
SB	L	10	9	90	1.9	*A*
	T	15	16	105	0.2	*A*
	Subtotal	25	25	100	0.8	*A*
EB	T	35	34	97	6.9	*A*
	R	52	52	100	3.5	*A*
	Subtotal	87	86	99	4.8	*A*
WB	L	112	110	98	7.2	*A*
	T	***55***	***54***	***99***	***8.2***	***A***
	R	15	16	105	3.7	*A*
	Subtotal	182	180	99	7.2	*A*
Total		487	488	100	4.3	*A*

Intersection: Redwood Road & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	139	133	96	6.7	*A*
	T	530	535	101	2.7	*A*
	Subtotal	669	668	100	3.5	*A*
SB	T	465	456	98	2.7	*A*
	R	43	46	108	0.5	*A*
	Subtotal	508	502	99	2.5	*A*
EB	***L***	***30***	***30***	***98***	***42.4***	***E***
	T	0	1	400	0.8	*A*
	R	89	96	108	7.5	*A*
	Subtotal	119	127	107	15.7	*C*
Total		1,296	1,297	100	4.3	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	100	99	99	49.8	*D*
	T	10	10	98	55.3	*E*
	R	119	116	97	21.6	*C*
	Subtotal	229	225	98	35.5	*D*
EB	T	457	357	78	130.3	*F*
	R	688	543	79	78.8	*E*
	Subtotal	1,145	900	79	99.2	*F*
WB	L	334	258	77	27.1	*C*
	T	1,226	963	79	4.3	*A*
	Subtotal	1,560	1,221	78	9.1	*A*
Total		2,934	2,346	80	46.8	*D*

Intersection: NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1,200	903	75	161.9	*F*
	T	10	8	78	166.6	*F*
	R	240	182	76	125.8	*F*
	Subtotal	1,450	1,093	75	155.9	*F*
EB	L	412	317	77	162.2	*F*
	T	145	139	96	12.4	*B*
	Subtotal	557	456	82	116.5	*F*
WB	T	362	321	89	262.7	*F*
	R	86	78	91	174.6	*F*
	Subtotal	448	399	89	245.5	*F*
Total		2,456	1,948	79	166.8	*F*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	70	71	101	15.9	C
	R	***300***	***281***	***94***	***43.3***	***E***
	Subtotal	370	352	95	37.8	E
NE	T	140	143	102	8.5	A
	Subtotal	140	143	102	8.5	A
SW	L	225	187	83	4.1	A
	T	162	136	84	1.1	A
	Subtotal	387	323	83	2.8	A
Total		898	818	91	19.1	C

Intersection: Rose Park Ln & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	115	95	83	1.9	A
	R	110	90	82	1.8	A
	Subtotal	225	185	82	1.9	A
SB	L	10	10	98	2.1	A
	T	20	22	109	0.1	A
	Subtotal	30	32	107	0.7	A
WB	***L***	***80***	***82***	***102***	***5.4***	***A***
	T	0	0	0		
	R	20	24	119	3.1	A
	Subtotal	100	106	106	4.9	A
Total		356	323	91	2.8	A

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Redwood Road & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	79	105	4.3	*A*
	T	550	554	101	1.6	*A*
	Subtotal	625	633	101	1.9	*A*
SB	T	485	482	99	1.8	*A*
	R	25	27	107	0.9	*A*
	Subtotal	510	509	100	1.8	*A*
EB	***L***	***30***	***22***	***74***	***18.2***	***C***
	R	100	89	89	6.4	*A*
	Subtotal	130	111	85	8.7	*A*
Total		1,264	1,253	99	2.5	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	412	412	100	60.1	*E*
	T	45	45	101	49.8	*D*
	R2	688	679	99	11.8	*B*
	Subtotal	1,145	1,136	99	30.8	*C*
WB	L	334	330	99	37.2	*D*
	T	22	25	114	35.4	*D*
	R2	86	84	98	2.7	*A*
	Subtotal	442	439	99	30.5	*C*
NW	L	1,200	1,186	99	66.3	*E*
	R2	240	228	95	15.7	*B*
	Subtotal	1,440	1,414	98	58.1	*E*
SE	L	100	101	101	22.6	*C*
	R2	119	125	105	4.9	*A*
	Subtotal	219	226	103	12.8	*B*
Total		3,246	3,215	99	41.8	*D*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***70***	***66***	***94***	***11.0***	***B***
	R	300	299	100	5.5	*A*
	Subtotal	370	365	99	6.5	*A*
NE	T	140	137	98	1.1	*A*
	R	60	59	98	0.4	*A*
	Subtotal	200	196	98	0.9	*A*
SW	L	225	222	99	9.3	*A*
	T	160	154	96	5.3	*A*
	Subtotal	385	376	98	7.7	*A*
Total		956	937	98	5.8	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	175	170	97	1.7	*A*
	R	110	110	100	1.9	*A*
	Subtotal	285	280	98	1.8	*A*
SB	L	10	11	107	2.1	*A*
	T	20	21	104	0.2	*A*
	Subtotal	30	32	107	0.9	*A*
WB	***L***	***80***	***82***	***102***	***5.5***	***A***
	T	0	0	0		
	R	20	24	119	2.7	*A*
	Subtotal	100	106	106	4.9	*A*
Total		416	418	100	2.5	*A*

Intersection: Redwood Road & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	77	102	4.3	*A*
	T	550	544	99	1.6	*A*
	Subtotal	625	621	99	1.9	*A*
SB	T	485	484	100	1.9	*A*
	R	25	29	115	0.9	*A*
	Subtotal	510	513	101	1.8	*A*
EB	***L***	***30***	***29***	***97***	***18.0***	***C***
	R	100	103	103	6.7	*A*
	Subtotal	130	132	102	9.2	*A*
Total		1,264	1,266	100	2.7	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: SB I-215 Ramps & NB I-215 Ramps & 2100 North
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	412	421	102	81.9	*F*
	T	70	68	97	52.6	*D*
	R2	688	673	98	13.0	*B*
	Subtotal	1,170	1,162	99	40.3	*D*
WB	L	446	449	101	42.3	*D*
	T	38	33	88	33.3	*C*
	R2	134	130	97	3.0	*A*
	Subtotal	618	612	99	33.5	*C*
NW	L	1,200	1,197	100	76.5	*E*
	R2	416	415	100	24.5	*C*
	Subtotal	1,616	1,612	100	63.1	*E*
SE	L	175	167	95	28.2	*C*
	R2	119	118	99	8.2	*A*
	Subtotal	294	285	97	19.9	*B*
Total		3,698	3,671	99	47.8	*D*

Intersection: Rose Park Ln & 2100 North
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***86***	***84***	***98***	***32.2***	***D***
	R	476	470	99	8.1	*A*
	Subtotal	562	554	99	11.8	*B*
NE	T	140	140	100	1.7	*A*
	R	85	88	103	0.8	*A*
	Subtotal	225	228	101	1.4	*A*
SW	L	501	490	98	12.0	*B*
	T	161	162	101	5.9	*A*
	Subtotal	662	652	98	10.5	*B*
Total		1,449	1,434	99	9.5	*A*

SimTraffic LOS Report

Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Rose Park Ln
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	150	148	99	3.8	*A*
	T	436	430	99	1.0	*A*
	Subtotal	586	578	99	1.7	*A*
SB	T	190	186	98	1.5	*A*
	R	70	75	107	1.1	*A*
	Subtotal	260	261	100	1.4	*A*
EB	***L***	***45***	***43***	***96***	***11.0***	***B***
	R	102	98	96	5.1	*A*
	Subtotal	147	141	96	6.9	*A*
Total		993	980	99	2.4	*A*

Intersection: Rose Park Ln & North Access/North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	143	95	3.2	*A*
	T	80	80	99	2.4	*A*
	R	155	153	99	1.8	*A*
	Subtotal	386	376	97	2.5	*A*
SB	L	10	9	88	3.0	*A*
	T	20	22	109	0.4	*A*
	Subtotal	30	31	103	1.2	*A*
EB	T	84	81	96	9.7	*A*
	R	90	88	98	4.9	*A*
	Subtotal	174	169	97	7.2	*A*
WB	***L***	***150***	***148***	***99***	***10.5***	***B***
	T	132	129	97	10.2	*B*
	R	20	22	109	5.6	*A*
	Subtotal	302	299	99	10.0	*A*
Total		893	875	98	5.9	*A*

SimTraffic LOS Report

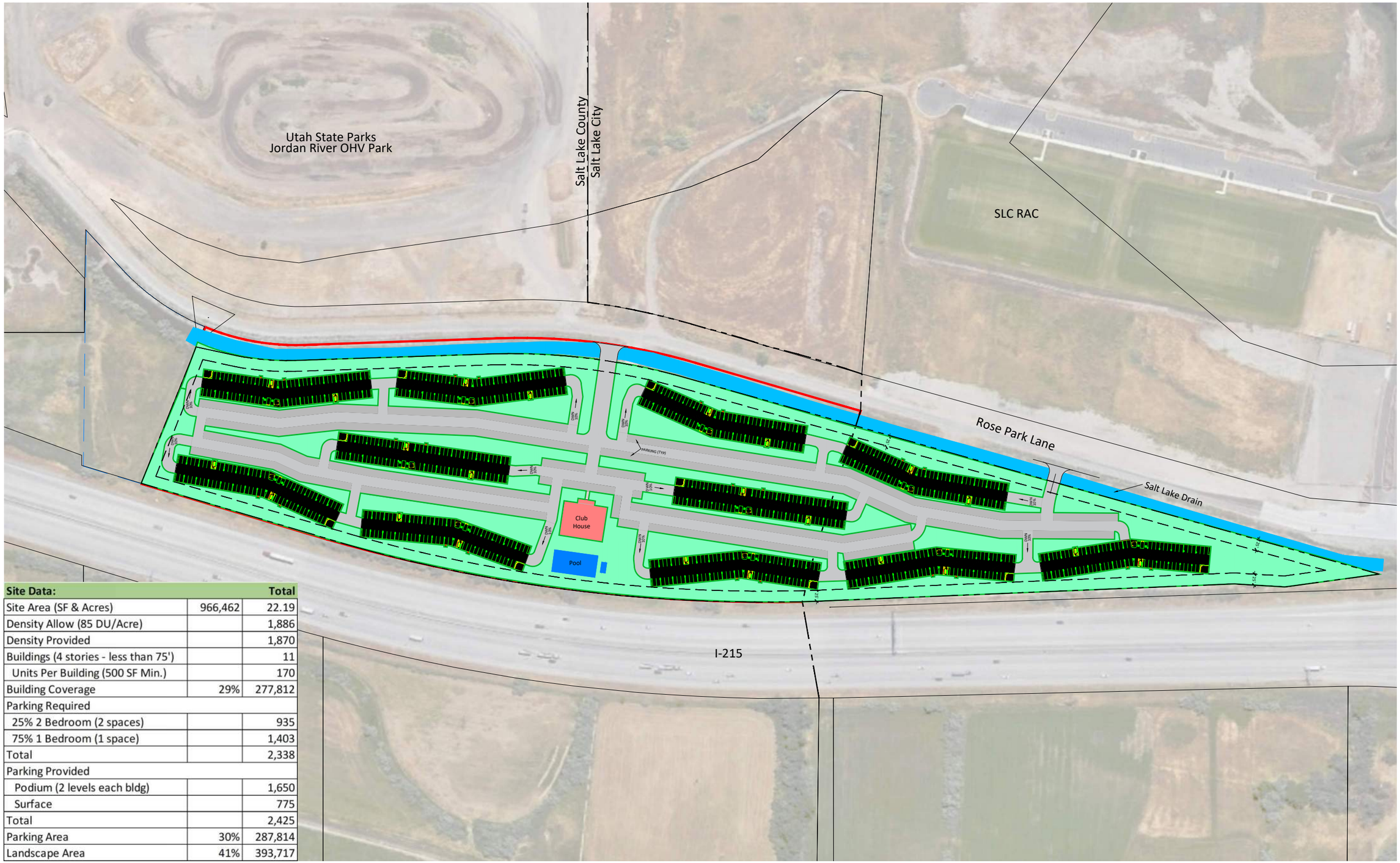
Project: Salt Lake City Hunter Stables TIS
Analysis Period: *Future (2040) Background Mitigated*
Time Period: *Evening Peak Hour* **Project #:** *UT20-1774*

Intersection: Redwood Road & North Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	227	227	100	8.6	*A*
	T	550	546	99	2.7	*A*
	Subtotal	777	773	99	4.4	*A*
SB	T	485	479	99	3.2	*A*
	R	75	74	98	1.5	*A*
	Subtotal	560	553	99	3.0	*A*
EB	***L***	***62***	***59***	***95***	***43.5***	***E***
	R	197	194	98	9.6	*A*
	Subtotal	259	253	98	17.5	*C*
Total		1,596	1,579	99	6.1	*A*

APPENDIX C

Site Plan



Site Data:		Total
Site Area (SF & Acres)	966,462	22.19
Density Allow (85 DU/Acre)		1,886
Density Provided		1,870
Buildings (4 stories - less than 75')		11
Units Per Building (500 SF Min.)		170
Building Coverage	29%	277,812
Parking Required		
25% 2 Bedroom (2 spaces)		935
75% 1 Bedroom (1 space)		1,403
Total		2,338
Parking Provided		
Podium (2 levels each bldg)		1,650
Surface		775
Total		2,425
Parking Area	30%	287,814
Landscape Area	41%	393,717

0 50' 100' 200'
Scale: 1" = 100'-0"

HUNTER STABLES APARTMENTS
SALT LAKE CITY, UTAH

CONCEPTUAL SITE PLAN
17 APRIL 2019

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Existing (2020) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB		NE	NW		SB		SW	EB			WB		
	LT	R	TR	L	R	LT	R	LT	L	T	TR	L	T	TR
01: SB I-215 Ramps & 2100 North	--	--	--	--	--	118	62	--	--	--	13	94	2	--
02: NB I-215 Ramps & 2100 North	1,859	158	--	--	--	--	--	--	63	6	--	--	--	8
03: Rose Park Ln & 2100 North	--	--	9	86	148	--	--	91	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Existing (2020) Background Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB		NE	NW		SB		SW	EB			WB		
	LT	R	TR	L	R	LT	R	LT	L	T	TR	L	T	TR
01: SB I-215 Ramps & 2100 North	--	--	--	--	--	144	60	--	--	--	154	233	232	--
02: NB I-215 Ramps & 2100 North	332	120	--	--	--	--	--	--	155	163	--	--	--	304
03: Rose Park Ln & 2100 North	--	--	7	79	156	--	--	92	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Future (2025) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB				NE	NW		SB				SW	EB			WB			
	L	LT	R	TR	TR	L	R	L	LT	R	TR	LT	L	R	T	L	R	T	TR
01: SB I-215 Ramps & 2100 North	--	--	--	--	--	--	--	--	624	249	--	--	--	139	499	222	--	176	--
02: NB I-215 Ramps & 2100 North	--	810	466	--	--	--	--	--	--	--	--	--	258	--	404	--	--	--	273
03: Rose Park Ln & 2100 North	--	--	--	--	13	85	107	--	--	--	--	104	--	--	--	--	--	--	--
04: Rose Park Ln & North Access Road	--	--	--	2	--	--	--	14	--	--	--	--	--	--	--	53	42	--	--
05: Redwood Road & North Access Road	46	--	--	--	--	--	--	--	--	--	2	--	54	69	--	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Future (2025) Background Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB			NE	NW		SB				SW	EB				WB			
	L	LT	R	TR	L	R	L	LT	R	TR	LT	L	R	T	TR	L	R	T	TR
01: SB I-215 Ramps & 2100 North	--	--	--	--	--	--	--	168	101	--	--	--	--	132	253	149	--	163	--
02: NB I-215 Ramps & 2100 North	--	487	224	--	--	--	--	--	--	--	--	212	--	143	--	--	--	286	266
03: Rose Park Ln & 2100 North	--	--	--	15	87	103	--	--	--	--	114	--	--	--	--	--	--	--	--
04: Rose Park Ln & North Access Road	--	--	--	--	--	--	17	--	--	--	--	--	--	--	--	55	44	--	--
05: Redwood Road & North Access Road	46	--	--	--	--	--	--	--	--	3	--	52	65	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Future (2025) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB				NE	NW		SB				SW	EB					WB		
	L	LT	R	TR	TR	L	R	L	LT	R	TR	LT	L	LR	R	T	TR	L	T	TR
01: SB I-215 Ramps & 2100 North	--	--	--	--	--	--	--	--	177	94	--	--	--	--	--	108	209	188	195	--
02: NB I-215 Ramps & 2100 North	--	563	246	--	--	--	--	--	--	--	--	--	183	--	--	125	--	--	405	631
03: Rose Park Ln & 2100 North	--	--	--	--	25	122	167	--	--	--	--	143	--	--	--	--	--	--	--	--
04: Rose Park Ln & South Access	--	51	--	--	--	--	--	--	--	--	--	--	--	54	--	--	--	--	--	--
05: Rose Park Ln & North Access/North Access Road	19	--	--	4	--	--	--	17	--	--	2	--	--	--	--	--	51	64	--	59
06: Redwood Road & North Access Road	77	--	--	--	--	--	--	--	--	--	9	--	76	--	97	--	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Future (2025) Plus Project Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB				NE	NW		SB				SW	EB					WB		
	L	LT	R	TR	TR	L	R	L	LT	R	TR	L	L	LR	R	T	TR	L	T	TR
01: SB I-215 Ramps & 2100 North	--	--	--	--	--	--	--	--	198	105	--	--	--	--	--	94	179	200	234	--
02: NB I-215 Ramps & 2100 North	--	768	329	--	--	--	--	--	--	--	--	--	217	--	--	144	--	--	364	466
03: Rose Park Ln & 2100 North	--	--	--	--	12	110	191	--	--	--	--	114	--	--	--	--	--	--	--	--
04: Rose Park Ln & South Access	--	44	--	--	--	--	--	--	--	--	--	--	--	52	--	--	--	--	--	--
05: Rose Park Ln & North Access/North Access Road	18	--	--	3	--	--	--	9	--	--	--	--	--	--	--	--	51	62	--	54
06: Redwood Road & North Access Road	74	--	--	--	--	--	--	--	--	--	12	--	60	--	70	--	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Future (2040) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB				NE	NW		SB			SW	EB				WB			
	L	LT	R	TR	TR	L	R	LT	R	TR	L	L	R	T	TR	L	R	T	TR
01: SB I-215 Ramps & 2100 North	--	--	--	--	--	--	--	145	119	--	--	--	--	284	1,116	239	--	131	--
02: NB I-215 Ramps & 2100 North	--	1,913	708	--	--	--	--	--	--	--	--	481	--	182	--	--	--	481	1,138
03: Rose Park Ln & 2100 North	--	--	--	--	95	223	341	--	--	--	66	--	--	--	--	--	--	--	--
04: Rose Park Ln & North Access Road	--	--	--	2	--	--	--	12	--	--	--	--	--	--	--	53	45	--	--
05: Redwood Road & North Access Road	50	--	--	--	--	--	--	--	--	3	--	49	69	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Future (2040) Background Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB		NE	NW			SB		SE		SW	EB				WB		
	L	TR	TR	>	L	R	LT	TR	>	L	L	>	L	R	T	L	R	T
01: SB I-215 Ramps & NB I-215 Ramps & 2100 North	--	--	--	527	798	--	--	--	50	50	--	340	302	--	448	173	--	54
02: Rose Park Ln & 2100 North	--	--	9	--	61	106	--	--	--	--	74	--	--	--	--	--	--	--
03: Rose Park Ln & North Access Road	--	2	--	--	--	--	14	--	--	--	--	--	--	--	--	52	46	--
04: Redwood Road & North Access Road	52	--	--	--	--	--	--	6	--	--	--	--	54	72	--	--	--	--

SimTraffic Queueing Report

Project: Salt Lake City Hunter Stables TIS

Analysis: Future (2040) Background Mitigated

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1774

Intersection	NB		NE	NW			SB		SE		SW		EB						WB		
	L	TR	TR	>	L	R	L	TR	>	L	L	T	>	L	LR	R	T	TR	L	T	TR
01: SB I-215 Ramps & NB I-215 Ramps & 2100 North	--	--	--	609	1,044	--	--	--	28	100	--	--	353	386	--	--	504	--	220	62	--
02: Rose Park Ln & 2100 North	--	--	21	--	97	166	--	--	--	--	131	8	--	--	--	--	--	--	--	--	--
03: Rose Park Ln	62	--	--	--	--	--	--	9	--	--	--	--	--	--	82	--	--	--	--	--	--
04: Rose Park Ln & North Access/North Access Road	35	9	--	--	--	--	16	3	--	--	--	--	--	--	--	--	--	78	82	--	73
05: Redwood Road & North Access Road	99	--	--	--	--	--	--	19	--	--	--	--	--	92	--	109	--	--	--	--	--

ATTACHMENT K: Annexation Petition

The attached is a copy of the formal annexation petition that was submitted to the City Council. The City Council formally accepted the petition for further consideration at its April 5, 2022 meeting.

RECEIVED
CITY RECORDER

Annexation to Salt Lake City

SALT LAKE CITY PLANNING

OFFICE USE ONLY		
Project #: PLNPCM2021-01124	Received By: Cindy Lou Trishman, City Recorder	Date Received: March 24, 2022 (via email)
Project Name: Hunter Stables		

PLEASE PROVIDE THE FOLLOWING INFORMATION

Is the subject area bordering the current boundaries of Salt Lake City? ☒ Yes ☐ No

Request:
Annex 28.28 acres into Salt Lake City, from unincorporated Salt Lake County

Location of Subject Property:
2350 N. Rose Park Ln., Salt Lake City, Utah 84116

Name of Applicant:	Phone:
JAW Development, LLC; Attn.: Jeffrey D. Wright, P.E. and Jay Bollwinkel	801-302-2200; 801-364-9696
Address of Applicant: 357 West 6160 South, Murray, UT 84107	
E-mail of Applicant: jeff@jwright.biz; jayb@grassligroup.com	Cell/Fax: 801-386-6820; 801-364-9696

Applicant's Interest in Subject Property:
Owner & Representative

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

AVAILABLE CONSULTATION

➔ Planners are available for consultation prior to submitting this application. Please email zoning@slcgov.com if you have any questions regarding the requirements of this application.

WHERE TO FILE THE COMPLETE APPLICATION

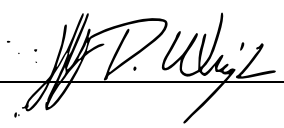
Apply online through the Citizen Access Portal. There is a step-by-step guide to learn how to submit online.

REQUIRED FEE

Filing fee of **$1,344**
Plus additional fee for required public notices will be assessed after the application is submitted.

SIGNATURE

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

Signature of Owner or Agent:	Date:
	3/1/2022

Updated 10/27/21

SUBMITTAL REQUIREMENTS

Staff Review

1. Letter requesting the Annexation

[ ] [X] 1. A letter requesting the Annexation should be addressed to the Mayor of Salt Lake City.

2. Please answer the following questions on an attached sheet/s:

[ ] [X] 1. What is the current use of the land?

[ ] [X] 2. What services are currently provided by another municipality, county, or special district?

[ ] [X] 3. Please identify any legal or factual barriers that would negatively affect the probability of annexation of the subject property?

3. Please include with the application:

[ ] [X] 1. A digital Sidwell map of the area.

[ ] [X] 2. A digital (PDF) copy of the Annexation Plat.

[ ] [X] 3. The Annexation Plat should show the following:

[ ] [X] a. that it has been prepared and certified by a licensed land surveyor;

[ ] [X] b. accurately drawn to scale;

[ ] [X] c. a complete legal description the area;

[ ] [X] d. total acreage of the area; and

[ ] [X] e. signature blocks for the City Engineer, City Attorney, City Recorder, and Salt Lake County Recorder.

[ ] [X] 4. Name and address of all property owners.

[ ] [X] 5. Petition with signatures of property owners who support the Annexation.

- Signatures should be from the property owners and not from the property renters.
- The petition should include the majority of all property owners.

FILLING WITH SALT LAKE COUNTY CLERK'S OFFICE

➔ **Please note** that a copy of the complete application must also be filed with the Salt Lake County Clerk's Office following Receipt at the City Recorder's office. The County Clerk's office is located at: 2001 South State Street, Room S-1100

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

PETITION TO ANNEX PROPERTY INTO SALT LAKE CITY JURISDICTION

(this page may be duplicated if necessary)

Name of Applicant: JAW Development, LLC; Attn.: Jeffrey D. Wright, P.E. and Jay Bollwinkel

Address of Applicant: 357 West 6160 South, Murray, UT 84107

Date: _____

NOTICE: There will be no public election on the annexation proposed by this petition because Utah law does not provide for an annexation to be approved by voters at a public election.

If you sign this petition and later decide that you do not support the petition, you may withdraw your signature by submitting a signed, written withdrawal to the Salt Lake City Recorder. If you choose to withdraw your signature, you shall do so no later than 30 days after Salt Lake City receives notice that the petition has been certified.

As an owner of property supporting the proposed Annexation into Salt Lake City Jurisdiction, I agree to the proposed annexation.

Print Name	Address	Signature	Date
Jeffrey Wright	357 W 6160 S, Murray, UT 84107		3/1/2022
Print Name	Address	Signature	Date
Print Name	Address	Signature	Date
Print Name	Address	Signature	Date
Print Name	Address	Signature	Date
Print Name	Address	Signature	Date
Print Name	Address	Signature	Date

Updated 10/27/21

AFFIDAVIT

PROPERTY OWNER

STATE OF UTAH }
}ss
COUNTY OF SALT LAKE}

I (we), Jeffrey D. Wright, being duly sworn, depose and say that I (we) am (are) the owner(s) of the property identified in the attached application and that the statements herein contained and the information provided in the attached plans and other exhibits are in all respects true and correct tot the best of my (our) knowledge. I also acknowledge that I (we) have received written instructions regarding the process for which I (we) am (are) applying and the Salt Lake City Planning Staff have indicated they are available to assist me in making this application.

(Property Owner)

(Property Owner)

Subscribed and sworn to me this 3rd day of June, 2020.

KENDALL FISHER
NOTARY PUBLIC-STATE OF UTAH
COMMISSION# 709410
COMM. EXP. 01-29-2024

(Notary)
Residing in Salt Lake County, Utah

My commission expires: 01-29-2024

AGENT AUTHORIZATION

I (we), Jeffrey D. Wright, the owner(s) of the real property described in the attached application, do authorized as my (our) agent(s), Jay Bollwinkel, to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the City considering this application and to act in all respects as our agent in matters pertaining to the attached application.

(Property Owner)

(Property Owner)

Dated this 3rd day of June, 20, personally appeared before me Jeffrey D. Wright, the signer(s) of the agent authorization who duly acknowledged to me that they executed the same.

(Notary)
Residing in Salt Lake County, Utah

KENDALL FISHER
NOTARY PUBLIC-STATE OF UTAH
COMMISSION# 709410
COMM. EXP. 01-29-2024

My commission expires: 01-29-2024

March 1, 2022

Mayor Mendenhall
Salt Lake City
451 S. State Street, Suite 306
Salt Lake City, Utah 84111

Subject: Annexation of 28.28 Acres on 2664 North Rose Park Lane

Dear Mayor Mendehall,

We formally request the annexation of the above referenced parcel to be classified as RMF75 zoning. We have attended the Westpointe Community Council and presented our project twice to gather input. We are now ready to proceed with Planning Commission review of our project.

Thank you for your consideration.

Sincerely,

Jay Bollwinkel, Principal
MGB+A, Inc.

1. What is the current use of the land? – **Agriculture**
2. What services are currently provided by another municipality, county, or special district? - **None**
3. Please identify any legal or factual barriers that would negatively affect the probability of annexation of the subject property? – **None**

We have resubmitted this annexation petition to include the annexation of two (2) publicly parcels, per the request of Salt Lake County. These parcels are owned by Salt Lake City Corp. (parcel #08151000300000) and the State of Utah Divisions of Parks & Recreation - (parcel # 08151000290000).

Property Owners:
Jeff Wright
JWright Communities, LLC
357 W 6160 S
Murray, UT 84107

All private property owners support this annexation

PETITION FOR ANNEXATION

TO: CITY RECORDER'S OFFICE OF SALT LAKE CITY, UTAH

COUNTY CLERK'S OFFICE OF SALT LAKE COUNTY, UTAH:

The undersigned owner (the "**Petitioner**") of a portion of the Property (defined below) submits this Petition for Annexation (this "**Petition**") and respectfully represents the following:

1. This Petition is made in accordance with the requirements of Utah Code § 10-2-403.

2. The real property subject to this Petition: (i) contains land that is privately-owned by the Petitioner, (ii) contains land that is publicly owned by Salt Lake City Corp. and the State of Utah Division of Parks and Recreation, (iii) contains approximately 28.28 acres, (iv) is located within the unincorporated area of Salt Lake County, (v) is contiguous to the northern boundary of Salt Lake City's limits, and (vi) is more particularly described on **Exhibit "A"** attached hereto (the "**Property**").

3. The signature affixed hereto is that of the Petitioner and who, by so affixing its signature, states and confirms that:

   a. the Petitioner is the owner of all private land area within the Property;

   b. the Property is accurately described and depicted on the recordable map, attached hereto as **Exhibit "A"**, which was prepared by a licensed surveyor and which is made a part hereof by such reference;

   c. in accordance with Utah Code § 10-2-403(2)(a)(i)(A), a notice of intent to file a petition was properly filed with the City Recorder of Salt Lake City, Utah, a copy of which is attached hereto as **Exhibit "B"**; and

   d. in accordance with Utah Code § 10-2-403(2)(a)(i)(B), a notice was properly mailed to each "affected entity", including, without limitation, the public entities that own a portion of the Property, a copy of which is attached hereto as **Exhibit "A"** , as evidenced by that certificate of completion attached hereto as **Exhibit "C"**.

4. The Petitioner hereby designates the following person as the sole sponsor, and the contact sponsor, for this Petition. The sponsor's contact information is as follows:

   Jay Bollwinkel
   145 W 200 S
   Salt Lake City, UT 84101
   jayb@grassligroup.com

5. The Property is not, in whole or in part, subject to any other petition for annexation that was previously filed that has not been denied, rejected, or granted, in accordance to Utah Code § 10-2-403(4).

WHEREFORE, Petitioner hereby requests that this Petition be considered, accepted, and certified by the Salt Lake City Recorder in accordance with Utah Code § 10-2-405.

DATED this 23rd day of March 2022.

PETITIONER:

JWright Communities

By: _____
Name: Jeffery D. Wright
Its: Manager

NOTICE: THERE WILL BE NO PUBLIC ELECTION ON THE ANNEXATION PROPOSED BY THIS PETITION BECAUSE UTAH LAW DOES NOT PROVIDE FOR AN ANNEXATION TO BE APPROVED BY VOTERS AT A PUBLIC ELECTION. IF YOU SIGN THIS PETITION AND LATER DECIDE THAT YOU DO NOT SUPPORT THE PETITION, YOU MAY WITHDRAW YOUR SIGNATURE BY SUBMITTING A SIGNED, WRITTEN WITHDRAWAL WITH THE RECORDER OR CLERK OF SALT LAKE CITY. IF YOU CHOOSE TO WITHDRAW YOUR SIGNATURE, YOU SHALL DO SO NO LATER THAN THIRTY (30) DAYS AFTER SALT LAKE CITY RECEIVES NOTICE THAT THE PETITION HAS BEEN CERTIFIED.

CONTACT SPONSOR:

By: _____
Name: Jay Bollwinkel
Its: _____

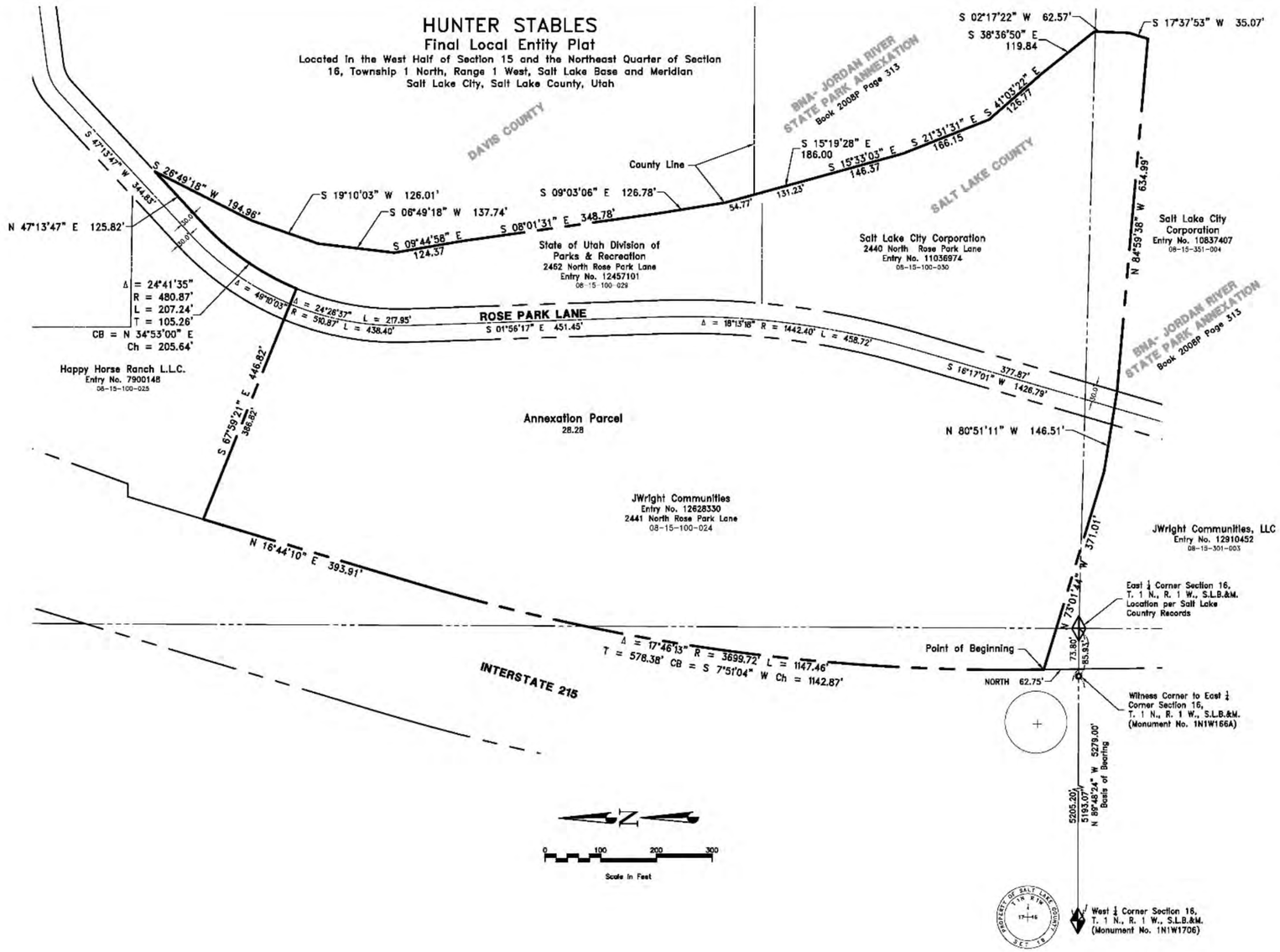
EXHIBIT "A"

Recordable Map or Plat

[*See Attached*]

HUNTER STABLES
Final Local Entity Plat

Located in the West Half of Section 15 and the Northeast Quarter of Section 16, Township 1 North, Range 1 West, Salt Lake Base and Meridian
Salt Lake City, Salt Lake County, Utah



SURVEYOR'S CERTIFICATE:

I, Mark N Gregory, a Professional Land Surveyor licensed under Title 58, Chapter 22, Professional Land Surveyors Licensing Act, holding license no. 334576, do hereby certify that a final local entity plat, in accordance with Section 17-23-20, was made by me, or under my direction, and shown hereon is a true and Correct presentation of said Final Local Entity Plat.

Date: February 2, 2022

PROFESSIONAL LAND SURVEYOR
2/2/22
LICENSE
334576
MARK N
GREGORY
STATE OF UTAH

Mark N Gregory
P.L.S.No 334576

HUNTER STABLES ANNEXATION:

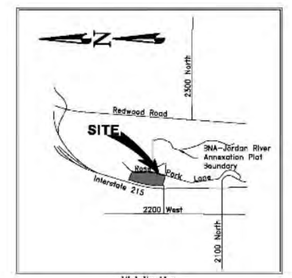
A parcel of land located in the West Half of Section 15 and the Northeast Quarter of Section 16, Township 1 North, Range 1 West, Salt Lake Base and Meridian described as follows:

BEGINNING at a point on the east line of Interstate 215, said point being North 89°48'24" West 73.80 feet along the south line of the Northeast Quarter of Section 16, Township 1 North, Range 1 West, Salt Lake Base and Meridian and North 62.75 feet from the East Quarter Corner of said Section 16, said point also being on the arc of a 3,699.72 foot non-tangent curve to the right; thence along said east line the following two courses: 1) Northerly 1,147.46 feet along the arc of said curve through a central angle of 17°46'13" and a long chord of North 07°51'04" East 1,142.87 feet and 2) North 16°44'10" East 393.91 feet; thence South 67°59'21" East 446.82 feet to a point on the east line of Rose Park Lane and a point on the arc of a 480.87 foot non-tangent curve to the right; thence along said line the following two courses: 1) Northeasterly 207.24 along the arc of said curve through a central angle of 24°41'35" and a long chord of North 34°53'00" East 205.64 feet and 2) North 47°13'47" East 125.82 feet to the Salt Lake and Davis County line; thence along said line the following seven courses: 1) South 26°49'18" West 194.96 feet, 2) South 19°10'03" West 126.01 feet, 3) South 06°49'18" West 137.74 feet, 4) South 09°44'58" East 124.37 feet, 5) South 08°01'31" East 348.78 feet, 6) South 09°03'06" East 126.78 feet and 7) South 15°19'28" East 54.77 feet to the northerly line of the BNA-Jordan River State Park Annexation, an Annexation Plat recorded December 29, 2008 as Entry No. 10587831 in Book 2008P at Page 313 of the Salt Lake County records; thence South 15°19'28" East 131.23 feet; thence South 15°33'03" East 146.37 feet; thence South 21°31'31" East 166.15 feet; thence South 41°03'22" East 126.77 feet; thence South 38°36'50" East 119.84 feet; thence South 02°17'22" West 62.57 feet; thence South 17°37'53" West 35.07 feet; thence North 84°59'38" West 634.99 feet to said east line of Rose Park Lane; thence North 80°51'11" West 146.51 feet; thence North 73°01'44" West 371.01 feet to the POINT OF BEGINNING. Said parcel contains 1,231,894 square feet or 28.28 acres, more or less.

NARRATIVE:

The purpose of this plat is to provide a visual and written description for the annexation of the tract of land described hereon into the Salt Lake City limits. Record information from the Salt Lake County Survey, Salt Lake County Recorder and the Salt Lake City Surveyor was relied on for this plat.

The effective date of the Parcel Numbers shown hereon is February 1, 2022.



Vicinity Map
Not to Scale

NUMBER _____	PREPARED BY:	SALT LAKE COUNTY SURVEYOR	SALT LAKE CITY ATTORNEY	SALT LAKE CITY APPROVAL	SALT LAKE COUNTY RECORDER _____	NUMBER _____
ACCOUNT _____	DOMINION Engineering Associates, L.C. 5684 South Green Street Murray, Utah 84123 801-713-3000	Approved this _____ day of _____, 20____ as a Final Local Entity Plat by the Salt Lake County Surveyor.	Approved as to form this _____, of _____ 20____.	Presented to Salt Lake City this _____, of _____ 20____, and is hereby approved.	State of Utah, County of Salt Lake, recorded and filed at the request of _____	ACCOUNT _____
SHEET 1					Date _____ Time _____ Book _____ Page ____	SHEET 1
OF 1 SHEETS		Salt Lake County Surveyor	Salt Lake City Attorney	Salt Lake City Mayor Attest: Salt Lake City Recorder	$ _____ Fees Salt Lake County Recorder	OF 1 SHEETS

P:\WGB1A Hunter Stables 3143\SURVEY\DRAWINGS\Local Entity Plat Revised.dwg

EXHIBIT "B"

Notice of Intent to File Petition & Notice to Affected Entities

[*See Attached*]

RECEIVED
FEB 04 2022
CITY RECORDER

JWRIGHT COMMUNITIES
357 WEST 6160 SOUTH
MURRAY, UT 84107

February 3, 2022

VIA U.S. MAIL AND EMAIL

Salt Lake City Recorder's Office
Attn: Cindy Lou Trishman, City Recorder
City and County Building
P.O. Box 145515
451 South State Street, Room 415
Salt Lake City, Utah 84114
cindy.trishman@slcgov.com

Salt Lake County Recorder's Office
Attn: Rashelle Hobbs, Recorder
2001 S State St. N1-600
Salt Lake City, Utah 84190
RecorderQ@slco.org

Granite School District
Attn: Stacy Bushell
2500 S State Street
Salt Lake City, Utah 84115
sbushell@graniteschools.org

Central Utah Water Conservancy District
Attn: Lisa Anderson
1426 E 750 N, Ste 400
Orem, Utah 84097
landerson@cuwcd.com

Wasatch Front Waste & Recycling District
Attn: Anthony Adams
604 W 6960 S
Midvale, Utah 84047
aadams@wasatchfrontwaste.org

Greater Salt Lake Municipal Services District
Attn: Marla Howard
2001 S State Street, N3600
Salt Lake City, Utah 84190
mahoward@msd.utah.gov

Unified Fire Service Area
Attn: Cynthia Young
3380 S 900 W
Salt Lake City, Utah 84119
cynthiay@unifiedfire.org

Salt Lake Valley Law Enforcement Service Area
Attn: Frank Nakamura
3365 South 900 West
Salt Lake City, Utah 84119
fnakamura@updsl.org

The Friends of The Salt Lake City Public Library
Attn: Jeff Mower
210 East 400 South
Salt Lake City, Utah 84111
jmower@slcpl.org

Metropolitan Water District of Salt Lake & Sandy
Attn: Annalee Munsey
3430 E Danish Road
Cottonwood Heights, Utah 84093
munsey@mwdsls.org

Salt Lake City Mosquito Abatement District
Attn: Ary Faraji
2215 North 2200 West
Salt Lake City, Utah 84116
ary@slcmad.org

Notice of Intent to File Petition to Annex
Parcel No. 08-15-100-024: - JWRIGHT COMMUNITIES - 2441 N. Rose Park Lane, Salt Lake County, Utah 84116

Parcel No. 08-15-100-030: SALT LAKE CITY CORPORATION - 2440 N. Rose Park Lane, Salt Lake County, Utah 84116

Parcel No. 08-15-100-029: STATE OF UTAH DIVISION OF PARKS AND RECR - 2462 N. Rose Park Lane, Salt Lake County, Utah 84116

Ladies and Gentlemen:

Pursuant to Utah Code Ann. § 10-2-403, the undersigned real property owner respectfully notifies the Salt Lake City Recorder's Office, the Salt Lake County Recorder's Office, and each "affected entity" that it intends to file a petition to annex that certain real property currently located in unincorporated Salt Lake County, at approximately 2440 - 2462 N. Rose Park Lane, more particularly described and depicted on **Exhibit A** attached hereto, into Salt Lake City, Utah.

The undersigned requests both Salt Lake City and Salt Lake County to comply with and follow the procedures, notice requirements, and other provisions of Utah Code Ann. § 10-2-403 to accomplish the annexation of the subject property into Salt Lake City. To assist Salt Lake County with mailing separate notices to each owner of real property located within three hundred feet (300') of the subject property, the undersigned has provided a list of such owners and their respective addresses on **Exhibit B** attached hereto. The annexation is adjacent to Davis County. Parcels in Davis County have been included for notification purposes, but no Davis County parcels are being annexed.

The undersigned requests Salt Lake City to deliver an annexation petition to the undersigned upon receipt of the certificate from Salt Lake County indicating that the proper landowners have been notified. We appreciate your attention to this important matter. If you have any questions or concerns please contact the undersigned at jeff@jwright.biz (801-302-2200) OR Jason Boal at jasonb@swlaw.com (801-257-1917) OR Jay Bollwinkel at jayb@grassligroup.com (801-364-9696).

Sincerely,

Jeffrey D. Wright, P.E.
on behalf of JWright Communities

Enclosures

cc: Jay Bollwinkel, jayb@grassligroup.com

EXHIBIT A
LEGAL DESCRIPTION AND DEPICTION OF SUBJECT PROPERTY

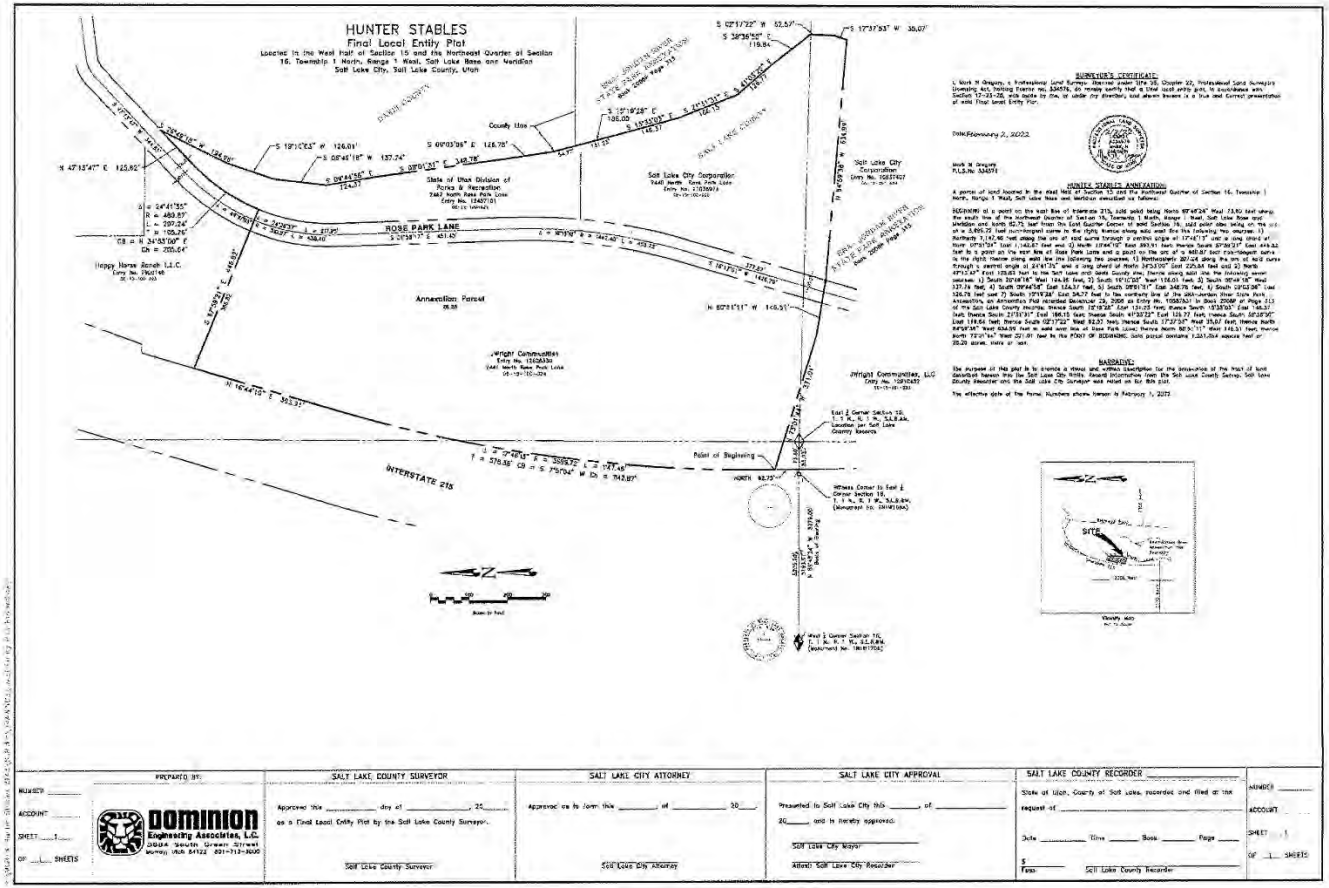


EXHIBIT B

LANDOWNERS TO BE NOTIFIED BY SALT LAKE COUNTY

Parcels in Salt Lake County			
Property Address	**Parcel ID**	**Owner Name**	**Notice Address**
2350 N ROSE PARK LN	8153010030000	JWRIGHT COMMUNITIES, LLC	357 W 6160 S MURRAY UT 84107
2075 W 2670 N	8162260070000	E'Layne T. Green (ETG LV TR)	2125 N 2800 W BRIGHAM CITY UT 84302
2075 W 2670 N	8162260080000	E'Layne T. Green (ETG LV TR)	2125 N 2800 W BRIGHAM CITY UT 84302
2476 N 2200 W	8162760020000	Rose Park Stake of the Church of Jesus Christ of LDS, c/o Tax Adm Div. 513-5346	50 E NORTHTEMPLE ST #2225 SALT LAKE CITY UT 84150
2441 N ROSE PARK LN	8151000240000	JWRIGHT COMMUNITIES, LLC	357 W 6160 S MURRAY UT 84107
2575 N ROSE PARK LN	8151000250000	HAPPY HORSE RANCH LC	88 E EDGECOMBE DR SALT LAKE CITY UT 84103
2800 N ROSE PARK LN	8151000280000	PORTER, ERIC	2800 N ROSE PARK LN SALT LAKE CITY UT 84116
2596 N 2200 W	8162760030000	PARK MANAGEMENT II, LLC	1302 W MILLBRIDGE LN WEST BOUNTIFUL UT 84087
2520 N 2200 W	8162760040000	SALT LAKE CITY CORPORATION	PO BOX 145460 SALT LAKE CITY UT 84114
2280 N ROSE PARK LN	8153510044001	SALT LAKE CITY CORPORATION	PO BOX 145460 SALT LAKE CITY UT 84114
2280 N ROSE PARK LN	8153510044002	SALT LAKE CITY CORPORATION	PO BOX 145460 SALT LAKE CITY UT 84114
2462 N ROSE PARK LN	8151000290000	STATE OF UTAH DIVISION OF PARKS & RECREATION	1594 W NORTHTEMPLE ST # 116 SALT LAKE CITY UT 84116
2440 N ROSE PARK LN	8151000300000	SALT LAKE CITY CORPORATION	PO BOX 145460 SALT LAKE CITY UT 84114
2340 N 2200 W	8164000190000	HAMILTON I-215 LOGISTICS	222 S MAIN ST # 1760 SALT LAKE CITY UT 84101
Parcels in Davis County			
Property Address	**Parcel ID**	**Owner Name**	**Notice Address**
	011230005	UTAH DIVISION OF PARKS & RECREATION	1596 WEST NORTH TEMPLE SALT LAKE CITY UT 84116
	011230002	STATE OF UTAH AND PROVO-JORDAN RIVER PARKWAY AUTHORITY	1545 WEST 1000 NORTH SALT LAKE CITY UT 84116
	011230001	PROVO-JORDAN RIVER PARKWAY AUTHORITY	1545 WEST 1000 NORTH SALT LAKE CITY UT 84116

Salt Lake County to deliver to Salt Lake City copies of such landowner notices and a certificate indicating that such landowner notices have been mailed as required.

Salt Lake City Recorder's Office
Attn: Cindy Lou Trishman, City Recorder
City and County Building
P.O. Box 145515
451 South State Street, Room 415
Salt Lake City, UT 84114

Parcels within 300' Buffer and Parcels to be Annexed

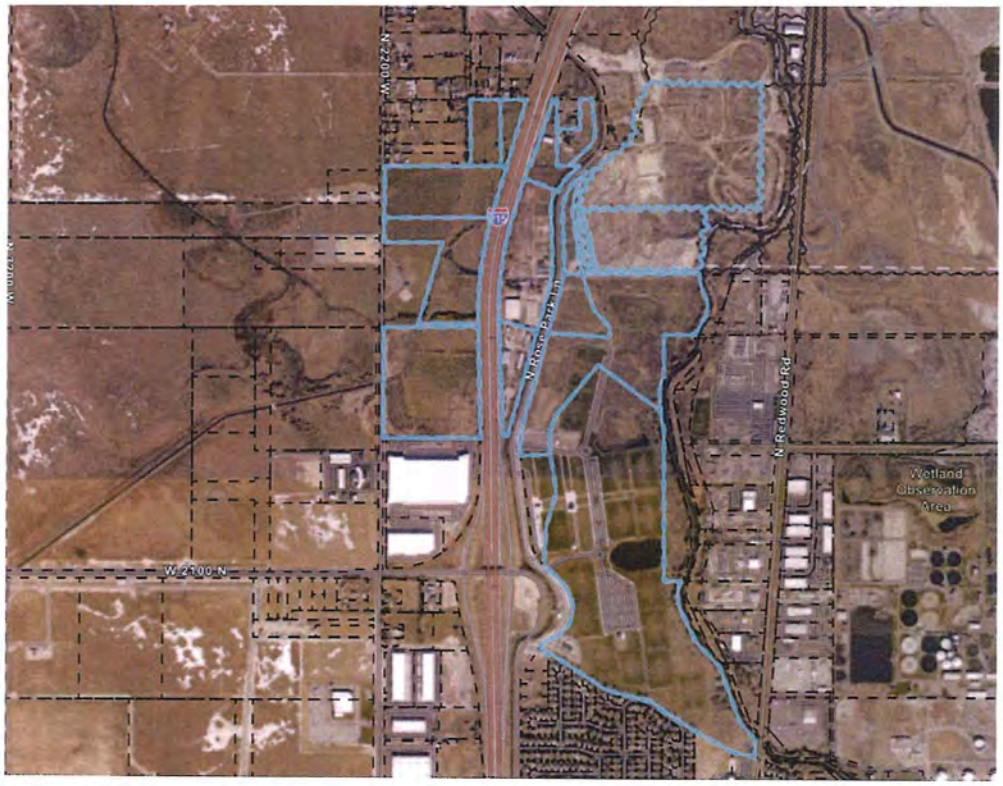


EXHIBIT "C"

Certificate of Completion

[*See Attached*]

SALT LAKE COUNTY

February 18, 2022

Cindy Trishman
Salt Lake City Recorder
451 South State, Room 415
Salt Lake City, Utah 84111

Re: Proposed Annexation into Salt Lake City

Dear Ms. Trishman,

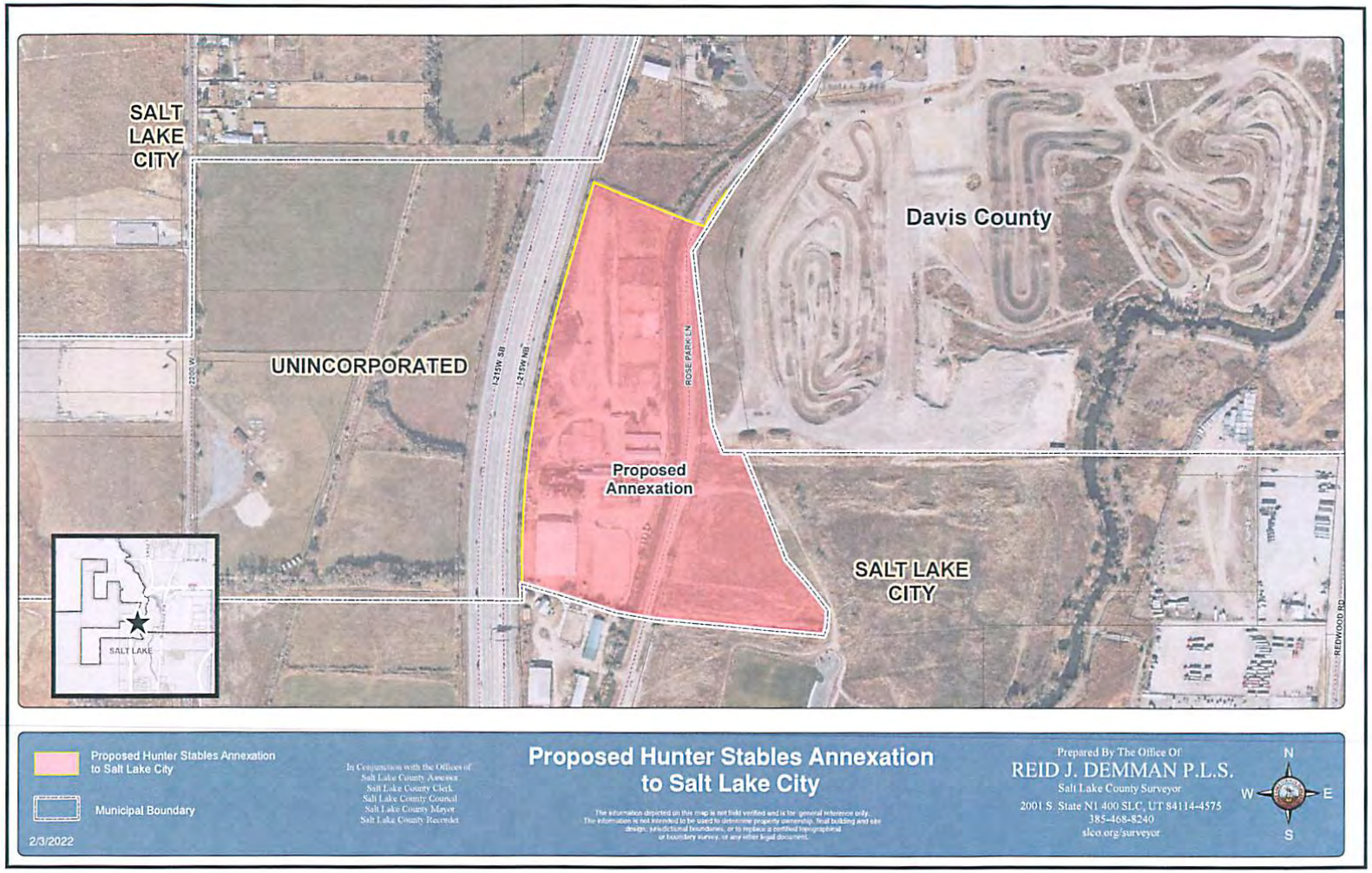
I hereby certify that the notice required by Utah Code Annotated Section §10-2-403(2)(b)(i)(A) was mailed on February 18, 2022 to each property owner within the proposed area for annexation and those within 300 feet of the proposed annexation area. A copy of the notice is enclosed. If you have any questions regarding this notice, please contact me at 385-468-7007.

Sincerely,

Kimberly Barnett
Associate Deputy Mayor

Cc: Jason Boal, Petition Sponsor Representative
Mitch Park, County Council
David Pena, Salt Lake County District Attorney's Office

Salt Lake County Government Center
2001 South State Street, Suite N-2100 | PO Box 144575 | Salt Lake City, UT 84114-4575
Tel: 385.468.7000 | Fax:385.468.7001 | www.slco.org


SALT LAKE CITY
UNINCORPORATED
Davis County
Proposed Annexation
SALT LAKE CITY
2200 W
1215W SB
1215W NB
ROSE PARK LN
REDWOOD RD
SALT LAKE
Proposed Hunter Stables Annexation to Salt Lake City
Municipal Boundary
2/3/2022
In Conjunction with the Offices of
Salt Lake County Assessor
Salt Lake County Clerk
Salt Lake County Council
Salt Lake County Mayor
Salt Lake County Recorder
Proposed Hunter Stables Annexation to Salt Lake City
The information depicted on this map is not field verified and is for general reference only.
The information is not intended to be used to determine property ownership, final building and site design, jurisdictional boundaries, or to replace a certified topographical or boundary survey, or any other legal document.
Prepared By The Office Of
REID J. DEMMAN P.L.S.
Salt Lake County Surveyor
2001 S. State N1 400 SLC, UT 84114-4575
385-468-8240
slco.org/surveyor
N
W
E
S

Attention: Your property may be affected by a proposed annexation.

Records show that you own property within an area that is intended to be included in a proposed annexation to Salt Lake City or that is within 300 feet of that area. If your property is within the area proposed for annexation, you may be asked to sign a petition supporting the annexation. You may choose whether or not to sign the petition. By signing the petition, you indicate your support of the proposed annexation. If you sign the petition but later change your mind about supporting the annexation, you may withdraw your signature by submitting a signed, written withdrawal with the recorder of Salt Lake City within 30 days after Salt Lake City receives notice that the petition has been certified.

There will be no public election on the proposed annexation because Utah law does not provide for an annexation to be approved by voters at a public election. Signing or not signing the annexation petition is the method under Utah law for the owners of property within the area proposed for annexation to demonstrate their support of or opposition to the proposed annexation. You may obtain more information on the proposed annexation by contacting:

John Anderson
Salt Lake City Planning Division
801-535-7214
John.Anderson@slcgov.com

Helen Peters
Salt Lake County
2001 South State Street
Salt Lake City, Utah 84114-4575
385-468-4860
hpeters@slco.org

Jay Bollwinkel
Petition Sponsor Representative
801-364-9696
jayb@grassligroup.com

Jeffrey D. Wright, P.E.
Property Owner
801-302-2200
jeff@jwright.biz

Once filed, the annexation petition will be available for inspection and copying at the Salt Lake City Recorder's Office by appointment only, located at 451 South State Street, Salt Lake City, Utah 84111. Appointments can be made by visiting appointments.slc.gov or by calling 801-535-7671.