
M E M O R A N D U M

DATE: April 5, 2005
TO: City Council Members
FROM: Jennifer Bruno, Policy Analyst
RE: Resolution authorizing the interlocal agreement between the City and the Utah Transit Authority, regarding the design and construction of the TRAX station located between 800 and 900 South at 200 West
STAFF CONTACT: Joel Paterson, Senior Planner
CC: Rocky Fluhart, Sam Guevara, DJ Baxter, Mary Guy-Sell, Rick Graham, Max Petersen, Richard A. Johnston, Louis Zunguze, Brent Wilde, Doug Wheelwright, Cheri Coffey, Tim Harpst, Dave Oka, Valda Tarbett, Matthew Dahl,

BUDGET IMPACT:

- A. The Construction of the 900 South TRAX station will cost approximately \$1.2 Million which will be provided by the Salt Lake City Redevelopment Agency (RDA) from the West Temple Gateway project area funds (already budgeted).

KEY ELEMENTS:

- A. A resolution has been prepared for Council consideration to authorize the interlocal agreement between the City and the Utah Transit Authority regarding the design and construction of the TRAX station located between 800 and 900 South. This resolution would allow construction of the TRAX station at 200 West between 800 and 900 South.
- B. Key points from the Administration's transmittal and Planning staff report are summarized below:
- a. This station has always been included in UTA's future plan for the North/South TRAX line. When the North/South TRAX alignment and station locations were initially approved by Salt Lake City, UTA agreed to place a station at this location in the future, when area demographics would support it. As a result, the tracks were "flared" in this corridor to accommodate a future station without the need for major track reconstruction.
 - b. The current effort to build the station is the result of an analysis by UTA which indicated that changes in the area's demographics, associated developments, and increased community support had created a favorable environment for the proposed station.

- c. This station is the result of the RDA's effort to implement the West Temple Gateway Strategic Plan (adopted August, 1987) which encourages development opportunities and a variety of transportation options in the area.
 - d. This station most closely resembles the Courthouse station at 500 South Main Street in design and function. The following summarizes minor differences:
 - i. The tactile warning strip (two foot wide strip to warn people with visual impairments of the platform edge) will be constructed using cast-in-place technology and will be yellow in color consistent with traditional railroad safety color standards. The UTA indicated this will be an improvement in the tactile warning strip design as the current grey pre-cast tactile tiles set in mortar have created a maintenance issue and a separate yellow stripe has to be painted to alert patrons of the platform edge.
 - ii. Platform canopies will be spaced 15 feet further apart than the Courthouse station canopies to accommodate existing overhead contact system (OCS) poles.
 - iii. The platform will have six trees instead of the eight trees found at the Courthouse station. This is a result of the canopy spacing mentioned above.
 - iv. Because the individual seats used at the Courthouse station are no longer available from the manufacturer, bench seating with arm rest separators will be used instead. Capacity, materials, and general look of the seating will be the same.
 - v. The platform surface will be a broomed concrete surface rather than the granite pavers which are used in the downtown area platforms. All downtown platforms have granite pavers in order to match the granite sidewalks downtown. All platforms outside of the downtown are concrete.
 - vi. The mid-block crosswalk will be narrower than the Courthouse mid-block crossing to better fit the need and scale of the street. The Courthouse has a 20-ft wide crosswalk, while the proposed 900 South station will have a 10-ft wide crosswalk. Two on-street parking stalls will be lost as a result of this crossing.
 - e. The North/South TRAX line service will not be interrupted during construction of the station.
- C. The Police Department had no problems with the proposed TRAX station. Public Utilities had no problem with the station as long as any future water, fire, or sewer service to the station meet all applicable standards and requirements.
 - D. On December 1, 2004, the Utah Transit Authority hosted a public open house on the proposed station. During the open house, the only concern raised was regarding the two on-street parking stalls which will be lost due to the mid-block crossing, as most residents use this on-street parking regularly. Following this open house, a presentation was made to the People's Freeway Community Council.
 - E. On December 8, 2004, the Redevelopment Advisory Committee (RAC) reviewed the proposed station and did not recommend any changes to the design.
 - F. On December 16, 2004, the Redevelopment Agency Board of Directors reviewed the proposed station and did not recommend any changes to the design.

- G. On January 12, 2005, the Planning Commission held a Public Hearing regarding the proposed station. Only one person spoke regarding the proposal. This person spoke in favor of the station. The Planning Commission voted to forward a recommendation to the Council to approve design of the 900 South TRAX station as proposed.
- H. The Planning Staff report noted the following findings of fact:
 - f. The 900 South TRAX station fulfills objectives outlined in the West Temple Gateway Redevelopment Plan.
 - g. The station's design is intended to provide the same aesthetics and functionality as the Courthouse station.
 - h. The station will provide transit access to the surrounding neighborhood and support the growth of transit-oriented residential and business development.

MASTER PLAN & POLICY CONSIDERATIONS :

- A. The Central Community Development Plan (adopted 1974), does not discuss public transit, and was adopted before serious consideration was given to developing a light rail system. The new master plan for this area (currently in draft form) did anticipate the construction of a light rail station.
- B. The Transportation Master Plan (adopted April, 1996) includes the following principles relevant to the proposed station:
 - a. Salt Lake City's transportation system will support and encourage the viability and quality of life of its residential and business neighborhoods.
 - b. Salt Lake City will encourage a multi-modal transportation system. Dependence on the automobile as our primary mode of transportation will be reduced by emphasizing other modes. The transportation system will be designed to move people, not just automobiles.
 - c. Salt Lake City will develop funding mechanisms which are equitable and adequate to meet the capital and operational needs of the transportation system.
 - d. Salt Lake City will educate citizens about transportation issues and impacts, and encourage public involvement in the decision-making processes.
- C. The West Temple Gateway Project Area Plan (adopted August 1987) guides the RDA's redevelopment efforts in the vicinity of the proposed station. The RDA is funding the construction of this station to further encourage redevelopment of this area consistent with the plan. The plan does not specifically mention light rail transportation. However, the following stated development objectives are complimentary with the proposed station:
 - a. Coordinate and improve the transportation system.
 - b. Provide improved pedestrian circulation systems.
 - c. Encourage the land use transition process to occur from previously low-density residential/commercial mix, to new service commercial uses complimentary to the CBD.
 - d. Provide improved public streets and access to the area to facilitate better traffic circulation and reduce traffic hazards.

- e. Provide for the strengthening of the tax base and economic health of the entire community.
 - f. Provide utilities, streets, curbs, sidewalks, parking areas, landscape areas, plantings, and/or street furniture to give the area a new look and promote an orderly transition of land uses from low-density residential uses to limited retail and service commercial uses.
- D. The City's 1990 Urban Design Element includes statements that emphasize preserving the City's image, neighborhood character and maintaining livability while being sensitive to social and economic realities.

CHRONOLOGY:

The following is a chronology of events relating to the proposed resolution. Please refer to the Administration's chronology for details.

- December 1, 2004 UTA open house
- December 8, 2004 Design presented to RAC
- December 16, 2004 Design presented to RDA Board
- January 12, 2005 Planning Commission Hearing

A. LOUIS ZUNGUZE
PLANNING DIRECTOR

BRENT B. WILDE
DEPUTY PLANNING DIRECTOR

DOUGLAS L. WHEELWRIGHT, AICP
DEPUTY PLANNING DIRECTOR

SALT LAKE CITY CORPORATION
COMMUNITY DEVELOPMENT
PLANNING AND ZONING DIVISION

ROSS C. ANDERSON
MAYOR

CITY COUNCIL TRANSMITTAL

TO: Rocky Fluhart, Chief Administrative Officer *RF* **Date:** March 11, 2005

FROM: Louis Zunguze, Community Development Director 

RE: Petition 400-04-50: A Petition by the Salt Lake City Redevelopment Agency requesting design approval of the 900 South TRAX station.

STAFF CONTACTS: Joel Paterson, Senior Planner (535-6141)
e-mail: joel.paterson@slcgov.com

DOCUMENT TYPE: Resolution

BUDGET IMPACT: Construction of the 900 South TRAX station will cost approximately \$1.2 million which will be provided by the Salt Lake City Redevelopment Agency (RDA) from the West Temple Gateway project area funds.

DISCUSSION: Petition 400-04-50 is a request by the RDA for design approval for a TRAX station on 200 West between 800 South and 900 South streets along the existing North/South light rail corridor.

ISSUE ORIGIN: When the North/South TRAX alignment and station locations were originally approved by Salt Lake City, UTA agreed to place a future station at 900 South on 200 West. As a result, during construction of the TRAX line, the tracks were flared in this location to accommodate a future station when the demographics in the area warranted its construction.

In an effort to implement the Central Community Master Plan and the RDA Strategic Plan, the Salt Lake City's Mayor's Office, RDA, UTA and the Planning Division routinely evaluated the proposed station's viability through projected ridership. The current effort to build the station is the result of an analysis by UTA which indicated that changes in the area's demographics and associated land use developments had created a favorable environment for the proposed station. Additionally, increased community support and the City's willingness to financially back the station's construction brought the project to fruition.

PUBLIC PROCESS: The Utah Transit Authority (UTA) hosted a public Open House on December 1, 2004. Following the open house, a presentation was made to the People's Freeway Community Council. No vote was taken by the Community Council. During the Open House, concern was raised about the need to preserve on-street parking in the vicinity of the proposed station. The homes located between 800 and 900 South on 200

West do not have driveways leading to off-street parking and most residents utilize the on-street parallel parking.

The Redevelopment Advisory Committee (RAC) reviewed the proposed station on December 8, 2004 and did not recommend any changes to the design. RAC further discussed the proposed station on January 5, 2005, and recommended approval of the proposed design.

The Redevelopment Agency Board of Directors reviewed the proposed station on December 16, 2004, and did not recommend any changes to the design.

The Planning Commission held a Public Hearing on January 12, 2005. Only one person spoke during the public hearing. This person expressed support for the new TRAX station.

CITY COUNCIL POLICY AND MASTER PLAN CONSIDERATIONS:

Central Community Development Plan (1974): The adopted land use policy document that guides new development in the area surrounding the proposed TRAX station is the Central Community Development Plan that was adopted in 1974. This plan does not discuss public transit and was adopted before serious consideration was given to developing a light rail system.

A new master plan for this community is currently in the adoption process. This plan anticipated the construction of a light rail station at the proposed location on 200 West at approximately 900 South.

Transportation Master Plan: The Transportation Master Plan includes the following guiding principles that are relevant to the proposed 900 South TRAX station:

- Salt Lake City's transportation system will support and encourage the viability and quality of life of its residential and business neighborhoods.
- Salt Lake City will encourage a multi-modal transportation system. Dependence on the automobile as our primary mode of transportation will be reduced by emphasizing other modes. The transportation system will be designed to move people, not just automobiles.
- Salt Lake City will develop funding mechanisms which are equitable and adequate to meet the capital and operational needs of the transportation system.
- Salt Lake City will educate citizens about transportation issues and impacts, and encourage public involvement in the decision-making processes.

West Temple Gateway Project Area Plan: This is a project area plan that guides the RDA's redevelopment efforts in the vicinity of the proposed TRAX station. The RDA is funding the construction of this station to further encourage redevelopment of this area, consistent with the West Temple Gateway Project Area Plan.

RELEVANT ORDINANCES: No specific ordinances directed the review of this petition.

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Exhibit 1

CHRONOLOGY

CHRONOLOGY

PETITION 400-04-50

By the Salt Lake City Redevelopment Agency

December 1, 2004	The Utah Transit Authority (UTA) held a public open house and presented the TRAX station design to the People's Freeway Community Council.
December 8, 2004	Proposed design presented to the Redevelopment Advisory Committee.
December 13, 2004	Petition assigned to Joel Paterson.
December 16, 2004	Proposed design presented to the Redevelopment Agency Board of Directors.
December 28, 2004	Notice of the Planning Commission public hearing mailed.
January 12, 2005	Planning Commission public hearing. The Planning Commission recommended that the City Council vote to approve the proposed design of the 900 South TRAX station.

Exhibit 2

PROPOSED ORDINANCE

RESOLUTION NO. _____ OF 2005
AUTHORIZING THE APPROVAL OF THE INTERLOCAL AGREEMENT
REGARDING DESIGN AND CONSTRUCTION OF THE 900 SOUTH TRAX STATION
BETWEEN SALT LAKE CITY CORPORATION AND UTAH TRANSIT AUTHORITY,
AND APPROVAL OF THE DESIGN PLAN, PURSUANT TO PETITION
NO. 400-04-50

WHEREAS, on November 19, 1996, the Salt Lake City Council adopted Resolution No. 73, which approved the form and authorized the execution of certain interlocal cooperation agreements between Salt Lake City Corporation (the "City") and Utah Transit Authority ("UTA"), including the Memorandum of Understanding ("MOU") between the City and UTA; and

WHEREAS, Resolution No. 73 of 1996 and the agreements approved thereunder pertain to the North/South TRAX line; and

WHEREAS, the MOU contemplates future development along the North/South TRAX line and provides for design plan approval by the City; and

WHEREAS, UTA now desires to develop the TRAX station located on 200 West at approximately 900 South (the "Proposed Station"); and

WHEREAS, on October 27, 2004, the City Redevelopment Agency and UTA entered into an Interlocal Agreement Regarding Design and Construction of the 900 South TRAX Station; and

WHEREAS, on January 12, 2005, the City Planning Commission considered Petition No. 400-04-50 and approved the design of the Proposed Station, and the City Council desires to approve the same at this time.

NOW THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah, as follows:

1. The City Council of the City does hereby approve Petition No. 400-04-50 and approves and authorizes the execution and delivery of the Interlocal Agreement Regarding Design and Construction of the 900 South TRAX Station; and

2. Ross C. Anderson, Mayor of the City, or his designee, is hereby authorized to approve the above-referenced interlocal agreement on behalf of the City, subject to minor changes as do not materially affect the rights and obligations of the City

thereunder and as shall be approved by the Mayor, his execution thereof to constitute conclusive evidence of such approval.

Passed by the City Council of Salt Lake City, Utah, this _____ day of March, 2005.

SALT LAKE CITY COUNCIL

By _____
CHAIRPERSON

ATTEST:

CHIEF DEPUTY CITY RECORDER

APPROVED AS TO FORM
Salt Lake City Attorney's Office
Date March 11, 2005
By Melanie Geif

Exhibit 3

CITY COUNCIL
HEARING NOTICE

NOTICE OF PUBLIC HEARING

The Salt Lake City Council will hold a public hearing and consider adopting an ordinance to approve the design of a TRAX light rail station on 200 West between 800 South and 900 South along the existing North/South light rail corridor.

The City Council will hold a public hearing:

Date:

Time: 7:00 p.m.

Place: Room 315 (City Council Chambers)
Salt Lake City and County Building
451 S. State Street
Salt Lake City, UT

Please enter the building from the east side

You are invited to attend this hearing, ask questions or provide input concerning the topic listed above. If you have any questions, contact Joel Paterson at 535-6141 between the hours of 8:00 a.m. and 5:00 p.m., or send e-mail to joel.paterson@slcgov.com

We comply with all ADA guidelines. Accessible parking and entrance are located on the east side of the building. Hearing impaired who wish to attend the above meeting should contact Salt Lake City's TDD service number at 535-6021, a minimum of four days in advance so that an interpreter can be provided.

Exhibit 4

MAILING LABELS

HATCH, PAUL R & DOROTHY J; TRS
PO BOX 566
Suite
GLEN DORA, CA 91740-

MUEHLEISEN, DAVID P
700 17TH STREET
Suite 100
DENVER, CO 80202-

MOORE, LYNDA J; AKA MOORE, JEANET
240 S MONACO PKWY
Suite 610
DENVER, CO 80224-

BUCHHOLDT, KIM & JOYCE E; TRS
PO BOX 127
Suite
BIG ARM, MT 59910-0127

D & R G W RAILROAD C
1700 FARNAM ST 10FL S
Suite
OMAHA, NE 68102-2010

NIELSEN, CURTIS
99 HUDSON ST 2ND FL
Suite
NEW YORK, NY 10013-

BASIC STORAGE, LLC
555 DIVIDEND DR
Suite 150
COPPELL, TX 75019-

SOUTHLAND CORPORATIO
PO BOX 711
Suite
DALLAS, TX 75221-

9TH STREET CENTER LL
1175 E 1850 S
Suite
BOUNTIFUL, UT 84010-

RUCKER, JAREN R
990 S 500 W
Suite
BOUNTIFUL, UT 84010-

AMODT, LAWRENCE W SR
3832 S 825 W
Suite
BOUNTIFUL, UT 84010-

AMODT, LAWRENCE W. &
3832 S 825 W
Suite
BOUNTIFUL, UT 84010-8508

AMODT, NORMA
3832 S 825 W
Suite
BOUNTIFUL, UT 84010-

BLANCHARD, DAVID T & RAMONA G; TC
861 E MILLBROOK WY
Suite
BOUNTIFUL, UT 84010-

MERRILL, REBECCA E
4163 W 9950 N
Suite
CEDAR HILLS, UT 84062-9449

DREAMWORKS PROPERTY MANAGEMENT,
1210 S 700 W
Suite
DRAPER, UT 84020-

WARR, MARSHA T
727 W ALAN POINT DR
Suite
DRAPER, UT 84020-8466

UTAH DISTRICT PENTEC CHURCH OF GO
PO BOX 97
Suite
EAST CARBON, UT 84520-0097

SNOW, ELSTON G; ET A
2871 E CASTO LN
Suite
HOLLADAY, UT 84117-7152

AM PROPERTIES, LLC
4646 W 5215 S
Suite
KEARNS, UT 84118-5736

GATHERUM, RALPH S & DONETA M; TRS
1697 N FORT LN
Suite
LAYTON, UT 84041-2413

GATHERUM, RALPH S & DONETA M; TRS
1697 N FORT LN
Suite
LAYTON, UT 84041-2413

TORGENSEN, RONALD H DANIELLE K; JT
514 N LOCUST AVE
Suite
LINDON, UT 84042-1313

NPC PROPERTIES, L C
PO BOX 223
Suite
MAGNA, UT 84044-0223

BOLINDER, DAVID V
PO BOX 391
Suite
MIDVALE, UT 84047-0391

SANCHEZ, JOSEPH A
393 W PRINCETON DR
Suite
MIDVALE, UT 84047-7602

812 JEFFERSON STREET
6995 S UNION PARK CNTR
Suite
MIDVALE, UT 84047-6047

JACOBSON, REID
8341 S WOOD ST
Suite
MIDVALE, UT 84047-7565

FARRER FAMILY PARTNE
PO BOX 421
Suite
MIDWAY, UT 84049-0421

WANG ORGANIZATION LL
168 E CENTER ST
Suite
MOAB, UT 84532-



SCRIBNER, GUY A & LUCY; TRS
7525 S PROSPECTOR DR
Suite
SALT LAKE CITY, UT 84121-5582

YEE, BIN C & HANG; TRS
3642 S REDMAPLE RD
Suite
SALT LAKE CITY, UT 84106-1521

REDEVELOPMENT AGENCY LAKE CITY
451 S STATE ST
Suite 418
SALT LAKE CITY, UT 84111-3102

REDEVELOPMENT AGENCY SALT LAKE CIT
451 S STATE ST
Suite 418
SALT LAKE CITY, UT 84111-3102

REDEVELOPMENT AGENCY SALT LAKE CIT
451 S STATE ST
Suite 418
SALT LAKE CITY, UT 84111-3102

FINAU, MATAIASI S & SAINIHA T; JT
544 S STEWART ST
Suite
SALT LAKE CITY, UT 84104-2537

GIANELO, LUELLA; TR
259 N SUMMER ST
Suite
SALT LAKE CITY, UT 84116-3117

PROVOST, TIFFANI & MIKE; TC
3824 S VILLA DR
Suite
SALT LAKE CITY, UT 84109-4045

VINA, TONY & SHERRY;
3751 S WASATCH BLVD
Suite
SALT LAKE CITY, UT 84109-3841

HERNANDEZ, JOSE & MA
828 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

ANGELOVIC, AARON W
835 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

NISHIJIMA, HARRY K & TRS
836 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

MALMACEDA, JOSE N & PALACIOS, ROSA F
838 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

PHILLIPS, ELKE
839 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

BLONQUIST, LINDSAY & NELSON, AMY; 1
841 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

YEE, FAY JING
844 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

MOUNT, BERYL M; ET A
845 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

PAINTER, CHAD & TRACY L; JT
851 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

VAN BUREN, LANCE E & CALL, GLENN O; J1
859 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

JONES, ESTHER P
860 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

HANSEN, WALTER E & DEANNA; JT
863 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

BURTILLOS, JOSE R
869 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

CHAMBERLAIN, G B
919 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

CHAMBERLAIN, GREGG B
919 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

EVON, CINDY
928 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

FARNSWORTH, LEE W & ZONA G; JT
934 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

BRAUN, MARVA
942 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

OMEROVIC, FADIL & SAFIJA; TC
950 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

ANDERSON, MOYAL P & SHIRLEY; JT
958 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

PARDO, LOUIS & CARMEN; JT
961 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

HALVERSON, TRENT
962 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

HOLM, CARL W
967 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

ARGONAUT HOLDINGS IN
770 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2745

ARGONAUT HOLDINGS IN
770 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2745

GOWEN, WILLIAM E
840 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2926

STEAMBOAT JUNCTION L
852 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2924

JAMISON, WILL
1248 E WOOD AVE
Suite
SALT LAKE CITY, UT 84105-2516

GOODWILL FAMILY LLC
9500 S 500 W
Suite 208
SANDY, UT 84070-6655

ANDREWS, EDWARD H & JT
1345 E 8175 S
Suite
SANDY, UT 84093-6657

WILLIAMS, SUMMER
1360 E SIESTA DR
Suite
SANDY, UT 84093-6141

FOWKES, JESSE G
387 N 300 W
Suite
SANTIQUIN, UT 84655-

SARFRAZ, MOHAMMAD
2250 W BONANZA WY
Suite
SOUTH JORDAN, UT 84095-8904

BRADSHAW, STANLEY
459 E 3400 S
Suite
SOUTH SALT LAKE, UT 84115-463

MARTIN, RYAN R & LYNN; JT
2098 LAKE MESA DR S
Suite
SYRACUSE, UT 84075-9076

VALENTE, ATTILIO
1440 W ALDER RD
Suite
TAYLORSVILLE, UT 84123-1204

VALENTE, ATTILIO & TERRI L; JT
1440 W ALDER RD
Suite
TAYLORSVILLE, UT 84123-1204

STONE, RICK J & KARE
5249 S CARPENTER CV
Suite
TAYLORSVILLE, UT 84118-1564

BIRCH CREEK RANCH CO
ST RT BOX 470
Suite
TROUT CREEK, UT 84083-

BINKS, AUSTIN C & KIMBERLY; JT
3126 W SKYVUE CIR
Suite
WEST JORDAN, UT 84088-5330

PREMIER ADVANTAGE RE
3341 S 4000 W
Suite
WEST VALLEY, UT 84120-6873

B C WARNER INVESTMEN
2240 S 5370 W
Suite
WEST VALLEY, UT 84120-1278

JUAREZ, ALFREDO H & PATRICIA H; JT
3088 S ALPINE MEADOWS DR
Suite
WEST VALLEY, UT 84120-1638

HARRIS, ETHAN E; ET
3951 S BILLS DR
Suite
WEST VALLEY, UT 84128-3904

B C WARNER INVESTMEN
PO BOX 70900
Suite
WEST VALLEY, UT 84170-0900

Joel Paterson
2450 E Lambourne Ave
SLC, UT 84109

Joel Paterson
451 S. State St. Rm
406
SLC, UT 84111

Math Dahl
451 S. State St.
Rm 404
SLC, UT 84111

Greg Thorpe
UTA
P.O. Box 30810
SLC, UT 84130-0810

Math Dahl
ZDA
451 S. State St. Rm 404
SLC, UT 84111

MOOSMAN, ERIC A & MARIZA A; JT
862 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

BELL, DAVID W & CHASE, PAULINE; TC
868 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

NEUERBURG, MARY S
870 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

REPTILE HOUSE LLC
907 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2935

EDWARDS, EARL S
913 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2935

WHITE, CATHERINE M & RAYMOND T; JT
922 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2934

WASATCH LIMITED COMP
926 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2983

ALLEN, FARRELL G & ELIZABETH G; TRS
2985 S KENWOOD ST
Suite
SALT LAKE CITY, UT 84106-3710

GREENHALGH, JACK
1407 E LAIRD CIR
Suite
SALT LAKE CITY, UT 84105-1939

GREENHALGH, JACK R & BETTY R; JT
1407 E LAIRD CIR
Suite
SALT LAKE CITY, UT 84105-1939

ANGELINA'S CORNER, L
136 S MAIN ST
Suite
SALT LAKE CITY, UT 84101-1601

GREEN STREET PARTNER WEST APART
136 S MAIN ST
Suite 425
SALT LAKE CITY, UT 84101-3647

MAACK, MARGARET & DANA; JT
225 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

WHITE, TIMOTHY
233 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

CONDIT, CHRIS
237 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

HOPPER, PAUL & CHRISTINE A; JT
240 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2721

HOPPER, PAUL & SAPP, CHRISTINE A; JT
240 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2721

BAUM, COLLEEN M
241 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

MATLEY, FRED S & MYR TRS
4253 S MT OLYMPUS WY
Suite
SALT LAKE CITY, UT 84124-3414

RASMUSSEN, CLAIR F;
4253 S MT OLYMPUS WY
Suite
SALT LAKE CITY, UT 84124-3414

MONTOYA, REBECCA
1058 S NAVAJO ST
Suite
SALT LAKE CITY, UT 84104-2723

CC CORP; TR
6307 S OLES LN
Suite
SALT LAKE CITY, UT 84121-2377

HICKEY, WILLIAM D; E
260 W PAXTON AVE
Suite
SALT LAKE CITY, UT 84101-3035

TONGUENGRUVEN LLC
PO BOX 1053
Suite
SALT LAKE CITY, UT 84110-1053

NGO, TONY
PO BOX 11442
Suite
SALT LAKE CITY, UT 84147-0442

NGO, TONY H
PO BOX 11442
Suite
SALT LAKE CITY, UT 84147-0442

TIFFANY, ROBYN K
PO BOX 2363
Suite
SALT LAKE CITY, UT 84110-2363

SINCLAIR OIL CORP
PO BOX 30825
Suite
SALT LAKE CITY, UT 84130-0825

SINCLAIR MARKETING,
PO BOX 30825
Suite
SALT LAKE CITY, UT 84130-0825

CROWTHER, JOYCE
PO BOX 614
Suite
SALT LAKE CITY, UT 84110-0614

HOLDEN APARTMENTS LL
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

NORDHOFF, GARY W
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

WOLFSON WEST OLD KEN APARTMENT
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

WOLFSON WEST OLD KEN APARTMENTS L
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

NICHOLS, NICHOLAS S
518 E ELEVENTH AVE
Suite
SALT LAKE CITY, UT 84103-3203

HRENANDEZ, JOSE R & ROSALBA R; JT
216 W FAYETTE AVE
Suite
SALT LAKE CITY, UT 84101-2932

PARDO, JOSE A & GABRIELA; JT
224 W FAYETTE AVE
Suite
SALT LAKE CITY, UT 84101-2932

RUNNOE, DENNIS H & ROSA S; JT
1654 E FEDERAL POINTE DR
Suite
SALT LAKE CITY, UT 84103-4268

ANDERSON, GREG
850 E FOREST FARM CIR
Suite
SALT LAKE CITY, UT 84106-2281

MCCARTHY, JEFFREY M
184 E FOURTH AVE
Suite
SALT LAKE CITY, UT 84103-4804

VANDERMEIDE, BENJAMI ANNA H (JT)
3904 S HALLMARK DR
Suite
SALT LAKE CITY, UT 84119-4614

SCHAUERHAMER LIMITED
2152 S HANNIBAL ST
Suite
SALT LAKE CITY, UT 84106-4102

GEORGE, MIKE W & CHARLIE M; TC
2077 E HARVARD OAKS CIR
Suite
SALT LAKE CITY, UT 84108-1983

GEORGE, MIKE W & CHA TOM M; TC
2077 E HARVARD OAKS CIR
Suite
SALT LAKE CITY, UT 84108-1983

CARTER, ALVIE; TR
1810 W INDIANA AVE
Suite
SALT LAKE CITY, UT 84104-3607

AYALA, DAVID G
809 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

FEDERER, CHARLES R;
810 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

MCNAIR, ANDREW
813 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

FEDERER, FREDERICK C
817 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

BOOTH, GILCHRIST C & GRACE; JT
822 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

MATEUS, TAMARA & MATTHEW; JT
826 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

NINO, DAVID
830 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

OCEGUEDA, OSWALDO
831 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

BAX, DAVID B
833 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

GUTIERREZ, MARIO & LUZ; JT
839 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

GOSENDE, ERIN M
841 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

RAMOS, NATALY & ALATORRE, LAURIAN
846 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

REYNAGA, CONCEPCION MARIA G; JT
850 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

OLSON, MARY LU & SMITH, ISAAC C; JT
851 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

IVERSON, SARAH A
855 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911



KIRBY, VICTOR M & JOYCE; JT
2802 E 3900 S
Suite
SALT LAKE CITY, UT 84124-2004

HERNANDEZ, JOSE R & ROSALBA R; JT
376 E 400 S
Suite 304
SALT LAKE CITY, UT 84111-2911

V I P LIMITED
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

VINA, TONY & SHERRY; TRS
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

VINA, TONY; ET AL
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

VINA, TONY; ET AL
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

VINA, TONY & SHERRY; TRS
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

VINA, TONY & SHERRY;
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

AM PROPERTIES, LLC
4646 W 5215 S
Suite
SALT LAKE CITY, UT 84118-5736

BOLINDER, DAVID V
2045 E 6060 S
Suite
SALT LAKE CITY, UT 84121-1449

BLANCHARD, DAVID T & RAMONA G; JT
249 W 700 S
Suite
SALT LAKE CITY, UT 84101-2715

STEVENSON, RANAE & STONE, STUART
267 W 700 S
Suite
SALT LAKE CITY, UT 84101-2715

SIERRA, JOSE R & JUA
851 W 700 S
Suite
SALT LAKE CITY, UT 84104-1406

UTAH TRANSIT AUTHORI
3600 S 700 W
Suite
SALT LAKE CITY, UT 84119-4122

GOINS, YVETTE M
160 W 800 S
Suite
SALT LAKE CITY, UT 84101-2905

SABALA BROS & CO
231 W 800 S
Suite
SALT LAKE CITY, UT 84101-2908

A & E GENERATOR INC
264 W 800 S
Suite
SALT LAKE CITY, UT 84101-2996

A & E GENERATOR, INC
264 W 800 S
Suite
SALT LAKE CITY, UT 84101-2996

GILLIES, SHIRLEY A;
166 W 800 S
Suite
SALT LAKE CITY, UT 84101-2905

SABALA BROS & COMPAN
231 W 800 S
Suite
SALT LAKE CITY, UT 84101-2908

D E MOENCH INVESTMEN
255 W 800 S
Suite
SALT LAKE CITY, UT 84101-2909

DARRELL E MOENCH FAM LIMITED PARTNE
255 W 800 S
Suite
SALT LAKE CITY, UT 84101-2909

PLUMB, JACK E; ET AL
135 W 900 S
Suite
SALT LAKE CITY, UT 84101-2943

MARTIN, DAVID L, JR JOHNNIE M
126 W 900 S
Suite
SALT LAKE CITY, UT 84101-2942

BARBARA JOY LIVSEY H LLC
234 W 900 S
Suite
SALT LAKE CITY, UT 84101-2944

HOLT, ROBERT
1635 N BECK ST
Suite
SALT LAKE CITY, UT 84116-1214

HOLT, ROBERT & DAHLQUIST, RUTH H;
1635 N BECK ST
Suite
SALT LAKE CITY, UT 84116-1214

HOLT, ROBERT W & DAHLQUIST, RUTH H; J
1635 N BECK ST
Suite
SALT LAKE CITY, UT 84116-1214

1051 SOUTH 300 WEST
48 W BROADWAY ST
Suite 2405
SALT LAKE CITY, UT 84101-2023

HORIUCHI, MARARU; TR
3752 E BROCKBANK DR
Suite
SALT LAKE CITY, UT 84124-3953



WANG, JYAN JEN & SHOU UY; JT
168 E CENTER ST
Suite
MOAB, UT 84532-

MARCON, DAVID
5448 S 700 W
Suite
MURRAY, UT 84123-5603

NILSON, MARK
4859 S CROSS CREEK LN
Suite
MURRAY, UT 84107-4983

NILSON, MARK W
4859 S CROSS CREEK LN
Suite
MURRAY, UT 84107-4983

DON PAGE COMPANY; ET
633 E SPRING HOUSE LN
Suite
MURRAY, UT 84107-5081

BAILEY, GREG R & JONI K; JT
639 MOUNTAIN VIEW CIR
Suite
NORTH SALT LAKE, UT 84054-336

JAMES E KIER FAMILY
3710 QUINCY AVE
Suite
OGDEN, UT 84403-

LUONG, CUONG CHI & PHUONG MY; JT
255 S 1000 W
Suite
SALT LAKE CITY, UT 84104-1231

BROWN, NORMAN R & SUE S; JT
1719 E 1300 S
Suite
SALT LAKE CITY, UT 84108-2212

BOLDFOX PARTNERSHIP
750 S 200 W
Suite
SALT LAKE CITY, UT 84101-2709

754 PARTNERS, LC
754 S 200 W
Suite
SALT LAKE CITY, UT 84101-2709

DAWSON, ROBERT A
834 S 200 W
Suite
SALT LAKE CITY, UT 84101-2901

STEEL, JOHN K
841 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

JOHNSON, BRUCE O & SHAUNA N; JT
851 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

JAMES, BETH C & RANDY; TC
862 S 200 W
Suite
SALT LAKE CITY, UT 84101-2901

HUNT, DARIN
921 S 200 W
Suite
SALT LAKE CITY, UT 84101-2937

SALT LAKE COMMUNITY PROGRAM, INC
764 S 200 W
Suite
SALT LAKE CITY, UT 84101-2700

PEREZ-PACHECO, JULIA SORCIA-LOPEZ
847 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

BATES, MARILYN B
857 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

COOPER, GARY D & ROS JT
858 S 200 W
Suite
SALT LAKE CITY, UT 84101-2901

BEAR LAKE INVESTMENT LLC
906 S 200 W
Suite
SALT LAKE CITY, UT 84101-2984

WILFORD APARTMENT LI PARTNERSHIP
932 S 200 W
Suite
SALT LAKE CITY, UT 84101-2998

BATES, F FENTON & EL JT
937 S 200 W
Suite
SALT LAKE CITY, UT 84101-2937

BATES, F FENTON & EL TC
937 S 200 W
Suite
SALT LAKE CITY, UT 84101-2937

PITTSBURGH HOUSE LOF LIMITED PARTNE
950 S 200 W
Suite
SALT LAKE CITY, UT 84101-2936

KANELL, PLATO G
711 S 300 W
Suite
SALT LAKE CITY, UT 84101-2604

WELLS, RODERICK D
775 S 300 W
Suite
SALT LAKE CITY, UT 84101-2606

DEVROOM, JOHN P
777 S 300 W
Suite
SALT LAKE CITY, UT 84101-2606

BOUDREAUX, MADELYN K
843 S 300 W
Suite
SALT LAKE CITY, UT 84101-2802

KIRBY, FREDIA M & VICTOR M; JT
2802 E 3900 S
Suite
SALT LAKE CITY, UT 84124-2004



Peter Corroon
GREATER AVENUES
445 East 200 South, Suite 306
Salt Lake City, Utah 84111

Peter Von Sivers
CAPITOL HILL
223 West 400 North
Salt Lake City, Utah 84103

Thomas Mutter
CENTRAL CITY
P.O. Box 2073
Salt Lake City, Utah 84101

Brian Watkins
LIBERTY WELLS
1744 So. 600 East
Salt Lake City, UT 84105

Camille Spute
PEOPLES FREEWAY
1540 South Major Street
Salt Lake City, UT 84115

Bill Davis
RIO GRAND
329 Harrison Avenue
Salt Lake City, UT 84115

Dave Mortensen
ARCADIA HEIGHTS/BENCHMARK
2278 Signal Point Circle
Salt Lake City, Utah 84109

Ellen Reddick
BONNEVILLE HILLS
2177 Roosevelt Ave
Salt Lake City, Utah 84108

FOOTHILL/SUNNYSIDE
Vacant

Shawn McMillen
H ROCK
1855 South 2600 East
Salt Lake City, Utah 84108

Mike Zuhl
INDIAN HILLS
2676 Comanche Dr.
Salt Lake City, Utah 84108

Paul Tayler
OAK HILLS
1165 Oakhills Way
Salt Lake City, Utah 84108

Doug Foxley
ST. MARY'S
1449 Devonshire Dr.
Salt Lake City, Utah 84108

Larry Spendlove
SUNNYSIDE EAST ASSOC.
2114 E. Hubbard Avenue
Salt Lake City, UT 84108

Tim Dee
SUNSET OAKS
1575 Devonshire Dr.
Salt Lake City, Utah 84108

Beth Bowman
WASATCH HOLLOW
1445 E. Harrison Ave.
Salt Lake City, Utah 84105

Kenneth L. Neal
ROSE PARK
1071 North Topaz Dr.
Salt Lake City, Utah 84116

Jim Webster
YALECREST
938 Military Drive
Salt Lake City, Utah 84108-1326

Penny Archibald-Stone
EAST CENTRAL
1169 Sunnyside Avenue
Salt Lake City, Utah 84102

Boris Kurz
EAST LIBERTY PARK
1203 South 900 East.
Salt Lake City, Utah 84105

Angie Vorher
JORDAN MEADOWS
1988 Sir James Dr.
Salt Lake City, Utah 84116

Mike Harman
POPLAR GROVE
1044 W. 300 S
Salt Lake City, Utah 84104

Jilene Whitby
STATE FAIRPARK
846 W 400 N.
Salt Lake City, Utah 84116

Kadee Nielson
WESTPOINTE
1410 N. Baroness Place.
Salt Lake City, Utah 84116

Mark Holland
SUGAR HOUSE
1942 Berkeley Street
Salt Lake City, Utah 84108

Randy Sorenson
GLENDALE
1184 S Redwood Drive
Salt Lake City, Utah 84104

Updated November 1, 2004
KDC



900 S. Light Rail Station

HATCH, PAUL R & DOROTHY J; TRS
PO BOX 566
Suite
GLEN DORA, CA 91740-

MUEHLEISEN, DAVID P
700 17TH STREET
Suite 100
DENVER, CO 80202-

MOORE, LYNDA J; AKA MOORE, JEANET
240 S MONACO PKWY
Suite 610
DENVER, CO 80224-

BUCHHOLDT, KIM & JOYCE E; TRS
PO BOX 127
Suite
BIG ARM, MT 59910-0127

D & R G W RAILROAD C
1700 FARNAM ST 10FL S
Suite
OMAHA, NE 68102-2010

NIELSEN, CURTIS
99 HUDSON ST 2ND FL
Suite
NEW YORK, NY 10013-

BASIC STORAGE, LLC
555 DIVIDEND DR
Suite 150
COPPELL, TX 75019-

SOUTHLAND CORPORATIO
PO BOX 711
Suite
DALLAS, TX 75221-

9TH STREET CENTER LL
1175 E 1850 S
Suite
BOUNTIFUL, UT 84010-

RUCKER, JAREN R
990 S 500 W
Suite
BOUNTIFUL, UT 84010-

AMODT, LAWRENCE W SR
3832 S 825 W
Suite
BOUNTIFUL, UT 84010-

AMODT, LAWRENCE W. &
3832 S 825 W
Suite
BOUNTIFUL, UT 84010-8508

AMODT, NORMA
3832 S 825 W
Suite
BOUNTIFUL, UT 84010-

BLANCHARD, DAVID T & RAMONA G; TC
861 E MILLBROOK WY
Suite
BOUNTIFUL, UT 84010-

MERRILL, REBECCA E
4163 W 9950 N
Suite
CEDAR HILLS, UT 84062-9449

DREAMWORKS PROPERTY MANAGEMENT,
1210 S 700 W
Suite
DRAPER, UT 84020-

WARR, MARSHA T
727 W ALAN POINT DR
Suite
DRAPER, UT 84020-8466

UTAH DISTRICT PENTEC CHURCH OF G
PO BOX 97
Suite
EAST CARBON, UT 84520-0097

SNOW, ELSTON G; ET A
2871 E CASTO LN
Suite
HOLLADAY, UT 84117-7152

AM PROPERTIES, LLC
4646 W 5215 S
Suite
KEARNS, UT 84118-5736

GATHERUM, RALPH S & DONETA M; TRS
1697 N FORT LN
Suite
LAYTON, UT 84041-2413

GATHERUM, RALPH S & DONETA M; TRS
1697 N FORT LN
Suite
LAYTON, UT 84041-2413

TORGERSEN, RONALD H DANIELLE K; JT
514 N LOCUST AVE
Suite
LINDON, UT 84042-1313

NPC PROPERTIES, L C
PO BOX 223
Suite
MAGNA, UT 84044-0223

BOLINDER, DAVID V
PO BOX 391
Suite
MIDVALE, UT 84047-0391

SANCHEZ, JOSEPH A
393 W PRINCETON DR
Suite
MIDVALE, UT 84047-7602

812 JEFFERSON STREET
6995 S UNION PARK CNTR
Suite
MIDVALE, UT 84047-6047

JACOBSON, REID
8341 S WOOD ST
Suite
MIDVALE, UT 84047-7565

FARRER FAMILY PARTNE
PO BOX 421
Suite
MIDWAY, UT 84049-0421

WANG ORGANIZATION LL
168 E CENTER ST
Suite
MOAB, UT 84532-

WANG, JYAN JEN & SHOU UY; JT
168 E CENTER ST
Suite
MOAB, UT 84532-

MARCON, DAVID
5448 S 700 W
Suite
MURRAY, UT 84123-5603

NILSON, MARK
4859 S CROSS CREEK LN
Suite
MURRAY, UT 84107-4983

NILSON, MARK W
4859 S CROSS CREEK LN
Suite
MURRAY, UT 84107-4983

DON PAGE COMPANY; ET
633 E SPRING HOUSE LN
Suite
MURRAY, UT 84107-5081

BAILEY, GREG R & JONI K; JT
639 MOUNTAIN VIEW CIR
Suite
NORTH SALT LAKE, UT 84054-334

JAMES E KIER FAMILY
3710 QUINCY AVE
Suite
OGDEN, UT 84403-

LUONG, CUONG CHI & PHUONG MY; JT
255 S 1000 W
Suite
SALT LAKE CITY, UT 84104-1231

BROWN, NORMAN R & SUE S; JT
1719 E 1300 S
Suite
SALT LAKE CITY, UT 84108-2212

BOLDFOX PARTNERSHIP
750 S 200 W
Suite
SALT LAKE CITY, UT 84101-2709

754 PARTNERS, LC
754 S 200 W
Suite
SALT LAKE CITY, UT 84101-2709

DAWSON, ROBERT A
834 S 200 W
Suite
SALT LAKE CITY, UT 84101-2901

STEEL, JOHN K
841 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

JOHNSON, BRUCE O & SHAUNA N; JT
851 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

JAMES, BETH C & RANDY; TC
862 S 200 W
Suite
SALT LAKE CITY, UT 84101-2901

HUNT, DARIN
921 S 200 W
Suite
SALT LAKE CITY, UT 84101-2937

SALT LAKE COMMUNITY PROGRAM, INC
764 S 200 W
Suite
SALT LAKE CITY, UT 84101-2700

PEREZ-PACHECO, JULIA SORCIA-LOPEZ
847 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

BATES, MARILYN B
857 S 200 W
Suite
SALT LAKE CITY, UT 84101-2902

COOPER, GARY D & ROS JT
858 S 200 W
Suite
SALT LAKE CITY, UT 84101-2901

BEAR LAKE INVESTMENT LLC
906 S 200 W
Suite
SALT LAKE CITY, UT 84101-2984

WILFORD APARTMENT LI PARTNERSHIP
932 S 200 W
Suite
SALT LAKE CITY, UT 84101-2998

BATES, F FENTON & EL JT
937 S 200 W
Suite
SALT LAKE CITY, UT 84101-2937

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SALT LAKE CITY, UT 84101-2937

PITTSBURGH HOUSE LOF LIMITED PARTNE
950 S 200 W
Suite
SALT LAKE CITY, UT 84101-2936

KANELL, PLATO G
711 S 300 W
Suite
SALT LAKE CITY, UT 84101-2604

WELLS, RODERICK D
775 S 300 W
Suite
SALT LAKE CITY, UT 84101-2606

DEVROOM, JOHN P
777 S 300 W
Suite
SALT LAKE CITY, UT 84101-2606

BOUDREAU, MADELYN K
843 S 300 W
Suite
SALT LAKE CITY, UT 84101-2802

KIRBY, FREDIA M & VICTOR M; JT
2802 E 3900 S
Suite
SALT LAKE CITY, UT 84124-2004

KIRBY, VICTOR M & JOYCE; JT
2802 E 3900 S
Suite
SALT LAKE CITY, UT 84124-2004

HERNANDEZ, JOSE R & ROSALBA R; JT
376 E 400 S
Suite 304
SALT LAKE CITY, UT 84111-2911

V I P LIMITED
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

VINA, TONY & SHERRY; TRS
351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

VINA, TONY; ET AL
351 W 400 S
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SALT LAKE CITY, UT 84101-1707

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SALT LAKE CITY, UT 84101-1707

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Suite
SALT LAKE CITY, UT 84101-1707

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351 W 400 S
Suite
SALT LAKE CITY, UT 84101-1707

AM PROPERTIES, LLC
4646 W 5215 S
Suite
SALT LAKE CITY, UT 84118-5736

BOLINDER, DAVID V
2045 E 6060 S
Suite
SALT LAKE CITY, UT 84121-1449

BLANCHARD, DAVID T & RAMONA G; JT
249 W 700 S
Suite
SALT LAKE CITY, UT 84101-2715

STEVENSON, RANAE & STONE, STUART
267 W 700 S
Suite
SALT LAKE CITY, UT 84101-2715

SIERRA, JOSE R & JUA
851 W 700 S
Suite
SALT LAKE CITY, UT 84104-1406

UTAH TRANSIT AUTHORI
3600 S 700 W
Suite
SALT LAKE CITY, UT 84119-4122

GOINS, YVETTE M
160 W 800 S
Suite
SALT LAKE CITY, UT 84101-2905

SABALA BROS & CO
231 W 800 S
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SALT LAKE CITY, UT 84101-2908

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264 W 800 S
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SALT LAKE CITY, UT 84101-2996

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SALT LAKE CITY, UT 84101-2996

GILLIES, SHIRLEY A;
166 W 800 S
Suite
SALT LAKE CITY, UT 84101-2905

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231 W 800 S
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SALT LAKE CITY, UT 84101-2908

D E MOENCH INVESTMEN
255 W 800 S
Suite
SALT LAKE CITY, UT 84101-2909

DARRELL E MOENCH FAM LIMITED PARTNE
255 W 800 S
Suite
SALT LAKE CITY, UT 84101-2909

PLUMB, JACK E; ET AL
135 W 900 S
Suite
SALT LAKE CITY, UT 84101-2943

MARTIN, DAVID L, JR JOHNNIE M
126 W 900 S
Suite
SALT LAKE CITY, UT 84101-2942

BARBARA JOY LIVSEY H LLC
234 W 900 S
Suite
SALT LAKE CITY, UT 84101-2944

HOLT, ROBERT
1635 N BECK ST
Suite
SALT LAKE CITY, UT 84116-1214

HOLT, ROBERT & DAHLQUIST, RUTH H; J
1635 N BECK ST
Suite
SALT LAKE CITY, UT 84116-1214

HOLT, ROBERT W & DAHLQUIST, RUTH H; J
1635 N BECK ST
Suite
SALT LAKE CITY, UT 84116-1214

1051 SOUTH 300 WEST
48 W BROADWAY ST
Suite 2405
SALT LAKE CITY, UT 84101-2023

HORIUCHI, MARARU; TR
3752 E BROCKBANK DR
Suite
SALT LAKE CITY, UT 84124-3953

HOLDEN APARTMENTS LL
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

NORDHOFF, GARY W
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

WOLFSON WEST OLD KEN APARTMENT
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

WOLFSON WEST OLD KEN APARTMENTS L
437 N CENTER ST
Suite
SALT LAKE CITY, UT 84103-1718

NICHOLS, NICHOLAS S
518 E ELEVENTH AVE
Suite
SALT LAKE CITY, UT 84103-3203

HRENANDEZ, JOSE R & ROSALBA R; JT
216 W FAYETTE AVE
Suite
SALT LAKE CITY, UT 84101-2932

PARDO, JOSE A & GABRIELA; JT
224 W FAYETTE AVE
Suite
SALT LAKE CITY, UT 84101-2932

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1654 E FEDERAL POINTE DR
Suite
SALT LAKE CITY, UT 84103-4268

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Suite
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SALT LAKE CITY, UT 84103-4804

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3904 S HALLMARK DR
Suite
SALT LAKE CITY, UT 84119-4614

SCHAUERHAMER LIMITED
2152 S HANNIBAL ST
Suite
SALT LAKE CITY, UT 84106-4102

GEORGE, MIKE W & CHARLIE M; TC
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Suite
SALT LAKE CITY, UT 84108-1983

GEORGE, MIKE W & CHA TOM M; TC
2077 E HARVARD OAKS CIR
Suite
SALT LAKE CITY, UT 84108-1983

CARTER, ALVIE; TR
1810 W INDIANA AVE
Suite
SALT LAKE CITY, UT 84104-3607

AYALA, DAVID G
809 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

FEDERER, CHARLES R;
810 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

MCNAIR, ANDREW
813 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

FEDERER, FREDERICK C
817 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

BOOTH, GILCHRIST C & GRACE; JT
822 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

MATEUS, TAMARA & MATTHEW; JT
826 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

NINO, DAVID
830 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

OCEGUEDA, OSWALDO
831 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

BAX, DAVID B
833 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

GUTIERREZ, MARIO & LUZ; JT
839 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

GOSENDE, ERIN M
841 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

RAMOS, NATALY & ALATORRE, LAURIAN
846 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

REYNAGA, CONCEPCION MARIA G; JT
850 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

OLSON, MARY LU & SMITH, ISAAC C; JT
851 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

IVERSON, SARAH A
855 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2911

MOOSMAN, ERIC A & MARIZA A; JT
862 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

BELL, DAVID W & CHASE, PAULINE; TC
868 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

NEUERBURG, MARY S
870 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2910

REPTILE HOUSE LLC
907 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2935

EDWARDS, EARL S
913 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2935

WHITE, CATHERINE M & RAYMOND T; JT
922 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2934

WASATCH LIMITED COMP
926 S JEFFERSON ST
Suite
SALT LAKE CITY, UT 84101-2983

ALLEN, FARRELL G & ELIZABETH G; TRS
2985 S KENWOOD ST
Suite
SALT LAKE CITY, UT 84106-3710

GREENHALGH, JACK
1407 E LAIRD CIR
Suite
SALT LAKE CITY, UT 84105-1939

GREENHALGH, JACK R & BETTY R; JT
1407 E LAIRD CIR
Suite
SALT LAKE CITY, UT 84105-1939

ANGELINA'S CORNER, L
136 S MAIN ST
Suite
SALT LAKE CITY, UT 84101-1601

GREEN STREET PARTNER WEST APART
136 S MAIN ST
Suite 425
SALT LAKE CITY, UT 84101-3647

MAACK, MARGARET & DANA; JT
225 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

WHITE, TIMOTHY
233 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

CONDIT, CHRIS
237 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

HOPPER, PAUL & CHRISTINE A; JT
240 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2721

HOPPER, PAUL & SAPP, CHRISTINE A; JT
240 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2721

BAUM, COLLEEN M
241 W MONTROSE AVE
Suite
SALT LAKE CITY, UT 84101-2722

MATLEY, FRED S & MYR TRS
4253 S MT OLYMPUS WY
Suite
SALT LAKE CITY, UT 84124-3414

RASMUSSEN, CLAIR F;
4253 S MT OLYMPUS WY
Suite
SALT LAKE CITY, UT 84124-3414

MONTOYA, REBECCA
1058 S NAVAJO ST
Suite
SALT LAKE CITY, UT 84104-2723

CC CORP; TR
6307 S OLES LN
Suite
SALT LAKE CITY, UT 84121-2377

HICKEY, WILLIAM D; E
260 W PAXTON AVE
Suite
SALT LAKE CITY, UT 84101-3035

TONGUENGRUVEN LLC
PO BOX 1053
Suite
SALT LAKE CITY, UT 84110-1053

NGO, TONY
PO BOX 11442
Suite
SALT LAKE CITY, UT 84147-0442

NGO, TONY H
PO BOX 11442
Suite
SALT LAKE CITY, UT 84147-0442

TIFFANY, ROBYN K
PO BOX 2363
Suite
SALT LAKE CITY, UT 84110-2363

SINCLAIR OIL CORP
PO BOX 30825
Suite
SALT LAKE CITY, UT 84130-0825

SINCLAIR MARKETING,
PO BOX 30825
Suite
SALT LAKE CITY, UT 84130-0825

CROWTHER, JOYCE
PO BOX 614
Suite
SALT LAKE CITY, UT 84110-0614

HALVERSON, TRENT
962 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

HOLM, CARL W
967 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

ARGONAUT HOLDINGS IN
770 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2745

ARGONAUT HOLDINGS IN
770 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2745

GOWEN, WILLIAM E
840 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2926

STEAMBOAT JUNCTION L
852 S WESTTEMPLE ST
Suite
SALT LAKE CITY, UT 84101-2924

JAMISON, WILL
1248 E WOOD AVE
Suite
SALT LAKE CITY, UT 84105-2516

GOODWILL FAMILY LLC
9500 S 500 W
Suite 208
SANDY, UT 84070-6655

ANDREWS, EDWARD H & JT
1345 E 8175 S
Suite
SANDY, UT 84093-6657

WILLIAMS, SUMMER
1360 E SIESTA DR
Suite
SANDY, UT 84093-6141

FOWKES, JESSE G
387 N 300 W
Suite
SANTIQUIN, UT 84655-

SARFRAZ, MOHAMMAD
2250 W BONANZA WY
Suite
SOUTH JORDAN, UT 84095-8904

BRADSHAW, STANLEY
459 E 3400 S
Suite
SOUTH SALT LAKE, UT 84115-463

MARTIN, RYAN R & LYNN; JT
2098 LAKE MESA DR S
Suite
SYRACUSE, UT 84075-9076

VALENTE, ATTILIO
1440 W ALDER RD
Suite
TAYLORSVILLE, UT 84123-1204

VALENTE, ATTILIO & TERRI L; JT
1440 W ALDER RD
Suite
TAYLORSVILLE, UT 84123-1204

STONE, RICK J & KARE
5249 S CARPENTER CV
Suite
TAYLORSVILLE, UT 84118-1564

BIRCH CREEK RANCH CO
ST RT BOX 470
Suite
TROUT CREEK, UT 84083-

BINKS, AUSTIN C & KIMBERLY; JT
3126 W SKYVUE CIR
Suite
WEST JORDAN, UT 84088-5330

PREMIER ADVANTAGE RE
3341 S 4000 W
Suite
WEST VALLEY, UT 84120-6873

B C WARNER INVESTMEN
2240 S 5370 W
Suite
WEST VALLEY, UT 84120-1278

JUAREZ, ALFREDO H & PATRICIA H; JT
3088 S ALPINE MEADOWS DR
Suite
WEST VALLEY, UT 84120-1638

HARRIS, ETHAN E; ET
3951 S BILLS DR
Suite
WEST VALLEY, UT 84128-3904

B C WARNER INVESTMEN
PO BOX 70900
Suite
WEST VALLEY, UT 84170-0900

Joel Paterson
2450 E Lambourne Ave
SLC, UT 84109

Joel Paterson
451 S. State St. Rm
406
SLC, UT 84111

Math Dahl
RDA
451 S. State St.
Rm 406
SLC, UT 84111

Greg Thorpe
UTA
P.O. Box 30810
SLC, UT 84130-0810

Math Dahl
RDA
451 S. State St. Rm 404
SLC, UT 84111

SCRIBNER, GUY A & LUCY; TRS
7525 S PROSPECTOR DR
Suite
SALT LAKE CITY, UT 84121-5582

YEE, BIN C & HANG; TRS
3642 S REDMAPLE RD
Suite
SALT LAKE CITY, UT 84106-1521

REDEVELOPMENT AGENCY LAKE CITY
451 S STATE ST
Suite 418
SALT LAKE CITY, UT 84111-3102

REDEVELOPMENT AGENCY SALT LAKE CIT
451 S STATE ST
Suite 418
SALT LAKE CITY, UT 84111-3102

REDEVELOPMENT AGENCY SALT LAKE CIT
451 S STATE ST
Suite 418
SALT LAKE CITY, UT 84111-3102

FINAU, MATAIASI S & SAINIHA T; JT
544 S STEWART ST
Suite
SALT LAKE CITY, UT 84104-2537

GIANELO, LUELLA; TR
259 N SUMMER ST
Suite
SALT LAKE CITY, UT 84116-3117

PROVOST, TIFFANI & MIKE; TC
3824 S VILLA DR
Suite
SALT LAKE CITY, UT 84109-4045

VINA, TONY & SHERRY;
3751 S WASATCH BLVD
Suite
SALT LAKE CITY, UT 84109-3841

HERNANDEZ, JOSE & MA
828 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

ANGELOVIC, AARON W
835 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

NISHIJIMA, HARRY K & TRS
836 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

MALMACEDA, JOSE N & PALACIOS, ROSA F
838 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

PHILLIPS, ELKE
839 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

BLONQUIST, LINDSAY & NELSON, AMY; T
841 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

YEE, FAY JING
844 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

MOUNT, BERYL M; ET A
845 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

PAINTER, CHAD & TRACY L; JT
851 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

VAN BUREN, LANCE E & CALL, GLENN O; JT
859 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

JONES, ESTHER P
860 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2946

HANSEN, WALTER E & DEANNA; JT
863 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

BURTILLOS, JOSE R
869 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2947

CHAMBERLAIN, G B
919 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

CHAMBERLAIN, GREGG B
919 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

EVON, CINDY
928 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

FARNSWORTH, LEE W & ZONA G; JT
934 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

BRAUN, MARVA
942 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

OMEROVIC, FADIL & SAFIJA; TC
950 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

ANDERSON, MOYAL P & SHIRLEY; JT
958 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2948

PARDO, LOUIS & CARMEN; JT
961 S WASHINGTON ST
Suite
SALT LAKE CITY, UT 84101-2949

Peter Corroon
GREATER AVENUES
445 East 200 South, Suite 306
Salt Lake City, Utah 84111

Peter Von Sivers
CAPITOL HILL
223 West 400 North
Salt Lake City, Utah 84103

Thomas Mutter
CENTRAL CITY
P.O. Box 2073
Salt Lake City, Utah 84101

Brian Watkins
LIBERTY WELLS
1744 So. 600 East
Salt Lake City, UT 84105

Camille Spute
PEOPLES FREEWAY
1540 South Major Street
Salt Lake City, UT 84115

Bill Davis
RIO GRAND
329 Harrison Avenue
Salt Lake City, UT 84115

Dave Mortensen
ARCADIA HEIGHTS/BENCHMARK
2278 Signal Point Circle
Salt Lake City, Utah 84109

Ellen Reddick
BONNEVILLE HILLS
2177 Roosevelt Ave
Salt Lake City, Utah 84108

FOOTHILL/SUNNYSIDE
Vacant

Shawn McMillen
H ROCK
1855 South 2600 East
Salt Lake City, Utah 84108

Mike Zuhl
INDIAN HILLS
2676 Comanche Dr.
Salt Lake City, Utah 84108

Paul Tayler
OAK HILLS
1165 Oakhills Way
Salt Lake City, Utah 84108

Doug Foxley
ST. MARY'S
1449 Devonshire Dr.
Salt Lake City, Utah 84108

Larry Spendlove
SUNNYSIDE EAST ASSOC.
2114 E. Hubbard Avenue
Salt Lake City, UT 84108

Tim Dee
SUNSET OAKS
1575 Devonshire Dr.
Salt Lake City, Utah 84108

Beth Bowman
WASATCH HOLLOW
1445 E. Harrison Ave.
Salt Lake City, Utah 84105

Kenneth L. Neal
ROSE PARK
1071 North Topaz Dr.
Salt Lake City, Utah 84116

Jim Webster
YALECREST
938 Military Drive
Salt Lake City, Utah 84108-1326

Penny Archibald-Stone
EAST CENTRAL
1169 Sunnyside Avenue
Salt Lake City, Utah 84102

Boris Kurz
EAST LIBERTY PARK
1203 South 900 East.
Salt Lake City, Utah 84105

Angie Vorher
JORDAN MEADOWS
1988 Sir James Dr.
Salt Lake City, Utah 84116

Mike Harman
POPLAR GROVE
1044 W. 300 S
Salt Lake City, Utah 84104

Jilene Whitby
STATE FAIRPARK
846 W 400 N.
Salt Lake City, Utah 84116

Kadee Nielson
WESTPOINTE
1410 N. Baroness Place.
Salt Lake City, Utah 84116

Mark Holland
SUGAR HOUSE
1942 Berkeley Street
Salt Lake City, Utah 84108

Randy Sorenson
GLENDALE
1184 S Redwood Drive
Salt Lake City, Utah 84104

Exhibit 5a

**PLANNING COMMISSION
HEARING NOTICE
AND POSTMARK**

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, January 12, 2006, at 5:45 p.m.**

The Planning Commission will be having dinner at 5:00 p.m., in Room 126. During the dinner, Staff may share general planning information with the Planning Commission. This portion of the meeting will be open to the public.

- 1. APPROVAL OF MINUTES** from Wednesday, December 21, 2004
- 2. REPORT OF THE CHAIR AND VICE CHAIR**
- 3. REPORT OF THE DIRECTOR**
- 4. PUBLIC NOTICE AGENDA – Salt Lake City Property Conveyance Matters:**
 - a. Salt Lake City Public Utilities and Holliday Water Company – Holliday Water Company is requesting five standard utility permits to allow new water lines to be installed at five different locations along the Jordan and Salt Lake Canal right-of-way. These locations are outside the Salt Lake City limits at:**
 - 2175 East Arbor Lane (approx 4800 S.)
 - 1968 East Sycamore Lane (approx 4700 S.)
 - 1930 East 4675 South
 - 1876 East 4625 South
 - 1802 East Osage Orange Ave. (approx 4425 S.)
 - b. Salt Lake City Property Management Division and 9th East Investments, L.L.C. – 9th East Investments L.L.C. is requesting a lease to allow a continued overhead encroachment, in the form of an awning canopy structure, into the 700 South Street right-of-way, for the property located at 863 East 700 South, in a Neighborhood Commercial “CN” zoning district.**
 - c. Salt Lake City Property Management Division and Howa Properties, Inc. – Howa Properties is requesting a lease to allow three proposed overhead encroachments in the form of three awning canopy structures, into the South Temple and 300 West Street right-of-ways, as a part of the new building proposed at 279 West South Temple, in the Central Business District “D-1” zoning district.**
 - d. Salt Lake City Public Utilities and Double JAC Investments L.L.C. – Double JAC is requesting a storm water drainage easement to use a portion of the City owned Lee Drain property, a City storm water drainage canal, for private development generated storm water detention and drainage. The Lee Drain property is located at approximately 1580 South Pioneer Road in a Light Industrial “M-1” zoning district. (Staff – Doug Wheelwright at 535-6178)**
- 5. PUBLIC HEARINGS**
 - a. PUBLIC HEARING –** Petition No. 400-02-42, by the Salt Lake City Planning Commission requesting to rezone the properties at 238 West 600 North and 250 West 600 North from Moderate Density Multi-family “RMF-35”, to Special Development Pattern Residential, “SR-1”. The request also

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PLEASE TURN OFF CELL PHONES AND PAGERS BEFORE THE MEETING BEGINS. AT YOUR REQUEST A SECURITY ESCORT WILL BE PROVIDED TO ACCOMPANY YOU TO YOUR CAR AFTER THE MEETING. THANK YOU.

includes amending the Future Land Use Map of the Capitol Hill Community Master Plan to identify the properties as low-density residential rather than medium density residential. The request is to implement policies of the Capitol Hill Community Master Plan relating to historic preservation and retention of existing housing units. There is no development project relating to this petition. (Staff – Cheri Coffey at 535-6188 & Andrei Lubomudrov at 535-7645).

b. PUBLIC HEARING – Petition No. 400-02-43, initiated by the Planning Commission in 2002, to correct zoning errors that occurred during the Zoning Re-write process. Several parcels were designated in the wrong land use zone, or not all of the parcels that belong to a use were zoned together, thereby creating split-zone properties.

1. 1640 S West Temple St. (split zoning) – Proposed zoning change: RMF-35 to CB.
2. 628 E. Milton Ave (Incorrect zone) – Proposed zoning change: PL to R-1-5000.
3. 652 E. Milton Ave (Incorrect zone) – Proposed zoning change: PL to R-1-5000.
4. 1266 W. 400 S. (split zoning) – Proposed zoning change: CN to R-1-5000.
5. 1214 W. 400 S. (split zoning) – Proposed zoning change: CN to R-1-5000.
6. 1179 S. Navajo St. (split zoning) - Proposed zoning change: R-1-5000 to CB.
7. 1254 W. 500 N. (split zoning) – Proposed zoning change: R-1-7000 to CN.
8. 551 E. 400 S. (split zoning) – Proposed zoning change: RMF-35 to CC.
9. 362 S. 600 East. (split zoning) – Proposed zoning change: RMF-35 to CC.
10. 780 S. 900 West. (split zoning) – Proposed zoning change: R-1-5000 to CB.
11. 762 S. 900 West. (Incorrect zone) – Proposed zoning change: CB to R-1-5000.
12. 1399 S. – 1413 S. 700 East. (split zoning) – Proposed zoning change: R-1-5000 to CN.
13. 963 E. 500 South. (split zoning) – Proposed zoning change: RMF-35 to CN.
14. 448 S. 900 East. (split zoning) – Proposed zoning change: RMF-35 to PL.
15. 2738 S. 2000 East. (split zoning) - Proposed zoning change: RMF-35 to CB.
16. 427 E. Cottage Ave. (split zoning) – Proposed zoning change: RMF-35 to OS.
17. 655, 613 and 651N Columbus. (Incorrect zone) – Proposed zoning change: OS to R-2.
- 17a. City property adjacent to 613 N Columbus (Incorrect zone) - Proposed zoning change: OS to R-2
18. 15 S. 2400 West. (Incorrect zone) – Proposed zoning change: OS to CC.
19. 1167 E. South Temple (Incorrect zone) – Proposed zoning change: PL to SR-1.
20. 1530 S. Main Street (split zoning) – Proposed zoning change: RMF-35 to CC.
21. 2200 S. Texas (split zoning) - Proposed zoning change: PL to R-1-7000.
22. 1486 S. 1100 East. (split zoning) – Proposed zoning change: R-1-5000 to RB.
23. 1480 S. 1100 East. (split zoning) – Proposed zoning change: R-1-5000 to RB.

(Staff – Marilynn Lewis at 535-6409)

c. PUBLIC HEARING – Petition No. 400-04-43, by Menlo Associates, LLC, requesting that the City close and declare as surplus property a 66 foot by 627 foot section of unimproved public street right-of-way known as 300 South, between 5200 West Street and approximately 5100 West, and that the City sell that portion of 300 South Street to Menlo Associates as the abutting property owner. (Staff – Janice Panichello at 535-6260 or janice.panichello@slcgov.com)

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- * d. PUBLIC HEARING** – Petition No. 400-04-50, by the Salt Lake City Redevelopment Agency, requesting approval of the design of a TRAX light rail station on 200 West between 800 South and 900 South along the existing North/South light rail corridor. This site is located in the "D-2" Downtown Support District. (Joel Paterson 535-6141 or joel.paterson@slcgov.com)
- e. PUBLIC HEARING** – Continued Discussion of Petition 410-701, by the Salt Lake County Administration regarding the expansion of the Salt Palace on the block between South Temple and 100 South from 200 West to 300 West. The Planning Commission will consider granting final design approval for the loading docks on 100 South, parking structure entrance and exit locations on 100 South and 300 West and the design of the 300 West façade of the expanded Salt Palace exhibition hall. The property is located within the "D-4" Downtown Secondary Central Business District. (Staff – Joel Paterson at 535-6141 or joel.paterson@slcgov.com and Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- f. PUBLIC HEARING** – Intermodal Light Rail Extension. The project involves the construction of a light rail transit (LRT) alignment, connection the existing Utah Transit Authority light-rail terminus at the Delta Center (325 West South Temple) to the Intermodal Hub located at approximately 300 South and 600 West (the Intermodal Hub LRT station will be located at approximately 325 South 600 West). The Planning Commission will be considering the technical issues regarding the final alignment, including station locations. (Staff – Joel Paterson at 535-6141 or joel.paterson@slcgov.com and Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- g. PUBLIC HEARING** – Petition No. 400-04-45, by Mayor Anderson, requesting to change the 500 North Street closure at 500 West from a partial closure to a full closure. 500 North Street has already been approved for partial closure, by both the Planning Commission and City Council, with the condition that crash gates for emergency vehicles be provided. This petition requests that the condition for crash gates be removed from the approval and the street be fully closed. The City will retain ownership of the street but close the street to vehicular and pedestrian traffic. This closure is necessary to implement a quiet zone, which allows trains to pass without blowing their whistles. (Staff – Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- h. PUBLIC HEARING** – Petition No. 410-712, by Victor Kimball, requesting conditional use approval to allow the construction of a car-rental agency at approximately 835-841 South State Street. The proposed use is within a "D-2" Downtown Support District, and would replace an existing used-car dealership. (Staff – Elizabeth Giraud at 535-7128)
- i. PUBLIC HEARING** – Review and discussion of the Planning Commission Policies and Procedures. (Staff – Brent Wilde at 535-6180)

6. UNFINISHED BUSINESS

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1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearings will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. Speakers will be called by the Chair.
4. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
5. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
6. A time limit may be placed on speakers to ensure everyone has a chance to comment. The Chair will make that determination upon reviewing the number of people wishing to speak.
7. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Meeting notices are made available 14 days in advance. If persons wish to submit written comments, they should be directed to the Planning Division as far in advance of the hearing as possible to enable Planning Commissioners to consider those written comments. Comments should be sent to:

Salt Lake City Planning Director
451 South State Street, Room 406
SLC, UT 84111

Note: Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 24 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7757 for assistance.

SLC Planning Division
451 South State, Rm 406
Salt Lake City, UT 84111

To: Tol Peterson
451 S. State St. Rm
406
SLC, UT 84111

UTSRMP 84111



01542
METER 200000

SLC, UT, 12/29/94

Exhibit 5b

**PLANNING COMMISSION
STAFF REPORT**

A. LOUIS ZUNGUZE
PLANNING DIRECTOR

BRENT B. WILDE
DEPUTY PLANNING DIRECTOR

DOUGLAS L. WHEELWRIGHT, AICP
DEPUTY PLANNING DIRECTOR

SALT LAKE CITY CORPORATION
COMMUNITY DEVELOPMENT
PLANNING AND ZONING DIVISION

ROSS C. ANDERSON
MAYOR

M E M O R A N D U M

TO: MEMBERS, SALT LAKE CITY PLANNING COMMISSION
FROM: *JWP* JOEL PATERSON, SENIOR PLANNER
SUBJECT: PETITION 400-04-50 REQUESTING APPROVAL OF THE DESIGN
OF THE TRAX STATION ON 200 WEST BETWEEN 800 SOUTH
AND 900 SOUTH.
DATE: JANUARY 7, 2005

PROPOSAL: The proposed construction of the 200 West 900 South TRAX station is the result of the Redevelopment Agency's (RDA) effort to implement its West Temple Gateway: Strategic Plan and the proposed Central Community Master Plan which encourage transit-oriented development in the West Temple Gateway Project Area. The proposed station will closely resemble the Courthouse station at 500 South Main Street in design and function and will meet the needs of the transit-oriented businesses and residences in the surrounding community. The RDA is requesting that the Planning Commission make a recommendation that the Council approve the station design.

PUBLIC PROCESS: The public input included: public meetings with community and government organizations, including the People's Freeway Community Council, Redevelopment Advisory Committee and the Redevelopment Agency Board of Directors. In addition, the Planning Commission will hold a public hearing on January 12, 2005.

The Utah Transit Authority (UTA) hosted a public Open House on December 1, 2004. Following the open house, a presentation was made to the People's Freeway Community Council. No vote was taken by the community council. During the open house, concern was raised about the need to preserve on-street parking in the vicinity of the proposed station. The homes located between 800 and 900 South on 200 West do not have driveways leading to off-street parking and most residents utilize the on-street parallel parking. To accommodate the placement of this station when the North/South TRAX line was constructed, the existing angled parking on 200 West, was replaced with parallel

parking. Consequently, fewer on-street parking stalls were available for residents. The design of this station includes a mid-block cross-walk which will result in the loss of approximately two on-street parking stalls. An alley exists behind the homes but comments at the Open House indicated that few of the residents use it for vehicular access.

The Redevelopment Advisory Committee (RAC) reviewed the proposed station on December 8, 2004 and did not recommend any changes to the design. RAC further discussed the proposed station on January 5, 2005 and recommended approval of the proposed design.

The Redevelopment Agency Board of Directors reviewed the proposed station on December 16, 2004 and did not recommend any changes to the design.

Following the Planning Commission public hearing, the Redevelopment Agency Board of Directors will consider granting final design approval to the proposed TRAX station.

HISTORY: When the North/South TRAX alignment and station locations were approved by Salt Lake City, UTA agreed to place a future station at 900 South on 200 West. As a result, during construction of the TRAX line, the tracks were flared in this location to accommodate a station when the demographics in the area warranted the station.

In an effort to implement the Central Community Master Plan and the RDA Strategic Plan, the Salt Lake City's Mayor's Office, RDA, UTA and the Planning Division routinely evaluated the proposed station's viability through projected ridership. The current effort to build the station is the result of an analysis by UTA which indicated that changes in the area's demographics and associated land use developments had created a favorable environment for the proposed station. Additionally, increased community support and the city's willingness to financially back the station's construction brought the project to fruition.

In October 2004, the RDA's Board of Directors, through the adoption of Resolution No. 589.01, entered into an Inter-local Agreement with the Utah Transit Authority for the purpose of building the station. The RDA is financing the design and construction of the station and UTA will manage the construction as well as own, operate and maintain the station after its completion.

STATION DESIGN: The inter-local agreement between the RDA and UTA requires that the design of the station be consistent with the design of the Courthouse station located on Main Street at 500 South. The list below describes the minor differences between the design of the 900 South station and the Courthouse station:

1. **Platform Canopies:** The canopies, platform and access ramp, will look the same as those on the Courthouse station, but the canopies will be spaced 15 feet further apart at the 900 South station to facilitate the existing overhead contact system poles (OCS).

2. **Seating:** The seating located under the canopies at the 900 South station will be a straight bench with arm rest separated seating instead of the individualized seats with arm rests available at the Courthouse station. Despite this difference, the materials, seating capacity, color and general look of the seating will be similar to that found at the Courthouse station. This change is necessary because the seats used at the Courthouse station are no longer available from the manufacturer.
3. **Platform Surface:** The 900 South station's platform surface will have a broomed concrete finish similar to that used at stations on the University TRAX Line and the 1300 South station. The Courthouse station platform uses granite pavers, similar to those used on the Main Street sidewalks north of 400 South.
4. **Tactile Warning Strip:** The tactile warning strip, a two foot wide strip to warn people with visual impairments of the platform edge, will be constructed using a cast-in-place technology and will be yellow in color. The Courthouse station has a dark gray pre-cast tile installed using mortar. UTA has had difficulties with mortar scaling off of the platform surface and currently paints a yellow stripe on the platform to make patrons aware of the platform edge. UTA favors the yellow tactile strip as a means of increasing contrast.
5. **Landscaping:** The platform will have six trees compared to the eight at the Courthouse station. Fewer trees are the result of moving the canopy locations to avoid the existing OCS poles. The design team is working with the City's Urban Forester and other City departments to ensure that the landscaping at the 900 South station is consistent with other stations in the Downtown area.
6. **Mid-Block Crosswalk:** The mid-block crosswalk will be narrowed to 10-feet wide to better fit the scale of the street and to eliminate the need for bollards in the mid-block area at the north end of the station platform. The Courthouse station has a 20-foot wide crosswalk.

DEPARTMENTAL COMMENTS: The following comments were received from City Departments:

Police Department: The Police Department raised no concerns based on its review using Crime Prevention through Environmental Design (CPTED) principles.

Salt Lake Arts Council: The Arts Council is managing the Art in Transit component for this station and similar to other TRAX stations in Salt Lake City, art work will be installed at the 900 South station.

Public Utilities: The Public Utilities Department submitted the following comments:

Any proposed water, fire or sanitary sewer connections to this station location must be approved in writing by Public Utilities meeting all applicable State, County and City standards and requirements. All proposed utility construction must adhere to agreements as recorded between UTA and Salt Lake City Corporation. According to our records there are no existing services connected to this station location, however if a water or sewer service connection does exist it must be used or disconnected per Public Utilities requirements.

City Staff from the Transportation, Engineering, and Planning divisions and the Public Utilities Department have been involved in the design of this station as representatives on the Technical Working Group, a design team assembled by the RDA and UTA.

FINDINGS:

1. The 900 South TRAX station fulfills objectives outlined in the West Temple Gateway: Redevelopment Plan and the proposed Central Community Master Plan for the community surrounding the station's proposed site.
2. The station's design is intended to provide the same aesthetics and functionality as the Courthouse station.
3. This station will provide transit access to the surrounding neighborhood and support the growth of transit-oriented residential and business development in the area.

RECOMMENDATION: Based on the findings presented, the Planning Staff respectfully recommends that the Planning Commission forward a recommendation to the City Council to approve the design of the 900 South TRAX station, as proposed.

Attachments:

900 South TRAX Station Plans:

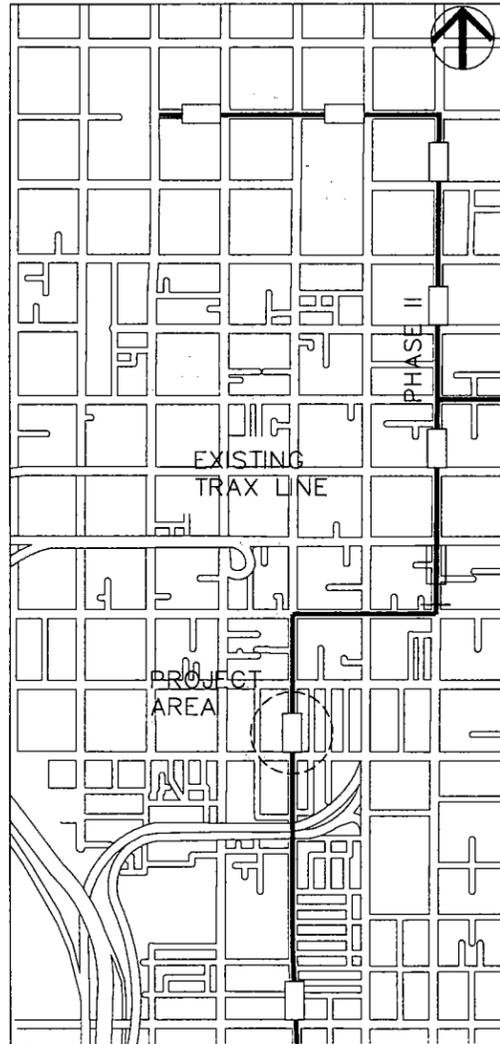
- Project Area
- Construction Staging Plans
- Site Plan
- Station Plan
- Canopy Elevations
- High Block and Ramp Elevations

900 SOUTH TRAX STATION

SALT LAKE CITY, UTAH



Contract Number: UT-04-026VT



VICINITY MAP

Not To Scale

UTA TRAX 700 WEST 3600 SOUTH
SOUTH SALT LAKE, UT 84115

Approved _____ Date _____
Manager of Engineering
and Construction - Light Rail

Wilbur Smith Associates
ENGINEERS
PLANNERS
ECONOMISTS
WILBUR SMITH ASSOCIATES
8 EAST BROADWAY, SUITE 613
SALT LAKE CITY, UT 84111-2227

Approved _____ Date _____
Project Manager

Steve Greene
& Associates, PLLC

**RICHARD D
CHONG
AND ASSOCIATES**

CITY OF SALT LAKE

Approved _____ Date _____
RDA

Approved _____ Date _____
City Engineer

Approved _____ Date _____
City Planner

Approved _____ Date _____
Transportation

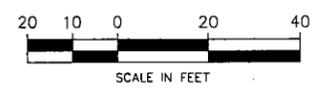
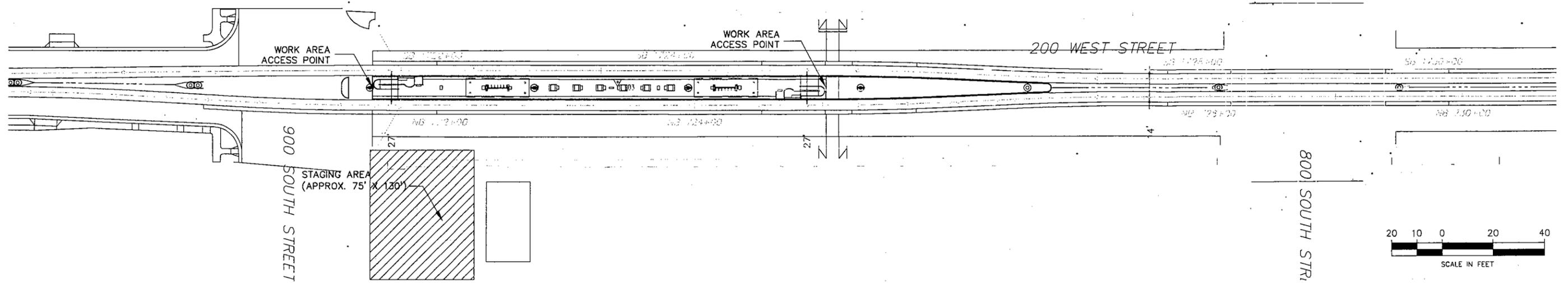


900 SOUTH

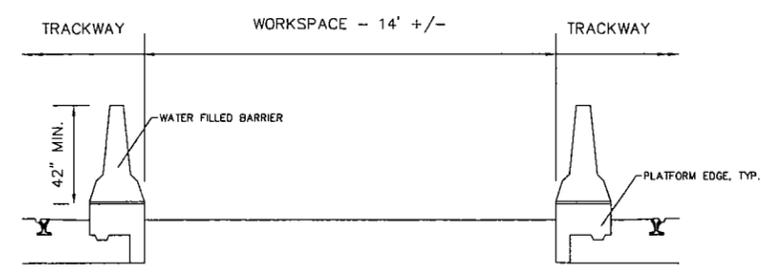
PROJECT AREA

Not To Scale

XREF'S
 UTABDR
 JV-LOGO
 X44BP10
 X52CBDC
 X52LR1KA
 X53LR1KA
 X452P10
 NA
 XLR1SLB
 20-S150



WORKSPACE SEPARATION.



NOTES

1. INSTALL BARRIERS AFTER LANDSCAPE CURB IS REMOVED AND PLATFORM EDGE IS CONSTRUCTED.
2. BARRIERS MUST BE IN PLACE ADJACENT TO ALL WORK AREAS
3. WORK AREA ACCESS POINTS REQUIRE A TRAIN LOOKOUT WHENEVER WORKERS ARE BETWEEN TRACKS OR WITHIN 5' OF NORTHBOUND OR SOUTHBOUND CENTERLINE.
4. TRAFFIC CONTROL PLANS MUST BE APPROVED BY SLC TRANSPORTATION PRIOR TO IMPLEMENTATION.
5. ALL DEBRIS REMOVAL MUST BE VIA WORK AREA ACCESS POINTS.
6. TRACKWAY SHALL REMAIN CLEAR OF DEBRIS AT ALL TIMES.

AREAS OF CONCERN

1. TRAX OPERATIONS CANNOT BE DISRUPTED
2. WORKER SAFETY AROUND TRAX SYSTEM
3. DISRUPTION TO NEIGHBORHOOD
 - USE OF PARKING AREAS IS LIMITED AS SHOWN
 - WORKING AT NIGHT REQUIRES APPROVAL FROM HEALTH DEPARTMENT

POTENTIAL SEQUENCE OF WORK

1. INSTALL DETOUR SIGNING AND TRAFFIC CONTROL MEASURES PER SLC BARRICADE MANUAL AND MUTCD.
2. REMOVE SOD, LANDSCAPE CURB, AND IRRIGATION AS IDENTIFIED
3. INSTALL PLATFORM EDGE - SOUTHBOUND - NIGHT WORK
4. INSTALL PLATFORM EDGE - NORTHBOUND - NIGHT WORK
5. INSTALL BARRIERS TO CREATE WORKSPACE SEPARATION FROM TRAX
6. INSTALL UNDERGROUND UTILITIES, CONDUITS, AND BOXES.
7. CONSTRUCT HIGHBLOCK, CANOPY, AND SERVICE FOUNDATIONS.
8. INSTALL PLATFORM SURFACING.
9. INSTALL CANOPIES AND RAILINGS.
10. INSTALL TRAFFIC SIGNAL FACILITIES.
11. PULL WIRES AND MAKE CONNECTIONS.
12. INSTALL LANDSCAPING.
13. STRIPING.

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REV	DATE	Description



Submitted By: _____



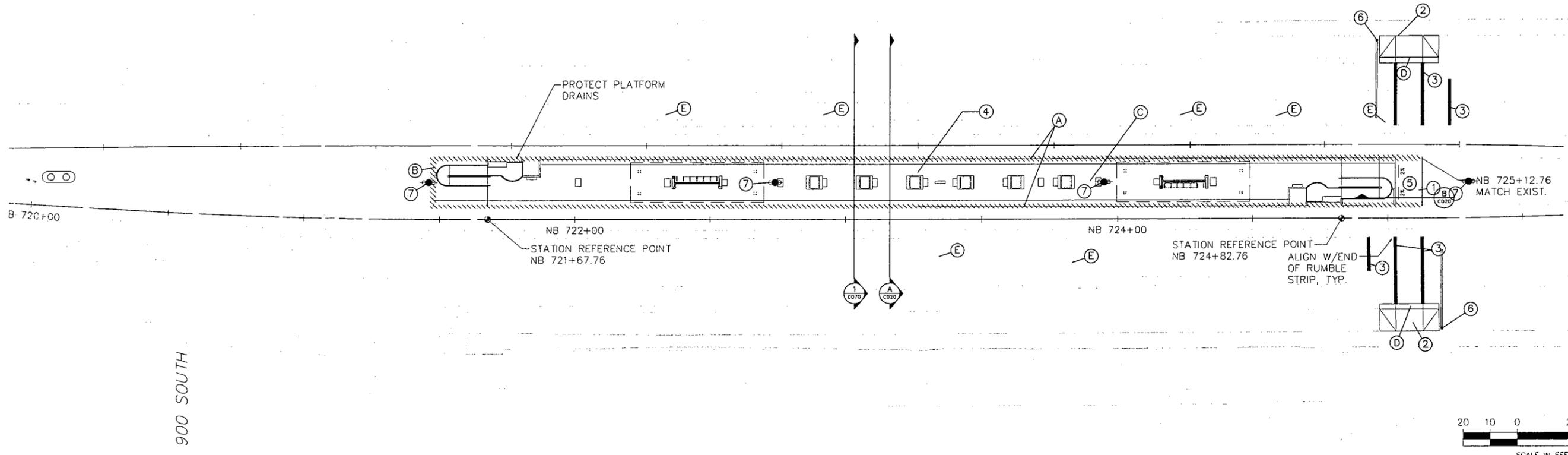
Approved By: _____

Designed By:
S. GREENE
 Drawn By:
V. MATHENEY
 Checked By:
G. TURNER
 Approved By:

**900 SOUTH TRAX STATION
 CONSTRUCTION STAGING PLANS**

Scale: 1"=40'
CADD Filename: 900SC133
Submittal Date DEC. 2004
UTA Contract No.: UT-04-026VT
Drawing No.: C010
Sheet No.:

XREF'S
 UTABDR
 X52LR7KA
 X44BP1D
 X452P1D
 X448C1D
 X452C1D
 JV-LOGO
 NA
 ZG-5020
 ZGKPRFGD
 X52CB0CA
 X52CB0CP
 57SURFLUX
 X52LHTRX
 X52ACB0D
 X57000UP



CONSTRUCTION NOTES

- ① CONCRETE CURB, SEE SLC STD. PLAN XX
- ② CONCRETE RAMP, SEE SLC STD. PLAN XX
- ③ 12" WHITE PAINT STRIPE
- ④ STATION PLATFORM, SEE DWG. A012
- ⑤ 6" CONCRETE SLAB ON 6" UNTREATED BASE COURSE
- ⑥ TRAFFIC SIGNAL, POLE, PED BUTTON, MAST ARM, AND SIGNAL HEADS, SEE DWG. TXXX-TXXX
- ⑦ LIGHTS ON OCS POLE, SEE EXXX

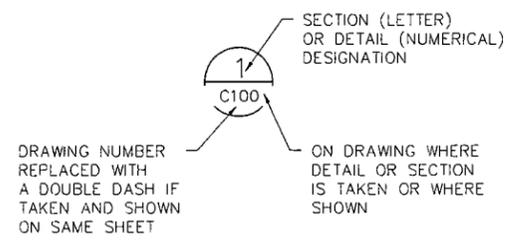
DEMOLITION NOTES

- Ⓐ REMOVE LANDSCAPE CURB, SEE
- Ⓑ REMOVE CURB
- Ⓒ REMOVE SOD AND IRRIGATION SOUTH OF NB 725+14
- Ⓓ REMOVE CURB AND GUTTER
- Ⓔ ABANDONED WATER SERVICE LINE
- Ⓕ REMOVE TREE

GENERAL NOTES

- 1. HORIZONTAL AND VERTICAL DATUM, SEE SURVEY CONTROL SHEET.
- 2. ALL STATION CALLOUTS AND OFFSETS REFER TO THE NORTHBOUND (NB) TRACK CENTERLINE. REFER TO THE ALIGNMENT DATASHEETS FOR ALL NORTHBOUND AND SOUTHBOUND CURVE GEOMETRY, COORDINATES AND STATIONING.
- 3. ALL DEBRIS REMOVAL MUST BE VIA WORK AREA ACCESS POINTS, SEE DWG. C010.

SECTION AND DETAIL DESIGNATION



REV	DATE	Description



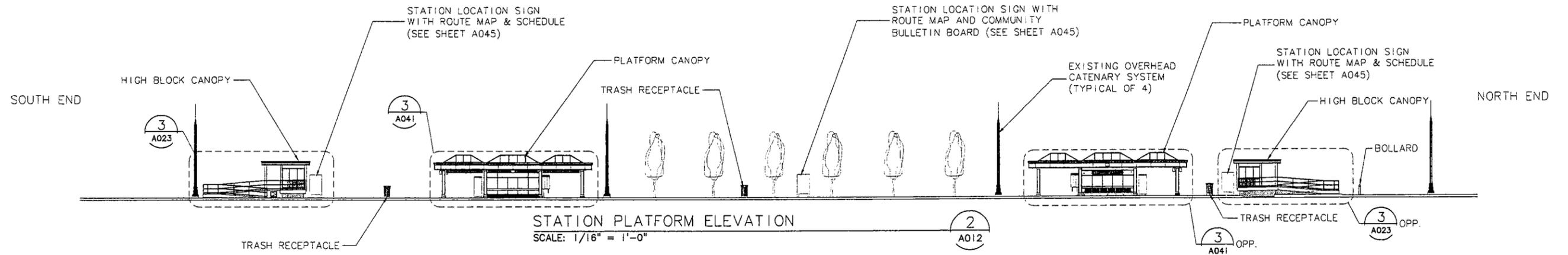
Designed By:
S. GREENE
 Drawn By:
V. MATHENEY
 Checked By:
G. TURNER
 Approved By:

900 SOUTH TRAX STATION
 SITE PLAN

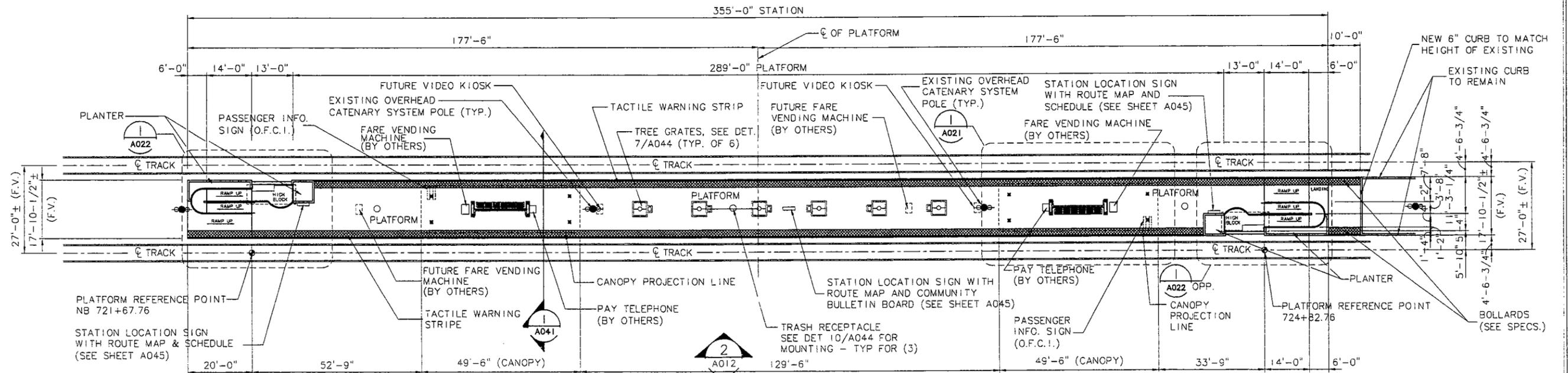
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Submission Date
UTA Contract No.: UT-04-026VT
Drawing No.: C050
Sheet No.:

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XREFS
UTABDR
X52CDBAP



STATION PLATFORM ELEVATION
SCALE: 1/16" = 1'-0"



STATION PLATFORM PLAN
SCALE: 1/16" = 1'-0"

NOTES:
1. PLATFORM REFERENCE POINT IS SHOWN ON SITE PLAN (DWG. NO. C050)

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REV	DATE	Description

Submitted By: _____

Approved By: _____

UTAH TRANSIT AUTHORITY

Designed By:
R. CHONG

Drawn By:
S. KNOWLDEN

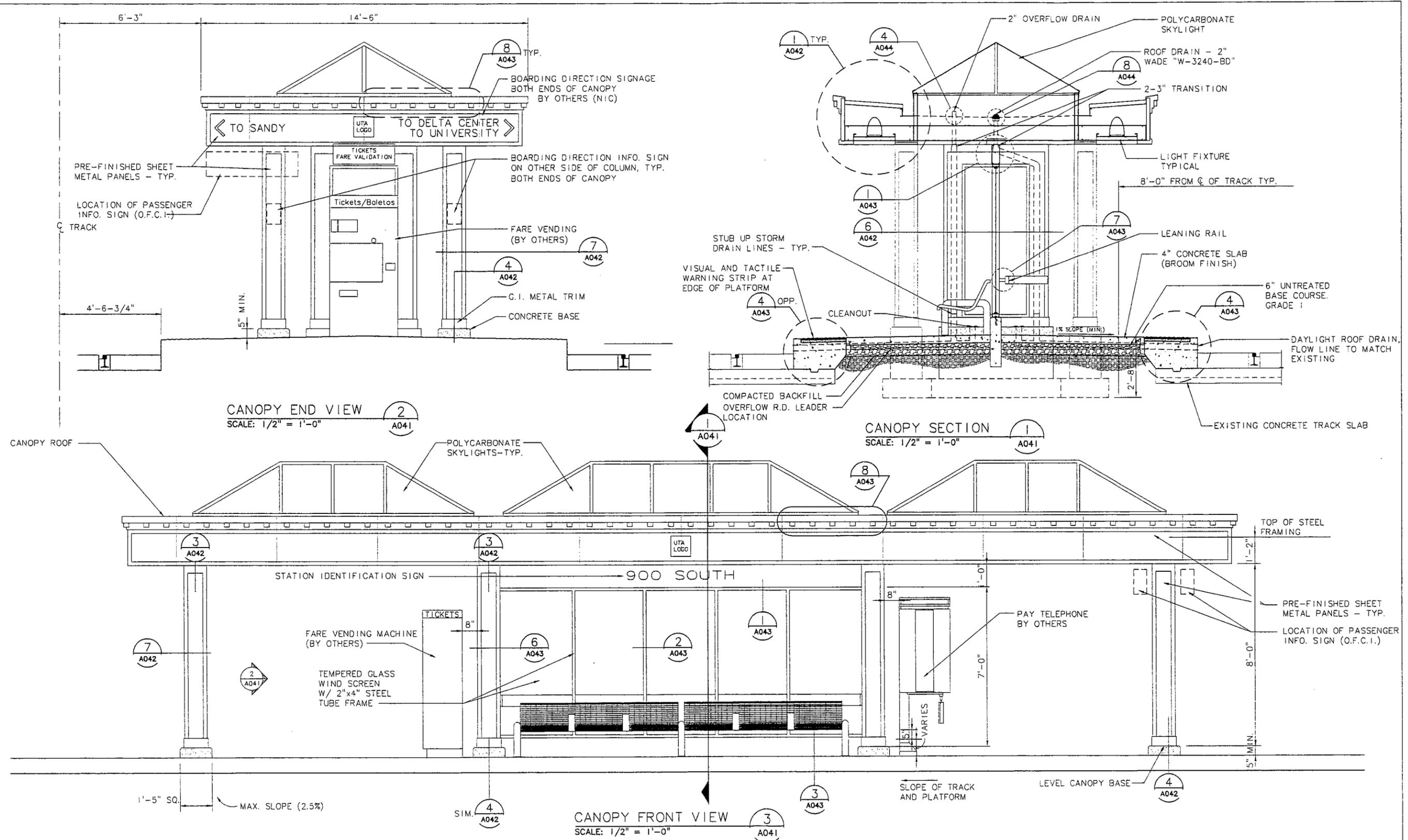
Checked By:
R. CHILDS

Approved By:

900 SOUTH TRAX STATION
STATION PLAN

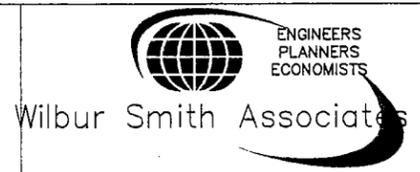
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UTAH Contract No.:
UT-04-026VT
Drawing No.:
Sheet No.:
A012

XREFS
UTABDR



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REV	DATE	Description



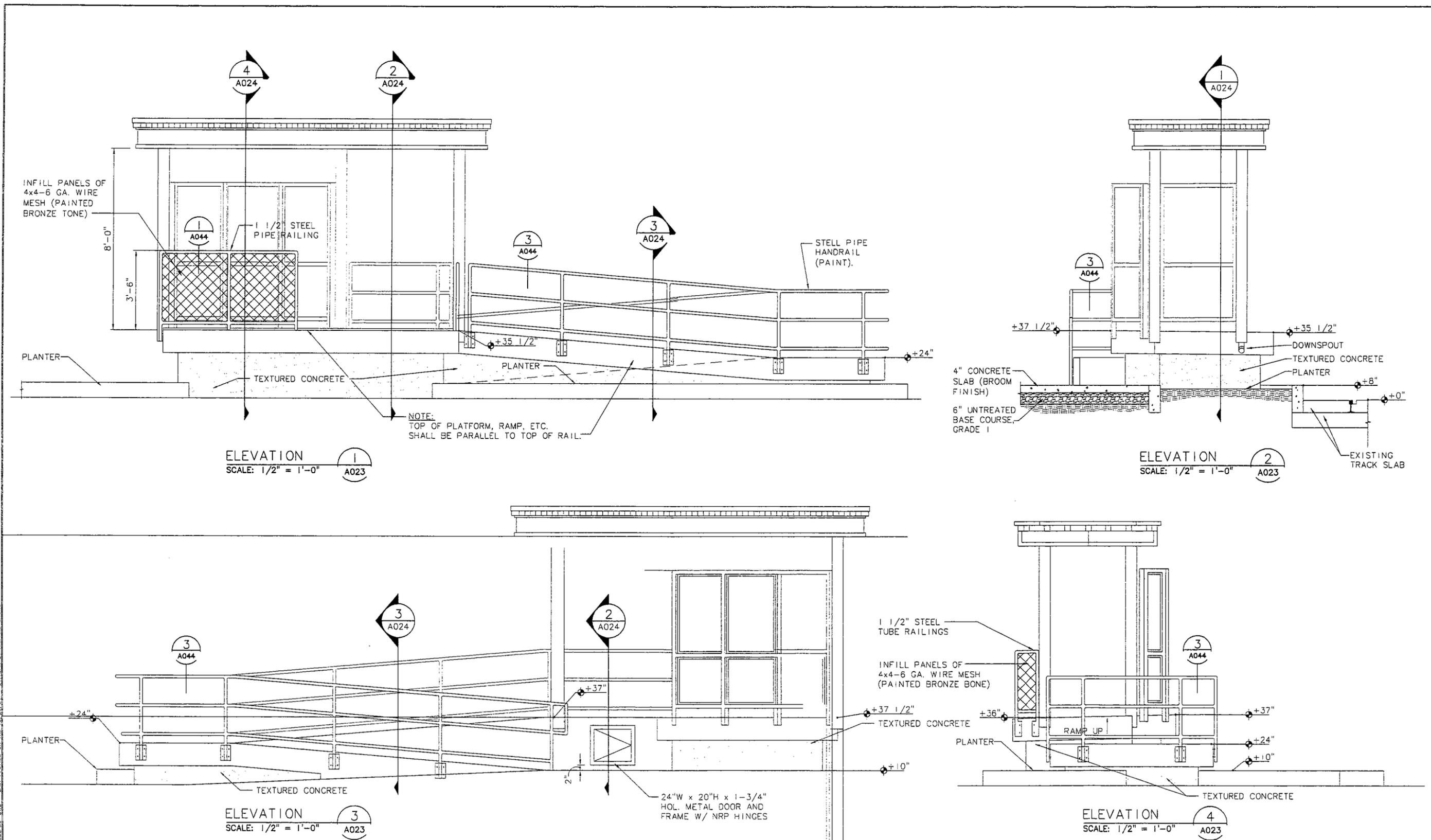
Designed By:
R. CHONG
Drawn By:
Checked By:
R. CHILDS
Approved By:

900 SOUTH TRAX STATION
CANOPY ELEVATIONS & SECTIONS

Scale: AS SHOWN
CAD File Name: 900SA099
Submission Date:
UTA Contract No.: UT-04-026VT
Drawing No.: A041
Sheet No.:

Submitted By: _____ Approved By: _____

XREFS
UTARDR



ELEVATION 1
SCALE: 1/2" = 1'-0"
A023

ELEVATION 2
SCALE: 1/2" = 1'-0"
A023

ELEVATION 3
SCALE: 1/2" = 1'-0"
A023

ELEVATION 4
SCALE: 1/2" = 1'-0"
A023

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REV	DATE	Description


**ENGINEERS
PLANNERS
ECONOMISTS**
 Wilbur Smith Associates


UTAH TRANSIT AUTHORITY

Designed By: R. CHONG
Drawn By:
Checked By: R. CHILDS
Approved By:

900 SOUTH TRAX STATION
 HIGH BLOCK & RAMP
 ELEVATIONS AND SECTIONS PLAN

Scale: AS SHOWN
CADD File Name: 900SA097
Submission Date:
UTA Contract No.: UT-04-026VT
Drawing No.: A023
Sheet No.:

Exhibit 5c

**PLANNING COMMISSION
AGENDAS/MINUTES**

**AGENDA FOR THE
SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building at 451 South State Street
Wednesday, January 12, 2005, at 5:45 p.m.**

The Planning Commission will be having dinner at 5:00 p.m., in Room 126. During the dinner, Staff may share general planning information with the Planning Commission. This portion of the meeting will be open to the public.

- 1. APPROVAL OF MINUTES** from Wednesday, December 21, 2004
- 2. REPORT OF THE CHAIR AND VICE CHAIR**
- 3. REPORT OF THE DIRECTOR**
- 4. PUBLIC NOTICE AGENDA – Salt Lake City Property Conveyance Matters:**
 - a. Salt Lake City Public Utilities and Holliday Water Company – Holliday Water Company is requesting five standard utility permits to allow new water lines to be installed at five different locations along the Jordan and Salt Lake Canal right-of-way. These locations are outside the Salt Lake City limits at:
 - 2175 East Arbor Lane (approx 4800 S.)
 - 1968 East Sycamore Lane (approx 4700 S.)
 - 1930 East 4675 South
 - 1876 East 4625 South
 - 1802 East Osage Orange Ave. (approx 4425 S.)
 - b. Salt Lake City Property Management Division and 9th East Investments, L.L.C. – 9th East Investments L.L.C. is requesting a lease to allow a continued overhead encroachment, in the form of an awning canopy structure, into the 700 South Street right-of-way, for the property located at 863 East 700 South, in a Neighborhood Commercial “CN” zoning district.
 - c. Salt Lake City Property Management Division and Howa Properties, Inc. – Howa Properties is requesting a lease to allow three proposed overhead encroachments in the form of three awning canopy structures, into the South Temple and 300 West Street right-of-ways, as a part of the new building proposed at 279 West South Temple, in the Central Business District “D-1” zoning district.
 - d. Salt Lake City Public Utilities and Double JAC Investments L.L.C. – Double JAC is requesting a storm water drainage easement to use a portion of the City owned Lee Drain property, a City storm water drainage canal, for private development generated storm water detention and drainage. The Lee Drain property is located at approximately 1580 South Pioneer Road in a Light Industrial “M-1” zoning district. (Staff – Doug Wheelwright at 535-6178)
- 5. PUBLIC HEARINGS**
 - a. **PUBLIC HEARING** – Petition No. 400-02-42, by the Salt Lake City Planning Commission requesting to rezone the properties at 238 West 600 North and 250 West 600 North from Moderate Density Multi-family “RMF-35”, to Special Development Pattern Residential, “SR-1”. The request also

Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 636-7757 for assistance.

PLEASE TURN OFF CELL PHONES AND PAGERS BEFORE THE MEETING BEGINS. AT YOUR REQUEST A SECURITY ESCORT WILL BE PROVIDED TO ACCOMPANY YOU TO YOUR CAR AFTER THE MEETING. THANK YOU.

includes amending the Future Land Use Map of the Capitol Hill Community Master Plan to identify the properties as low-density residential rather than medium density residential. The request is to implement policies of the Capitol Hill Community Master Plan relating to historic preservation and retention of existing housing units. There is no development project relating to this petition. (Staff – Cheri Coffey at 535-6188 & Andrei Lubomudrov at 535-7645).

b. PUBLIC HEARING – Petition No. 400-02-43, initiated by the Planning Commission in 2002, to correct zoning errors that occurred during the Zoning Re-write process. Several parcels were designated in the wrong land use zone, or not all of the parcels that belong to a use were zoned together, thereby creating split-zone properties.

1. 1640 S West Temple St. (split zoning) – Proposed zoning change: RMF-35 to CB.
2. 628 E. Milton Ave (Incorrect zone) – Proposed zoning change: PL to R-1-5000.
3. 652 E. Milton Ave (Incorrect zone) – Proposed zoning change: PL to R-1-5000.
4. 1266 W. 400 S. (split zoning) – Proposed zoning change: CN to R-1-5000.
5. 1214 W. 400 S. (split zoning) – Proposed zoning change: CN to R-1-5000.
6. 1179 S. Navajo St. (split zoning) - Proposed zoning change: R-1-5000 to CB.
7. 1254 W. 500 N. (split zoning) – Proposed zoning change: R-1-7000 to CN.
8. 551 E. 400 S. (split zoning) – Proposed zoning change: RMF-35 to CC.
9. 362 S. 600 East. (split zoning) – Proposed zoning change: RMF-35 to CC.
10. 780 S. 900 West. (split zoning) – Proposed zoning change: R-1-5000 to CB.
11. 762 S. 900 West. (Incorrect zone) – Proposed zoning change: CB to R-1-5000.
12. 1399 S. – 1413 S. 700 East. (split zoning) – Proposed zoning change: R-1-5000 to CN.
13. 963 E. 500 South. (split zoning) – Proposed zoning change: RMF-35 to CN.
14. 448 S. 900 East. (split zoning) – Proposed zoning change: RMF-35 to PL.
15. 2738 S. 2000 East. (split zoning) - Proposed zoning change: RMF-35 to CB.
16. 427 E. Cottage Ave. (split zoning) – Proposed zoning change: RMF-35 to OS.
17. 655, 613 and 651N Columbus (incorrect zone) – Proposed zoning change: OS to R-2.
- 17a. City property adjacent to 613 N Columbus (Incorrect zone) - Proposed zoning change: OS to R-2.
18. 15 S. 2400 West. (Incorrect zone) – Proposed zoning change: OS to CC.
19. 1167 E. South Temple (Incorrect zone) – Proposed zoning change: PL to SR-1.
20. 1530 S. Main Street (split zoning) – Proposed zoning change: RMF-35 to CC.
21. 2200 S. Texas (split zoning) - Proposed zoning change: PL to R-1-7000.
22. 1486 S. 1100 East. (split zoning) – Proposed zoning change: R-1-5000 to RB.
23. 1480 S. 1100 East. (split zoning) – Proposed zoning change: R-1-5000 to RB.

(Staff – Marilyn Lewis at 535-6409)

c. PUBLIC HEARING – Petition No. 400-04-43, by Menlo Associates, LLC, requesting that the City close and declare as surplus property a 66 foot by 627 foot section of unimproved public street right-of-way known as 300 South, between 5200 West Street and approximately 5100 West, and that the City sell that portion of 300 South Street to Menlo Associates as the abutting property owner. (Staff – Janice Panichello at 535-6260 or janice.panichello@slcgov.com)

Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7757 for assistance.

PLEASE TURN OFF CELL PHONES AND PAGERS BEFORE THE MEETING BEGINS. AT YOUR REQUEST A SECURITY ESCORT WILL BE PROVIDED TO ACCOMPANY YOU TO YOUR CAR AFTER THE MEETING. THANK YOU.

- * d. PUBLIC HEARING** – Petition No. 400-04-50, by the Salt Lake City Redevelopment Agency, requesting approval of the design of a TRAX light rail station on 200 West between 800 South and 900 South along the existing North/South light rail corridor. This site is located in the "D-2" Downtown Support District. (Joel Paterson 535-6141 or joel.paterson@slcgov.com)
- e. PUBLIC HEARING** – Continued Discussion of Petition 410-701, by the Salt Lake County Administration regarding the expansion of the Salt Palace on the block between South Temple and 100 South from 200 West to 300 West. The Planning Commission will consider granting final design approval for the loading docks on 100 South, parking structure entrance and exit locations on 100 South and 300 West and the design of the 300 West façade of the expanded Salt Palace exhibition hall. The property is located within the "D-4" Downtown Secondary Central Business District. (Staff – Joel Paterson at 535-6141 or joel.paterson@slcgov.com and Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- f. PUBLIC HEARING** – Intermodal Light Rail Extension. The project involves the construction of a light rail transit (LRT) alignment, connection the existing Utah Transit Authority light rail terminus at the Delta Center (325 West South Temple) to the Intermodal Hub located at approximately 300 South and 600 West (the Intermodal Hub LRT station will be located at approximately 325 South 600 West). The Planning Commission will be considering the technical issues regarding the final alignment, including station locations. (Staff – Joel Paterson at 535-6141 or joel.paterson@slcgov.com and Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- g. PUBLIC HEARING** – Petition No. 400-04-45, by Mayor Anderson, requesting to change the 500 North Street closure at 500 West from a partial closure to a full closure. 500 North Street has already been approved for partial closure, by both the Planning Commission and City Council, with the condition that crash gates for emergency vehicles be provided. This petition requests that the condition for crash gates be removed from the approval and the street be fully closed. The City will retain ownership of the street but close the street to vehicular and pedestrian traffic. This closure is necessary to implement a quiet zone, which allows trains to pass without blowing their whistles. (Staff – Doug Dansie at 535-6182 or doug.dansie@slcgov.com)
- h. PUBLIC HEARING** – Petition No. 410-712, by Victor Kimball, requesting conditional use approval to allow the construction of a car-rental agency at approximately 835-841 South State Street. The proposed use is within a "D-2" Downtown Support District, and would replace an existing used-car dealership. (Staff – Elizabeth Giraud at 535-7128)
- i. PUBLIC HEARING** – Review and discussion of the Planning Commission Policies and Procedures. (Staff – Brent Wilde at 535-6180)

6. UNFINISHED BUSINESS

Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 48 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7767 for assistance.

PLEASE TURN OFF CELL PHONES AND PAGERS BEFORE THE MEETING BEGINS. AT YOUR REQUEST A SECURITY ESCORT WILL BE PROVIDED TO ACCOMPANY YOU TO YOUR CAR AFTER THE MEETING. THANK YOU.

1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearings will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. Speakers will be called by the Chair.
4. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
5. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
6. A time limit may be placed on speakers to ensure everyone has a chance to comment. The Chair will make that determination upon reviewing the number of people wishing to speak.
7. Speakers should focus their comments on the agenda item. Extraneous and repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Meeting notices are made available 14 days in advance. If persons wish to submit written comments, they should be directed to the Planning Division as far in advance of the hearing as possible to enable Planning Commissioners to consider those written comments. Comments should be sent to:

Salt Lake City Planning Director
451 South State Street, Room 406
SLC, UT 84111

Note: Salt Lake City Corporation complies with all ADA guidelines. If you are planning to attend the public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City 24 hours in advance of the meeting and we will try to provide whatever assistance may be required. Please call 535-7757 for assistance.

**SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 325 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, January 12, 2005**

Present from the Planning Commission were Chairperson Tim Chambless, Vice Chairperson Laurie Noda, Babs De Lay, Prescott Muir, Kathy Scott and Jennifer Seelig. John Diamond, Craig Galli and Peggy McDonough were unable to attend.

Present from the Planning Division Staff were Planning Director Louis Zunguze, Deputy Planning Director Brent Wilde, Deputy Planning Director Doug Wheelwright, Planning Programs Supervisor Cheri Coffey, Senior Planner Elizabeth Giraud, Intern Andrei Lubomudrov, Principal Planner Marilynn Lewis, Senior Planner Joel Paterson, Principal Planner Doug Dansie and Acting Planning Commission Secretary Deborah Martin. Deputy City Attorney Lynn Pace was also present.

A roll is being kept of all who attended the Planning Commission Meeting. Chairperson Chambless called the meeting to order at 5:48 p.m. Minutes are presented in agenda order and not necessarily as cases were heard by the Planning Commission. Tapes of the meeting will be retained in the Planning Office for a period of one year, after which they will be erased.

Planning Commission Members voting during the meeting of January 12, 2005 are as follows: Commissioner Noda, Commissioner De Lay, Commissioner Muir, Commissioner Scott and Commissioner Seelig. Commission Chambless, as Chairperson, did not vote.

- d. **PUBLIC HEARING – Petition No. 400-04-50, by the Salt Lake City Redevelopment Agency, requesting approval of the design of a TRAX light rail station on 200 West between 800 South and 900 South along the existing North/South light rail corridor. This site is located in the “D-2” Downtown Support District. (Joel Paterson 535-6141 or joel.paterson@slcgov.com)**

(This item was heard at 6:07 p.m.)

Matt Dahl (Project Coordinator) representing the Salt Lake City Redevelopment Agency (RDA) was present. Gray Turner from Wilbur Smith Associates, Project Manager and Member of the TRAX Design Team, was also present.

Mr. Paterson explained that when the north/south light rail line was being developed, it was anticipated that a station would be constructed at 900 South 200 West when demographics and projected ridership in the area warranted construction. The Utah Transit Authority (UTA), RDA and the Planning Division have been monitoring the projected ridership and it has been determined that the station is now warranted because of recent development in the area. The north/south light rail line opened in 1999 and will continue to operate during construction of the proposed station.

Mr. Paterson then explained that the proposed station is designed similar to other downtown stations and modeled after the Courthouse Station with minor modifications. The overhead power lines at this location are somewhat different and the spacing of the poles will be wider. The distance between the two platform canopies will be 15 feet wider than the Courthouse Station to accommodate the poles. The seating under the canopies is a bench style rather than individual seats because the individual seating design is no longer available. The platform surface of the station will be brushed concrete similar to the University Station rather than granite, which was used for the Courthouse Station and Main Street sidewalks. The tactile warning stripe between the platform and the tracks will be cast in place and yellow in color rather than gray pre-cast tile used for the Courthouse Station. Mr. Paterson noted that UTA has had problems maintaining the pre-cast tile and has since painted a yellow strip on the platform to address this problem and to increase visibility. As for landscaping, the subject platform will have six trees compared to eight at

the Courthouse Station. Fewer trees are the result of the pole spacing. A mid-block crosswalk is proposed and will be 10 feet wide rather than 20 feet compared to the Courthouse Station crosswalk. The crosswalk will eliminate two to three parking spaces along 200 West.

Mr. Paterson explained that RDA has entered into an agreement with UTA to construct the proposed station. UTA and RDA held an open house on December 1, 2004, and followed up with a presentation to the People's Freeway Community Council. The Community Council did not vote on the issue, but there were comments from residents about losing the on-street parking. Properties fronting 200 West do not have driveways leading to on-site parking, but have alley access behind the homes. Few homeowners take advantage of the alley access, whereas most rely on street parking. Mr. Paterson concluded by saying that Planning Staff recommends the Planning Commission forward a favorable recommendation to the City Council for the design of the station. Construction of the station would be started as soon as possible in that it is projected to be open in June 2005.

Mr. Dahl explained that previous plans have been intended for the community to become transit-oriented and the proposed station is a key element in implementing this type of development. RDA believes that the proposed station is an excellent design and it will function and serve the purpose to a great extent.

No one from the People's Freeway Community Council was present to speak to the project.

Reid Jacobson explained that he has owned the vacant property located at 840 South 200 West since 1996, and he has not proceeded with development because of pending construction of the light rail station. He explained that he plans to construct a bakery/café and eliminating on-street parking for the mid-block crosswalk greatly affects his plans. Mr. Jacobson said that he supports the project and hopes to integrate his plans with the station, but it is essential for him to know exactly which on-street spaces would be eliminated before he can go forward.

It was noted that detailed site plans were not available at the meeting. Mr. Turner helped Mr. Jacobson visualize where the crosswalk will be located by using the rumble strip that is currently on site. The rumble strip runs along the outside of the tracks and is absent for 20 feet. The crosswalk will be located in the southern 10 feet of the 20-foot area. No parking will be allowed 10 feet from each side of the crosswalk in order to provide sight-distance requirements.

Mr. Paterson noted the letter from Wang Organization, LLC stating support for the station. Chairperson Chambless acknowledged that each Planning Commission Member received a copy of the letter.

The meeting was closed to public comment and there was no further discussion.

Motion for Petition 400-04-50 Based on the findings of fact and the testimony presented, Commissioner De Lay moved for the Planning Commission to forward a recommendation to the Salt Lake City Council to approve the design of the 900 South TRAX Station as proposed. Commissioner Noda seconded the motion, all voted aye; the motion passed.

- e. **PUBLIC HEARING – Continued Discussion of Petition 410-701, by the Salt Lake County Administration regarding the expansion of the Salt Palace on the block between South Temple and 100 South from 200 West to 300 West. The Planning Commission will consider granting final design approval for the loading docks on 100 South, parking structure entrance and exit locations on 100 South and 300 West and the design of the 300 West façade of the expanded Salt Palace exhibition hall. The property is located within the “D-4” Downtown Secondary Central Business District. (Staff – Joel Paterson at 535-6141 or joel.paterson@slcgov.com and Doug Dansie at 535-6182 or doug.dansie@slcgov.com)**

(This item was heard at 6:21 p.m.)

Burke Cartwright, EDA Architects, representing the Salt Lake County Administration was present.

Mr. Paterson explained that the petition was originally heard by the Planning Commission on October 27, 2004, and the Commission granted conditional use approval to modify certain urban design standards for the D-4 zoning district. The Planning Commission allowed modifications to the required front yard setback on 300 West to allow extra space for lobby entrances, the required setback on 100 South for loading docks and the minimum 40-percent requirement for glass or open areas along 100 South. The request to approve a walkway between the parking structure and the lobby along 300 West was not accepted by the Planning Commission and the Commission required Salt Lake County to work with the local community to resolve development issues. On December 16, 2004, the Planning Commission Development Subcommittee met with representatives from the County and the Japanese-American Community to further consider modifications for the purpose of addressing community concerns. As a result, the lobby space has been redesigned and now meets ordinance requirements. Mr. Paterson further reviewed the changes explaining that the parking entrance on 300 West has been moved to the north and the entrance for the parking structure on 100 South has been moved to the east. Moving the entrances provide greater separation between Salt Palace parking entrances and the entrance to the parking structure for the Japanese Church of Christ. Moving the entrances also provided more effective buffering between the loading docks and the Church. Additional landscaping is also proposed to better buffer the Church from the large walls of the Salt Palace. The County also hired a transportation consulting firm to study the impact that the project would have on 100 South, the capacity of the intersections, the location of driveways and the configuration of loading docks. As a result of the study, the loading docks have been reconfigured and include fewer stalls for tracker-trailer rigs and improved access and on-site maneuvering space.

Mr. Paterson continued to explain that the Planning Division received a letter from the Japanese Community Preservation Committee (JCPC) outlining issues that still need to be addressed. He noted that the Planning Commission was provided a copy of the letter. Mr. Paterson said that the Planning Staff recommends final site plan approval and further recommends that the Planning Commission reconsider the condition of approval regarding consolidation of parcels. The Planning Commission required all parcels on the block to be consolidated into a single parcel. Consolidating all the parcels can not be accomplished because some are owned by the LDS Church. The existing exhibition hall is constructed on parcels owned by the LDS Church, and the expansion will be constructed on parcels owned by the County. Staff is recommending that the Planning Commission modify the condition to require the County to consolidate only the parcels they own. Staff also recommends that the Planning Commission acknowledge the good faith efforts made by both Salt Lake County and the JCPC, and to encourage continued cooperation in addressing the outstanding issues.

Responding to questions by Planning Commission Members regarding parcel consolidation, Mr. Paterson explained that the County is leasing parcels from the LDS Church. An agreement is in place with the City in that Building Code requirements; such as internal fire walls and access easements, would have to be met should the lease lapse. Mr. Paterson noted that buildings on multiple parcels exist throughout downtown Salt Lake City.

Mr. Cartwright presented the Planning Commission with hardcopies of upgrades and enhancements to the project and acknowledged that outstanding concerns still need to be defined and addressed. Mr. Cartwright assured the Commission that Salt Lake County Administrative will continue to work with the JCPC and recommended that the Subcommittee also stay involved. He then reviewed the modifications made including planting ivy, installing gates, detailing and lowering walls in order to address the community's concerns. He said that he believes the most beneficial modification for both parties was the floor plan of the exhibition space itself. Squaring the floor area created an active and innovated edge to the lobby, and all lobby functions will now take place the entire width of the 300 West façade. The 300 West façade was further enhanced with the modification.

Commissioner De Lay asked Mr. Cartwright to respond to the concerns stated in the letter from the JCPC. JCPC is still concerned about loading and staging of semi-trucks on 100 South. Mr. Cartwright explained that it is an operational issue and the Salt Palace Administration has committed to preventing trucks from staging. JCPC suggested landscaping; as well as any streetscape, furniture, gates and materials, to be contiguous on the north and south sides of 100 South. They also want the south side of

the Buddhist Temple included in the landscaping plan of Phase II. The Planning Commission was unaware of a second phase, and Mr. Paterson explained that the project has two phases in that the parking structure will be constructed early 2005, and the exhibition space will be constructed late summer 2005. Mr. Cartwright added that Phase II will include meeting rooms in the north lobby which are now located along the South Temple frontage. As for a fence or wall on the 300 West edge of the Japanese Church of Christ parking area, Mr. Cartwright explained that the Salt Palace is not inclined at this time to provide it. JCPC wants the wall extended with a gate because they are concerned about the high volume of pedestrians exiting the Salt Palace. Mr. Cartwright explained that there will be very little public egress from the doors along that side because they are required exit doors and will be used only in case of emergencies.

Members of the Commission and Mr. Cartwright further discussed JCPC concerns relating to major events; specifically, the 2005 Outdoor Retailers Convention. The parking structure will be completed for the upcoming event, but the exhibit hall will not be completed. The assembly of tents and the staging for toilet facilities in the parking lot will occur. However, the County is striving to meet a definite completion date to secure a five-year agreement.

Mr. Lynn Pace noted that the Planning Commission may not require off-site improvements unless there is a finding that such improvements are needed to mitigate adverse impacts caused by the development. The off-site improvements are the requests made by JCPC for landscaping along the south side of 100 South and the fence and gate for the Church parking lot.

There was no one from the respective community council to speak to the matter.

Raymond Uno, representing JCPC, explained that the original construction of the Salt Palace had a devastating effect on the community and they intend to stay active in any development that may further affect them. Mr. Uno said that he believes there will always be issues that concern the community and at this point, their letter presented to the Planning Commission reflects their final concerns in regards to this matter.

Brenda Koga, member of JCPC and the Salt Lake Buddhist Temple, said that she appreciates the cooperation provided to them, but she is still concerned about the future of the community and the impact of day-to-day Salt Palace events. Ms. Koga noted that two semi-trucks were staging just last Sunday, and she believes there will always be issues to address. Responding to questions from Commissioner De Lay, Ms. Koga said that she feels a good relationship has been built between the Salt Palace and the two churches (Salt Lake Buddhist Temple and the Japanese Church of Christ), and they intend to send a representative to every meeting involving the Salt Palace expansion. As for Mayor Anderson's commitment to establish culture avenues in the neighborhood, Ms. Koga said that it is their vision and they will do everything in their power to make that vision a reality.

Mr. Cartwright reiterated that the County is committed to continuing communications with JCPC. He said that he believes the open communication has been helpful in that it resulted in a better project.

Responding to questions from Commissioners regarding truck staging and coordinating events, Paul Terashima, Member of the Salt Lake Buddhist Temple, explained that they were provided the phone number for the Salt Palace Security Office should there be any truck staging. He explained that they called the Security Office on Sunday and the trucks were removed within 20 minutes. They were informed by Allyson Jackson, General Manager of the Salt Palace, that all staging is to take place at the State Fairgrounds and to call the Security Office should any staging occur on 100 South. Mr. Terashima then explained that the Salt Palace has agreed to allow the community to use their parking and exhibition halls for some JCPC activities, but they would like to have the agreement in writing. JCPC still wishes to address coordinating future events or at least receiving prior notice of major Salt Palace events so that they can prepare for the impact and adjust their events schedule.

The meeting was closed to public comment. Commissioner Noda, Chairperson for the Planning Commission Development Subcommittee, commended everyone involved for their cooperation and

encouraged ongoing dialog. She noted that the City Council and the Mayor's Office also wish to see a continuing effort.

Motion for Petition #410-701 Based on the findings of fact and the testimony presented, Commission De Lay moved for the Planning Commission to grant the final site plan approval for the Salt Palace expansion project, and to amend condition #4 of the motion adopted by the Planning Commission on October 27, 2004 to read "the Petitioner shall record a deed to consolidate all parcels owned by Salt Lake County on the subject site to a single parcel". In addition, the Planning Commission acknowledges the good faith efforts made by all sides and encourages all sides to continue to work in the spirit of cooperation to address all other outstanding issues that were submitted by the Japanese Community Preservation Committee in their letter forwarded to the Planning Commission on January 12, 2005. Commissioner Noda seconded the motion, all voted aye; the motion passed.

Exhibit 6

RELEVANT

DOCUMENTATION

Draft

Utah Transit Authority
Environmental Re-Evaluation

For: Proposed 200 West 900 South Light Rail Transit Station

This document has been produced pursuant to:

CFR Title 23 Part 771.129 (c)

June 4, 2004

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Introduction

This Environmental Re-Evaluation Report is produced pursuant to CFR Title 23 Part 771.129 (c), which Reads:

“c) After approval of the EIS, FONSI, or CE designation, the applicant shall consult with the Administration prior to requesting any major approvals or grants to establish whether or not the approved environmental document or CE designation remains valid for the requested Administration action. These consultations will be documented when determined necessary by the Administration.”

As such, this document supplements the 1994 I-15/State Street Corridor Project Final Environmental Impact Statement (FEIS) and Record of Decision (ROD), reflecting UTA's proposal to construct an operational station platform at 200 West and approximately 900 South in Salt Lake City, Utah.

Figure 1, attached to the end of this report illustrates the location of the proposed station in relation to the larger LRT system. Figures 2 and 3, attached to the end of this report illustrate the station location in relation to the surrounding Neighborhood.

Background Information

The 1994 FEIS identified two future Light Rail Transit stations south of downtown Salt Lake City: one at Main Street and 600 South, and another at 700 South and West Temple. After publishing the FEIS, the UTA approved a request from Salt Lake City to move the 700 South and West Temple station to 200 West and 900 South. At the time, the UTA consulted with the FTA to obtain approval for the change. Pursuant to this change the tracks were 'flared-out' during construction of the Sandy to Salt Lake (North/South) line to leave room for a station at 200 West and 900 South. The station, however, was left as a future station due to budgetary constraints and a projection of low ridership for the area.

Over the past five years Salt Lake City's Mayor's Office and Redevelopment Agency have kept in communication with UTA to determine the needed improvements in order to justify building a new station in the area. In July of 2003, UTA received a letter from a local developer which declares support for a local station to serve a new 25-unit apartment building just south of the vacant 200 West 900 South platform (see Letter from Developer, attached to this report). With this new building and several other improvements to the area, Salt Lake City's Mayor's office now believes that the criteria for building a new station have been met (see Letter to UTA from SLC Mayor's Office, attached to this report).

UTA has conducted analyses which indicate that new land uses in the area will produce ridership high enough to justify the new station. In response to this and the city's request, UTA has begun making preparations for building the proposed station.

Project Description

The proposed station will be located on 200 West and approximately 900 South in Salt Lake City, Utah. The platform will be built within the existing right-of-way, on an easement held by the UTA. With added service to the new station, the planned level of service for the entire system will remain unchanged, but necessary adjustments in scheduling will be made. All design components of the proposed station will conform to, or exceed, accessibility standards set forth by the Americans with Disabilities Act (ADA). All other details regarding the design of the station, construction phasing for the station and agreements for funding the station are being negotiated between the UTA and the Salt Lake City Redevelopment Agency.

Rational for Station Construction

The rational for the proposed station is to serve a growing number of transit-oriented businesses and residences surrounding the intersection of 200 West and 900 South. The need for this station is established through the recent development of higher residential densities which are part of a larger Redevelopment Plan for the "West Temple Redevelopment Area" of Salt Lake City, which emphasizes transit-oriented-development in anticipation for the planned Light Rail Transit station.

Approach to Environmental Re-Evaluation

This report supplements only those parts of the original FEIS having to do with the 200 West, 900 South station. The purpose for re-evaluating this component of the larger North/South LRT system is to determine that the proposed action will not result in impacts different than those studied in the original FEIS. The approach employed pursuant to this purpose is to utilize the original FEIS as a baseline for comparison to which the potential impacts of the proposal will be compared. The following section details the analysis conducted for each resource category under consideration.

Environmental Re-Evaluation

Land Acquisition and Displacements:

UTA currently holds an easement over the entire property needed to build the proposed station and no additional land is required for construction of the property. No displacements are necessary to build the proposed station. *No change from FEIS/ROD.*

Land Use and Zoning:

Zoning within a half mile radius of the proposed site is composed of D-2, or Downtown support district, and RMF 75, High density residential. The neighborhood (6 blocks) is within the West Temple Gateway Plan Redevelopment Area (RDA). All of the zoning in the area is conducive for transit oriented development. Because land use plans encourage transit oriented development, no impact to planned land use development will result from the proposal. The Salt Lake City Planning Department concurs with this finding (see Agency Correspondence at the end of this report). *No change from FEIS/ROD.*

Air Quality:

The proposed station will not include a Park-and-Ride facility, and as such, will not induce increased automobile traffic and associated air quality impacts. In fact, it is anticipated that the LRT station will help to incrementally improve the air quality of the region by providing an alternative to automobile transportation, a finding consistent with the original FEIS/DEIS. The Utah Department of Air Quality concurs with this finding (see Agency Correspondence at the end of this report). *No change from FEIS/ROD.*

Noise and Vibrations:

UTA has conducted an analysis using estimated peak traffic volumes for 200 West and 900 South combined with train speed and other factors contributing to noise to determine whether a new station will result in increased noise and vibration. The finding of the analysis, which uses FTA's "general transit noise assessment" spread sheet, is that total Ldn noise will decrease by one decibel, as train speeds decrease to allow for stopping at the station. Thus, no significant impacts are anticipated. *No change from FEIS/ROD.*

Water Quality:

Roadway plans for the station area were initially designed to include appropriate drainage to handle the runoff associated with the concrete surface of the station platform. *No change from FEIS/ROD.*

Wetlands:

There are no wetlands in the project area. *No change from FEIS/ROD.*

Flooding:

As identified by the Federal Emergency Management Agency, the proposed project area is within the 100-year and 500-year flood plain. However, adequate storm drainage infrastructure was put into place for the entire North/South LRT line during initial construction to ensure that the station would not impact the flood plain. As stated above under Water Quality, this drainage infrastructure was planned to handle the future concrete surface of the station platform. *No change from FEIS/ROD.*

Navigable Waterways and Coastal Zones:

There are no navigable waterways or coastal zones in the area of this project. *No change from FEIS/ROD.*

Ecologically Sensitive Areas:

The site is located within a developed urban street right-of-way and does not contain woodlands, prairies, marshes, bogs, lakes, streams, scenic areas, landforms, geological formations, or pristine natural areas, a finding consistent with the FEIS/ROD. *No change from FEIS/ROD.*

Endangered Species:

The project is not in an ecologically sensitive area and there are no threatened or endangered species in the area. *No change from FEIS/ROD.*

Traffic and Parking:

Because the proposed station will not be accompanied by a park and ride facility, it is not expected to generate substantial new traffic in the area. However, UTA has experienced scenarios at other stations without park and ride lots, where riders use on-street parking in surrounding areas to access the transit system. It is expected that this type of parking for the proposed station will not be a problem due to the fact that a park and ride lot with extra capacity is located within four

blocks of the proposed station (Ballpark Station at 1300 South 200 West). This finding is consistent with the 1994 FEIS/ROD, in that, parking in the CBD is adequate to meet the needs of the North/South system. Additionally, the Salt Lake City Division of Transportation acknowledges that traffic and parking impacts surrounding the proposed station will be minimal (see Agency Correspondence at the end of this report). UTA and Salt Lake City will remain open to addressing traffic and parking issues if such issues develop in the future. However, no adverse environmental impacts are expected to result from this proposal. *No change from FEIS/ROD.*

Energy Requirements and Potential for Conservation:

The proposed project will not require additional expansion of electrical utilities. *No change from FEIS/ROD.*

Historic Properties and Parklands:

As stated in the attached letter from the Utah State Historical Society, there are no Section 106 historical, cultural, paleontological, or archaeological sites in the area of the proposed site. There are also no Section 4(f) properties within the proposed project area (see Agency Correspondence at the end of this report). Additionally, the project is not in the vicinity of any parklands, and therefore, will not impact such lands. *No change from FEIS/ROD.*

Construction Impacts:

The construction impacts which may occur are of a temporary nature and not significant. UTA's contractors will follow best management practices to control noise, dust, and traffic, during construction. Trash and unused materials will be removed from the site frequently and disposed of properly. UTA's customer service department will be available to hear, and provide appropriate response to, ongoing community concerns. *No change from FEIS/ROD.*

Community Disruptions:

The land upon which the proposed station will be built is owned by UTA, and is currently landscaped with grass; there is no public access to the space. The proposed station is within the existing right of way for the street and the light rail corridor. Therefore construction of the station will not divide or disrupt any neighborhoods. Additionally, the increased pedestrian activity in the area is an affect sought after by the Salt Lake City Redevelopment Agency, and will be a welcomed impact of the station. No community facilities will be affected. *No change from FEIS/ROD.*

Safety and Security:

UTA will work to ensure that the station design provides adequate lighting and site visibility in order to prevent criminal activity. During construction, all contractors shall adhere to OSHA standards. Site security measures will include appropriate signage and patrolling by UTA's public safety officers. Ongoing responsiveness to community concerns will be provided through UTA's customer service and public safety departments during and after construction. *No change from FEIS/ROD.*

Secondary Development:

The proposed project is consistent with, and complementary to local zoning ordinances. The proposed project will result in secondary development opportunities, and is a central component to the redevelopment strategy established by the Salt Lake City Redevelopment Agency. The secondary development opportunities associated with the station are expected to be positive and desired. *No change from FEIS/ROD.*

Consistency with Local Plans:

As discussed above, zoning, land use plans, and redevelopment plans adjacent to the proposed site are conducive towards transit oriented development. *No change from FEIS/ROD.*

Environmental Justice:

According to data compiled from census tract 1024, block group 1, and census tract 1029, block group 1, (the immediate census block groups surrounding the proposed station) the proposed project will be built in an area that contains minority and low income populations. See tables 1 and 2 below for a breakdown of Poverty Status and Race and Ethnicity for the project area.

Table 1: POVERTY STATUS IN 1999

	Block Group 1 Census Tract 1024	Block Group 1 Census Tract 1029	Combined	%
Income in 1999 below poverty level:	244	295	539	34.29
Income in 1999 at or above poverty level:	352	681	1,033	65.71
Total:	596	976	1,572	

U.S. Census Bureau Census 2000 (P87 Universe: Population for whom poverty status is determined)

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Table 2: Race and Ethnicity

	Block Group 1 Census Tract 1024	Block Group 1 Census Tract 1029	Combined	%
Not Hispanic or Latino:	372	515	887	55.26
Hispanic or Latino:	274	444	718	44.74
White alone	413	588	1001	62.37
Black or African American alone	28	35	63	3.93
American Indian and Alaska Native alone	18	39	57	3.55
Asian alone	9	10	19	1.18
Native Hawaiian and Other Pacific Islander alone	11	19	30	1.87
Some other race alone	139	202	341	21.25
Two or more races	28	66	94	5.86
Total:	646	959	1605	

U.S. Census Bureau Census 2000 (P7 & P8- Universe: Total population)

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Additionally, according to research conducted by Salt Lake City's Redevelopment Agency in 1993, 26% of households in the West Temple Redevelopment Area support persons with physical disabilities.

Because the project will not negatively disrupt the community, and will provide increased mobility to the surrounding population, it is anticipated that the affects to minority, low income, and disabled populations will be positive. Accommodations will be made for disabled persons pursuant to the Americans with Disabilities Act (ADA). No significant impacts; *No change from FEIS/ROD.*

Hazardous Materials:

During initial construction of the North/South line no hazardous materials were found in the area of the proposed station. Therefore, it is anticipated that there will be no hazardous materials will be found during construction of the proposed project. *No change from FEIS/ROD.*

Conclusion

Based on the above analysis there are no significant impacts associated with the construction of the proposed station. In fact, the only impacts having to do with the construction of the proposed station, including increased pedestrian activity and increased mobility, are positive impacts consistent with local land use and redevelopment plans and are anticipated to be welcomed improvements to the community. Additionally, as identified in the summary of public comments (See summary of public comments and related attachments), the public is overwhelmingly in favor of a new station at this location.

No new impacts are identified for the proposed station compared to the outlook provided by the FEIS/ROD, and therefore, no change in environmental impacts is found for this Environmental Re-evaluation.

COPY

INTERLOCAL AGREEMENT

REGARDING

DESIGN AND CONSTRUCTION OF THE

900 SOUTH TRAX STATION

EXECUTION VERSION

THIS INTERLOCAL AGREEMENT REGARDING DESIGN AND CONSTRUCTION OF THE 900 SOUTH TRAX STATION ("Agreement") is entered effective the 27th day of October 2004 by and between UTAH TRANSIT AUTHORITY, a public transit district and political subdivision of the State of Utah organized under Title 17A, Chapter 2, Utah Code Annotated 1953, as amended ("UTA"), and the REDEVELOPMENT AGENCY OF SALT LAKE CITY, a redevelopment agency and limited purpose local government entity duly organized and currently existing under Title 17B, Chapter 4, Utah Code Annotated 1953, as amended ("RDA").

RECITALS

WHEREAS, UTA is a public transit district that owns and operates the UTA TRAX North/South Light Rail Line (the "N/S Line"), a portion of which operates in the center of public roadways in and near Downtown Salt Lake City; and

WHEREAS, RDA is responsible for adopting and effecting redevelopment and economic development projects within Salt Lake City; and

WHEREAS, RDA has adopted a project area plan for the redevelopment and economic development of certain neighborhoods on the south side of Salt Lake City known as the West Temple Gateway Project Area (the "Project Area"); and

WHEREAS, RDA has determined that the development of a nearby light rail passenger station is critical to the redevelopment and economic development of the Project Area; and

WHEREAS, in planning the N/S Line, UTA and Salt Lake City Corporation reserved a future TRAX passenger station location on 200 West Street between 800 South and 900 South (the "Station"); and

WHEREAS, pursuant to an agreement between UTA and Salt Lake City Corporation, UTA owns (among other rights) rights to the N/S Line and related access and rights of way where the station will be located; and

WHEREAS, RDA is willing to provide the funding as grantor necessary to design, construct, integrate and open the Station as part of the N/S Line; and

WHEREAS, UTA is willing to provide: (a) contract management services with respect to the design and construction of the Station; (b) systems integration, startup testing and other work necessary to open the Station; and (c) on-going maintenance and operation of the Station; and

WHEREAS, the parties wish to memorialize their mutual understanding regarding the Station.

AGREEMENT

NOW, THEREFORE, on the stated Recitals, which are incorporated herein by reference, and for and in consideration of the mutual covenants and agreements hereafter set forth, the mutual benefits to the parties to be derived herefrom, and for other valuable consideration, the receipt and sufficiency of which the parties acknowledge, it is hereby agreed as follows:

SECTION 1. DEFINITIONS

“Agreement” means this Interlocal Agreement Regarding Design and Construction of the 900 South TRAX Station.

“Art in Transit” means the incorporation of artwork into public transit facilities in accordance with Federal Transit Administration Circular 9400.1A.

“Construction Contractor” means the contractor selected to construct the Station pursuant to the IFB.

“Design Consultant” means the consultant selected to design the Station pursuant to the RFP.

“Design Submittals” means the engineering drawings and other deliverables submitted to UTA by the Design Consultant, which Design Submittals shall be reviewed and approved by the parties as set forth in Section 6.3.

“Design Specifications” mean the general requirements for Station design to which the parties have agreed (as set forth in Exhibit “A”), such requirements being generally consistent with the specifications of the stations along UTA’s 400 South University LRT Project.

“IFB” means the Invitation for Bids to be prepared by the parties and to be used to select the Construction Contractor for the Project.

“N/S Line” means the UTA TRAX North/South Light Rail Line operated by UTA between Sandy, Utah and the Delta Center in Downtown Salt Lake City, Utah.

“Project” means the design, construction, systems integration, startup testing and other work related to opening the Station as contemplated in this Agreement.

“Project Appeal Committee” means the dispute resolution committee defined in Section 5.4.

“Project Policy Committee” means the dispute resolution committee defined in Section 5.5.

“RDA Representative” means the person designated to manage the Project on behalf of RDA as set forth in Section 5.3.

“RFP” means the Request for Proposals to be prepared by the parties and to be used to select the Design Consultant for the Project.

“Selection Team” means those members of the Technical Working Group that will select the

Design Consultant as set forth in Section 6.2 of this Agreement.

“Station” means the new N/S Line station to be designed, constructed and opened pursuant to this Agreement.

“Technical Working Group” means the group of UTA and RDA designees that will review and approve the RFP, the IFB, the design and construction contracts, the Design Submittals and other matters with respect to the Project, and that will further monitor and control the performance of the Design Consultant and the Construction Contractor.

“UTA Representative” means the person designated to manage the Project on behalf of UTA as set forth in Section 5.2.

SECTION 2. PROJECT OBJECTIVES

When UTA built the N/S Line, UTA (along with Salt Lake City Corporation) contemplated the need for a future passenger station at the Station location. However, UTA does not currently have resources available to build out the Station. Since the completion of the N/S Line, RDA has made significant investments to redevelop and stimulate economic growth in the neighborhoods surrounding the Station. RDA has determined that the construction of the Station is important to the continued redevelopment of those neighborhoods and has agreed to fund the Project. UTA will own, operate and maintain the Station upon Project completion. UTA therefore has a long-term interest in ensuring that the Station is built to the design criteria and operating standards of UTA’s entire light rail system. Hence, UTA and RDA have agreed upon an arrangement whereby UTA will procure and manage the contracts necessary to build out the Station. UTA will ensure that the contracts meet UTA’s design criteria and operational interests. RDA, in order to protect its investment in the Station, will have the ability to review and approve matters related to the design and construction of the Station to ensure that the Station complies with mutually agreed criteria. Both parties understand that there are limited funds to be invested

in the Station and that the Station will need to be designed and constructed with regard to the available budget. To the extent permitted by the budget, the parties desire to build the Station in a manner that will maximize the public benefit and utility provided by the Station. The parties also agree to design and construct the Station in a manner that will (to the maximum extent possible) permit the RDA funding to be used as local match for a future project that benefits Salt Lake City.

SECTION 3. STATION DESIGN AND PROJECT SCHEDULE

3.1 Design Specifications

The Station shall be designed in accordance with UTA's Light Rail Design Criteria Manual, and with other design, operations and construction staging requirements generally applicable to UTA's TRAX System. The parties also intend that the Station design details will be generally consistent with the design of UTA's stations along UTA's 400 South University LRT Project. The parties have set forth general requirements for the design of the Station (the "Design Specifications") as identified in Exhibit "A" of this Agreement (Exhibit "A" is incorporated herein by this reference). The parties acknowledge that the scope of the Design Specifications may need to be altered for budget reasons as set forth in Section 4 of this Agreement.

3.2 Project Schedule

The schedule for the Project is attached as Exhibit "B" to this Agreement (Exhibit "B" is incorporated herein by this reference). The parties shall strive to meet the schedule milestones set forth therein. The parties understand that changes may need to be made to the schedule for budget reasons as set forth in Section 4 of this Agreement.

SECTION 4. PROJECT BUDGET

The Project is being funded exclusively by RDA. RDA has allocated a maximum of \$1,179,641 for the Project, which includes \$75,000 for the Art in Transit program (as described in Section 10 of this Agreement) and \$58,500 for contract management services with respect to design and construction, and for startup, testing and system integration and other work necessary to open the Station (as described in Section 8 of this Agreement). An estimated Project budget is attached as Exhibit "C" to this Agreement (Exhibit "C" is incorporated herein by this reference). The Project budget is based on the anticipated Project components and the estimated costs necessary to deliver the Project according to the Design Specifications, including contingency. However, this amount also represents the maximum amount to be expended for the Project, including any roadway work, track work, utility relocation or other work incidental to the Project. UTA has not budgeted any funds for the Project and shall not be responsible for any out-of-pocket costs relative to the Project. RDA has not budgeted any additional funds for the Project and shall not be responsible for any out-of-pocket costs above the \$1,179,641 referenced above. Accordingly, the parties agree that, if for whatever reason it becomes apparent or likely that the Project will exceed the above-identified budget or the parties agree that the Project's objectives can be better maximized or allocated, the parties shall adjust the scope of work set forth in the Design Specifications. Adjustments in scope may include reductions in the number or quality of non-operating amenities at the Station, changes toward more cost-effective materials or supplies, reductions in the number of aesthetic-related improvements, or reductions in the budget for Art in Transit. Scope adjustments shall not include any proposed changes that impair the functionality or useful life of the Station for rail operations or materially increase the prospective maintenance costs for the Station. All adjustments in scope shall be approved by the parties in accordance with Section 6.9 herein. In the event UTA at any time becomes at risk for any unbudgeted out-of-pocket costs (because it is the contracting party with the design or construction contracts), the parties agree and acknowledge that UTA may exercise its rights under such contracts including its rights under termination or suspension of work provisions. UTA shall exercise its

rights under this provision in a reasonable manner and consistent with the Project Objectives set forth in Section 2 of this Agreement.

SECTION 5. PROJECT MANAGEMENT

5.1 The Technical Working Group

The parties hereby create a Technical Working Group, which shall consist of the UTA Representative, the RDA Representative and such other technical experts, principals or representatives of each party as may be appropriate to represent their respective interests under this Agreement. The Technical Working Group shall: (a) review and approve the RFP and the IFB as outlined in this Agreement; (b) review and approve all draft contracts for the Project as outlined in this Agreement; (c) review and approve all Design Submittals as outlined in this Agreement; (d) provide input to the Design Consultant and the Construction Contractor as necessary; (e) give day-to-day input regarding Project scope; (f) if necessary, adjust Project scope as contemplated in Section 4 and/or Section 6.9 of this Agreement; and (g) if necessary, approve any adjustments to the Project schedule. Each party hereby commits to appoint to the Technical Working Group individuals who: (a) will be dedicated to the Project as necessary to represent the interests of such party with respect to the Project; (b) will participate in the functions of the Technical Working Group as outlined in this Agreement; and (c) will attend applicable meetings to be held throughout the Project.

5.2 The UTA Representative

UTA shall designate the UTA Representative, who shall serve on the Technical Working Group and coordinate UTA's review and response to matters submitted to the Technical Working Group. The UTA Representative shall be the principal contact point for UTA in all matters relating to the Project. To the extent that any departmental, executive, legislative or other approval, authorization or concurrence is required from UTA with respect to the Project, the UTA Representative shall coordinate such matters on

behalf of UTA. RDA shall be entitled to rely upon the decisions and direction of the UTA Representative as binding on UTA. The initial UTA Representative shall be Greg Thorpe, Manager of Light Rail Engineering and Construction. UTA may change the UTA Representative from time to time by delivery of written notice to RDA as provided in Section 17 of this Agreement.

5.3 The RDA Representative

RDA shall designate the RDA Representative, who shall serve on the Technical Working Group and coordinate RDA's review and response to matters submitted to the Technical Working Group. The RDA Representative shall be the principal contact point for RDA in all matters relating to the Project. To the extent that any departmental, executive, legislative or other approval, authorization or concurrence is required from RDA with respect to the Project, the RDA Representative shall coordinate such matters on behalf of RDA. UTA shall be entitled to rely upon the decisions and direction of the RDA Representative as binding on RDA. The initial RDA Representative shall be Matthew Dahl, Project Director of RDA. RDA may change the RDA Representative from time to time by delivery of written notice to UTA as provided in Section 17 of this Agreement.

5.4 Project Appeal Committee

The parties hereby create a Project Appeal Committee which shall consist of UTA's Deputy Chief of Asset Management and Business Development and RDA's Deputy Director. Any disputes, scope issues, budget revisions or policy determinations that cannot be resolved by the Technical Working Group may be elevated to the Project Appeal Committee by either the UTA Representative or the RDA Representative consistent with the dispute resolution procedures set forth in Section 7 of this Agreement. The Project Appeal Committee shall endeavor to resolve such matters consistent with this Agreement and with the Project objectives identified in Section 2 of this Agreement.

5.5 Project Policy Committee

The parties hereby create a Project Policy Committee which shall consist of UTA's Chief Capital Development Officer and RDA's Executive Director. Any disputes, scope issues, budget revisions or policy determinations that cannot be resolved by the Project Appeal Committee shall be elevated to the Project Policy Committee consistent with the dispute resolution procedures set forth in Section 7 of this Agreement. The Project Policy Committee shall endeavor to resolve such matters consistent with this Agreement and with the Project objectives identified in Section 2 of this Agreement.

SECTION 6. SELECTION OF CONTRACTORS; PERFORMANCE OF WORK

6.1 Allocation of Responsibility for the Project; Conflict of Interest

The Station shall be designed and constructed utilizing a design-bid-build delivery method. UTA and RDA shall, through the Technical Working Group, jointly select the Design Consultant and the Construction Contractor as set forth below. UTA will be the contracting party with respect to the design and construction contracts. UTA and RDA shall jointly review contract deliverables and monitor contract performance. UTA shall provide all formal direction and instruction to the Design Consultant and the Construction Contractor under the respective contracts. RDA shall make the payments required under the design and construction contracts as set forth in Sections 4 and 7 of this Agreement. UTA and RDA agree that no officer, employee or member of the UTA or RDA's governing board, and no other public officer or other governing body of the locality or localities in which the Project is situated or being carried out who exercised any function or responsibilities with respect to the Project during his or her tenure or for one year thereafter, shall have any interest, direct or indirect, in any contract or subcontract, or the proceeds thereof, for work to be performed in connection with this Agreement.

6.2 Selection of the Design Consultant

6.2.1 The parties agree to cooperate in the preparation of an RFP that will be used to select the Project's Design Consultant. The RFP will incorporate the Design Specifications. Prior to advertisement

of the RFP, UTA shall provide a draft RFP (including the proposed scope of work, master schedule, contract deliverables, and budget) to the Technical Working Group. The Technical Working Group shall review the draft RFP for conformance with UTA's Light Rail Design Criteria Manual, the Design Specifications, the Project budget and the Project schedule. The RDA Representative will coordinate RDA's review of the RFP. If RDA provides comments and/or objections to any aspect of the draft RFP, UTA will work with the RDA Representative to resolve such comments and/or objections in a manner consistent with the review criteria set forth in this Section. Once all comments and/or objections to the draft RFP have been resolved, UTA will advertise the RFP and will solicit proposals for the design in conformance with UTA procedures and the state and federal requirements set forth in Section 6.6. UTA will coordinate the evaluation of proposals received and the process for selecting the Design Consultant. A team of representatives from the Technical Working Group (the "Selection Team") will be appointed to evaluate potential design consultants. Each party will appoint three representatives to the Selection Team. Proposals shall be evaluated, and the final selection and award made, based upon the qualifications of the proposed design consultants and according to the procedures described in the RFP.

6.2.2 UTA shall negotiate, prepare, execute and deliver the contract with the Design Consultant. The contract shall include a provision to the effect that, in the event the Design Consultant prepares designs and/or drawings for the Project that do not meet the Design Specifications, the Project budget or the Project schedule, the Design Consultant shall provide new and conforming designs and/or drawings at no additional cost to UTA and RDA. Prior to final execution and delivery of the contract, UTA shall provide the draft thereof to the Technical Working Group. The RDA Representative will coordinate RDA's review of the draft contract. Once all of RDA's comments and/or objections have been resolved consistent with the RFP and the requirements of this Agreement, UTA will execute the contract with the Design Consultant.

6.3 Review of Design Submittals

UTA will cause the Design Consultant to submit to the Technical Working Group, for review and comment, engineering drawings for the Station at approximately 30%, 60% and 90% completion. UTA will also cause the Design Consultant to submit to the Technical Working Group, for review and comment, all specifications, cost estimates and other items designated as deliverables under the contract with the Design Consultant (such submittals, together with the engineering drawings, collectively the "Design Submittals"). The Technical Working Group shall review the Design Submittals for conformance with UTA's Light Rail Design Criteria Manual, the Design Specifications, the Project budget and the Project schedule. The RDA Representative will coordinate RDA's review of each Design Submittal. If RDA provides comments and/or objections to any aspect of a Design Submittal, the RDA Representative will so notify UTA and UTA will work with the RDA Representative to resolve such comments and/or objections in a manner consistent with the review criteria set forth in this Section. All comments and/or objections to the Design Submittals will be resolved prior to the preparation of the IFB.

6.4 Selection of the Construction Contractor

6.4.1 The parties agree to cooperate in the preparation of an IFB that will be used to select the Project's Construction Contractor. UTA shall include in the IFB UTA's proposed accessibility by the Construction Contractor (including night work, shut-down constraints, etc.) to construct the Project. The IFB will incorporate the final design and engineering plans approved by the parties pursuant to the Design Submittals review process set forth above. Prior to advertisement of the IFB, UTA shall provide a draft IFB to the Technical Working Group. The Technical Working Group shall review the draft IFB for conformance with UTA's Light Rail Design Criteria Manual, the Design Specifications, the Project budget and the Project schedule. The RDA Representative will coordinate RDA's review of the IFB. If RDA provides comments and/or objections to any aspect of the draft IFB, UTA will work with the RDA Representative to resolve such comments and/or objections in a manner consistent with the review criteria

set forth in this Section. Once all comments and/or objections to the draft IFB have been resolved, UTA will advertise the IFB and will solicit construction bids in conformance with UTA procedures and the state and federal requirements set forth in Section 6.6. All construction bids will be publicly opened at the time and place for bid opening as provided in the IFB. UTA will award the construction contract to the lowest responsive, responsible bidder in accordance with the state and federal requirements set forth in Section 6.6.

6.4.2 UTA shall negotiate, prepare, execute and deliver the contract with the Construction Contractor. Prior to final execution and delivery of the contract, UTA shall provide the draft thereof to the Technical Working Group. The RDA Representative will coordinate RDA's review of the draft contract. Once all of RDA's comments and/or objections have been resolved consistent with the IFB and the requirements of this Agreement, UTA will execute the contract with the Construction Contractor.

6.5 Timing for RDA's Review

As identified above, several items will be delivered to the Technical Working Group for review by RDA. UTA will provide, with each item delivered to RDA for review, a proposed reasonable deadline to complete the review. RDA agrees to complete its review according to reasonable deadlines and in a manner that is consistent with the overall Project schedule.

6.6 Rules Governing Procurement of Design Consultant and Construction Contractor

In its procurement and management of the design and construction contracts, UTA shall follow all federal, state, local and internal requirements generally applicable to UTA procurements and contracts. Such requirements shall include, without limitation: (a) the Federal Transit Administration's Third Party Contracting Requirements as set forth in FTA Circular 4220.1E; (b) the United States Department of Transportation Federal Transit Administration Master Agreement; (c) the Federal Transit Administration's Grant Management Guidelines as set forth in FTA Circular 5010.1C; (d) the Federal

Transit Administration's Best Practices Procurement Manual; (e) the Utah Procurement Code; (f) the Utah Governmental Records Access Management Act; (g) the Utah Public Transit District Act; (h) the Disadvantaged Business Enterprise requirements set forth in 49 CFR Part 26 and in UTA's Disadvantaged Business Enterprise Utilization Standard Operating Procedures; (i) UTA's Procurement Standard Operating Procedures; and (j) contractor certifications generally required by UTA for federally-funded projects.

6.7 Permits for Construction

RDA agrees to assist the Construction Contractor in obtaining necessary permits for the Project from Salt Lake City Corporation. Upon request and to the extent reasonably possible, RDA agrees to assist the Construction Contractor in obtaining necessary permits for the Project from Salt Lake City Corporation. However, UTA acknowledges that RDA cannot guarantee any result or accommodation and has not special privileges, jurisdiction or authority for obtaining the necessary permits from Salt Lake City Corporation.

6.8 Performance of Work

Through the Technical Working Group, UTA and RDA shall jointly monitor performance under the design and construction contracts to ensure work is performed in compliance with the requirements of such contracts. In the event either party becomes aware that work is not being performed in compliance with such contracts, it shall immediately notify the UTA Representative. The UTA Representative shall take appropriate action under the contracts as necessary to rectify the non-compliance. While UTA recognizes that RDA may have informal contact with the Design Consultant and the Construction Contractor, UTA, as the contracting entity, shall have the sole authority to provide material direction to the Design Consultant and the Construction Contractor under their respective contracts.

6.9 Contract Changes

In the event that either party proposes a change to the design or construction contract, the proposed change shall be submitted to the Technical Working Group for review. If the proposed change is approved by both the UTA Representative and the RDA Representative, UTA will execute a change order with the Design Consultant and the Construction Contractor (whichever is applicable) incorporating the approved change. Unless specifically agreed to by the parties pursuant to a written amendment to this Agreement, no change order shall be approved that would have the effect of increasing the overall project budget established pursuant to Section 4 of this Agreement.

6.10 Staging of Construction

The parties acknowledge that the Station will be constructed in the center of the north-bound and south-bound tracks of the N/S Line. All construction shall be staged and performed in a manner so as to maintain the flow of rail traffic and to provide for the safety of contractors, rail passengers and roadway users. The Construction Contractor shall be required to implement appropriate construction staging methods and safety precautions so as to mitigate construction impacts. The Construction Contractor shall be required to comply with all of UTA's standard construction requirements, all of which shall be incorporated in the contract with the Construction Contractor. Such requirements shall include, without limitation, track access permitting and notification requirements, UTA Construction Safety Manual requirements and roadway worker safety requirements. Any work that requires a shutdown of traction power must necessarily occur when the N/S Line is not in service, and shall be subject to the approval of UTA's Rail Service Business Unit, which approval may be granted at UTA's discretion and such approval shall not be unreasonably withheld by UTA. To the extent possible within Project budget and schedule constraints, any work affecting rail traffic or public or worker safety shall be staged during hours when the N/S Line is not in service. RDA and UTA agree to support the Construction Contractor in its application for a 24-hour construction permit with Salt Lake County Health Department.

SECTION 7. EXPENDITURE OF PROJECT BUDGET FUNDS

7.1 Payment of Design Consultant and Construction Contractor Invoices

UTA shall review and immediately forward to RDA for payment all invoices properly submitted to UTA by the Design Consultant and the Construction Contractor. Upon receipt thereof, RDA shall review such invoices, and shall wire to UTA the funds necessary to pay invoices properly submitted under the respective contracts. All invoices shall be paid by RDA within 30 days of receipt and RDA shall use reasonable efforts to make such payments in accordance with the requirements of the contracts and in a manner such that no late charges, interest or other penalties accrue. Payments shall be based on the contract deliverables or payment schedules set forth in the respective contracts. To the extent that RDA determines that specific elements of any invoice are not properly payable under the applicable contract, the disputed amount shall be withheld, but the remaining, undisputed amount shall be paid according to the invoice. Any retention amounts shall be withheld as set forth in the contracts.

7.2 Payment of UTA Invoices

RDA shall pay directly to UTA invoices for contract management services with respect to design and construction, and for startup, testing and system integration and other work necessary to open the Station as set forth in Sections 4 and 8 of this Agreement. Invoices shall be paid within 30 days of receipt thereof by RDA.

7.3 Payment of Invoices for Art in Transit

RDA shall pay all invoices for Art in Transit according to the requirements of the contracts RDA will enter with the artists and/or Salt Lake City Arts Council.

7.4 Creation of Escrow Account

On or before the execution of the contract with the Design Consultant, RDA shall deposit into an escrow account established with The Talon Group (a division of First American Title Company, located at 330 East 400 South, Salt Lake City, Utah 84111, Attention: _____, Escrow Agent) a portion of the total Project budget equal to \$403,000. This amount is intended to secure UTA's right to receive payment from RDA under Sections 7.1 and 7.2 of this Agreement. The escrow deposit shall be invested in an interest-bearing account with all interest payable to RDA. All or a portion of the escrow account shall be payable to UTA, upon demand to the Escrow Agent, in the event that all of the following conditions are met: (a) UTA delivers RDA an invoice under Sections 7.1 or 7.2 of the Agreement; (b) RDA fails to pay the invoice according to the terms and conditions of the invoice and this Agreement; (c) RDA's failure to pay the invoice is for a reason other than the withholding of amounts disputed by both RDA and UTA; and (d) RDA's failure to pay the invoice puts UTA at risk for the payment of unbudgeted funds and UTA has not otherwise agreed to pay such amounts by written addendum to this Agreement. Once the total Project budget not yet expended by RDA falls below the amount on deposit in the escrow account, RDA shall be authorized to direct the Escrow Agent to apply any such funds toward the final payment(s) due under the contracts upon written direction of RDA, and any funds remaining after final acceptance of the Project shall be refunded to RDA. In the event that UTA demands the release of escrow funds, UTA shall be permitted to take such other actions as may be necessary to protect UTA's financial interests under this Agreement including, without limitation the termination or suspension of the design and/or construction contract.

SECTION 8. CONSTRUCTION MANAGEMENT SERVICES; STARTUP AND TESTING

UTA shall perform contract management with respect to the design and construction of the Project. Upon substantial completion of Station construction (as defined in the construction contract), UTA shall also perform systems integration, startup testing and other work necessary to open the Station as part of the N/S Line. UTA shall perform such services using its own forces or using contractors that UTA will retain directly. RDA shall fund the contract management services with respect to design and

construction, and for startup, testing and system integration as part of the overall Project budget. RDA has allocated a lump sum amount of \$58,500 for such work and such sum is included in the Project budget total of \$1,179,641 as described in Section 4 herein.

SECTION 9. OWNERSHIP, MAINTENANCE AND OPERATION OF THE STATION

Upon final completion of construction with respect to the Station, acceptance of the Station by UTA under the contract with the Construction Contractor, and full payment to the Design Consultant and the Construction Contractor as contemplated herein, UTA shall assume responsibility for all prospective maintenance, operation and liability for the Station. UTA shall own the Station and RDA shall have no further obligations with respect to the Station.

SECTION 10. ART IN TRANSIT

RDA shall fund an Art in Transit program for the Station in an amount of up to \$75,000 and such sum is included in the Project budget total of \$1,179,641 as described in Section 4 herein. The Art in Transit program is intended to provide an aesthetically pleasing addition to the Station that reflects the historical and cultural richness and diversity of the communities served by the Station and the N/S Line. RDA shall work directly with the Salt Lake City Arts Council to procure, design and install all artwork at the Station. However, all final concepts and design for the artwork shall be submitted to the Technical Working Group in advance of production, and must be approved by the UTA Representative. UTA's review and approval of the artwork shall be for the purpose of ensuring that the proposed artwork: (a) can be safely installed, operated and maintained at the Station, (b) does not conflict with UTA's operations or negatively reflect upon UTA's brand or reputation; and (c) is not likely to materially increase the maintenance costs for the Station.

SECTION 11. DISPUTE RESOLUTION

The parties agree to make a good faith effort to resolve any disputes involving the Project including, without limitation, those involving the interpretation of any provision of this Agreement, any scope issues related to the Project, or any budget revisions necessary to bring the Project within budget. The parties shall endeavor to resolve Project issues at the lowest reasonable and appropriate management level. The parties shall exhaust the dispute elevation process outlined in Section 5 of this Agreement prior to the initiation of any formal legal action.

SECTION 12. NON-WAIVER

No covenant or condition of this Agreement may be waived by any party, unless done so in writing by such party. Forbearance or indulgence by any party in any regard whatsoever shall not constitute a waiver of the covenants or conditions to be performed by any other party.

SECTION 13. DEFAULT

Either party shall be deemed in default under this Agreement upon the failure of such party to observe or perform any covenant, condition or agreement on its part to be observed or performed, and the continuance of such failure for a period of thirty (30) days after the giving of written notice by the other party, which notice shall specify such failure and request that it be remedied; provided, however, that if the failure stated in such notice cannot be corrected within the applicable period, it shall not give rise to a default hereunder if corrective action is instituted within the applicable period and diligently pursued until correction. In the event of a default hereunder, the non-defaulting party shall have a breach of contract claim and remedy against the other in addition to any other remedy provided or permitted by law.

SECTION 14. ENFORCEABILITY

This Agreement shall be enforceable against the parties in accordance with its terms, regardless of any subsequent change in the executive or legislative body of any party. In the event of any action, proceedings, or litigation arising from default in performance of any of the provisions of this Agreement by either party, the prevailing party shall be entitled to recover from the other party reasonable attorney's fees and costs in connection with enforcement of this Agreement.

SECTION 15. GOVERNING LAW

This Agreement shall be governed by the laws of the State of Utah, both as to interpretation and performance. If any provision of this Agreement will be held or deemed to be or will, in fact, be illegal, inoperative or unenforceable, the same will not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent whatever.

SECTION 16. NO THIRD PARTY BENEFICIARIES

There are no intended third party beneficiaries to this Agreement. It is expressly understood that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to the parties, and nothing contained in this Agreement shall give or allow any claim or right of action by any third person under this Agreement. It is the express intention of the parties that any person other than the party who receives benefits under this Agreement shall be deemed an incidental beneficiary only.

SECTION 17. NOTICES

Any notice, demand, request, consent, submission, approval, designation or other communication which either party is required or desires to give under this Agreement must be made in writing and mailed to the other party at the address set forth below or at such other address as such other party may provide

in writing from time to time. Such notices shall be mailed, by first-class mail, postage prepaid, to the parties as follows:

If to UTA:

Greg Thorpe
Utah Transit Authority
3600 South 700 West
P.O. Box 30810
Salt Lake City, Utah 84130-0810

If to RDA

Executive Director
Redevelopment Agency of Salt Lake City
451 South State Street
Salt Lake City, Utah 84111

with a copy to:

General Counsel
Utah Transit Authority
3600 South 700 West
P.O. Box 30810
Salt Lake City, Utah 84130-0810

with a copy to:

Ballard Spahr Andrews & Ingersoll, LLP
201 South Main Street, Suite 600
Salt Lake City, Utah 84111
Attn: Randall M. Larsen

SECTION 18. BINDING SUCCESSORS; ASSIGNMENT

This Agreement shall be binding upon, and inure to the benefit of, the parties hereto and their respective successors, heirs, administrators and assigns.

SECTION 19. ENTIRE AGREEMENT; AMENDMENT

This Agreement contains the entire agreement between the parties with respect to the subject matter hereof, and no statements, promises, or inducements made by either party or agents of either party that are not contained in this Agreement shall be binding or valid. This Agreement may not be amended, enlarged, modified or altered except through a written instrument which is signed by both parties.

SECTION 20. EXECUTION IN COUNTERPARTS

This Agreement may be executed in any number of counterparts and by either of the parties hereto on separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute but one and the same instrument. Any signature page of this Agreement may be detached from any counterpart and reattached to any other counterpart hereof. The

facsimile transmission of a signed original of this Agreement or any counterpart hereof and the retransmission of any signed facsimile transmission hereof shall be the same as the delivery of an original.

SECTION 21. NO PARTNERSHIP INTENDED

Nothing set forth in this Agreement is intended to create, nor shall be construed or interpreted so as to create, a partnership or joint venture between the parties.

SECTION 22. INTERLOCAL ACT REQUIREMENTS

In satisfaction of the requirements of the Interlocal Act and in connection with this Agreement, the Parties agree as set forth below.

21.1 Authorization of Agreement

This Agreement shall be authorized by resolution of the governing body of each Municipality and UTA, pursuant to Section 11-13-219 of the Interlocal Act.

20.2 Approval as to Form and Legality

This Agreement shall be approved as to form and legality by a duly authorized attorney on behalf of each party, pursuant to Section 11-13-202.5 of the Interlocal Act;

20.3 Filing of Agreement

A duly executed original counterpart of this Agreement shall be filed with the keeper of records of each party pursuant to Section 11-13-209 of the Interlocal Act.

20.4 Administration of Agreement

This Agreement shall be administered pursuant to Section 11-13-207 of the Interlocal Act by the chief executive officer of each party or his or her designee.

WHEREFORE, the parties have entered into this Interlocal Agreement Regarding Design and Construction of the 900 South TRAX Station effective as of the date set forth above.

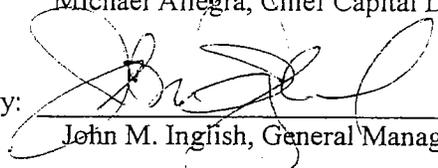
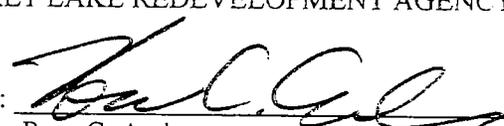
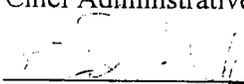
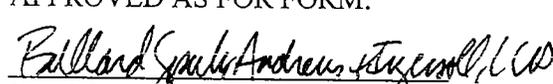
<p>UTAH TRANSIT AUTHORITY</p> <p>By:  Michael Allegra, Chief Capital Development Officer</p> <p>By:  John M. English, General Manager</p> <p>APPROVED AS TO FORM:  Legal Counsel</p>	<p>SALT LAKE REDEVELOPMENT AGENCY</p> <p>By:  Ross C. Anderson Chief Administrative Officer</p> <p>By:  David J. Oka, Executive Director</p> <p>APPROVED AS FOR FORM:  Legal Counsel</p>
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Exhibit A

Design Performance Specifications

FOR THE
NEW 200 WEST 900 SOUTH TRAX STATION

October 4, 2004



UTA
3600 South 700 West, SALT LAKE CITY, UTAH 84119

Exhibit A

Design Performance Specifications

GENERAL

The Utah Transit Authority (UTA) in conjunction with and on behalf of the Redevelopment Agency of Salt Lake City is acting as project manager for RDA to construct the New 200 West 900 South TRAX Station on the existing North/South light rail line. The track geometry at the site has already been built to accommodate a future station. This project will now install the appurtenances and amenities for the new station generally consistent with the layout, appurtenances and amenities of a current downtown station such as the 500 South station but with details more closely consistent with a station on the University line..

UTA will provide the management for the project on behalf of the RDA, who is providing a budget of approximately \$1,025,000 in funding for the design and construction for the project. Additional funding from RDA is being provided for Art-in-Transit, start-up and testing and the agency's management of the Project. The total project budget is \$1,179,641. As such the RDA and Salt Lake City Engineering and Transportation staff will participate in design consultant selection, project meetings, review and approve plans and contract documents, approve changes in scope or schedule, approve and make payments to the design consultant, and procure Art-in-Transit artwork.

The design and construction will utilize to the fullest extent possible the existing design plans and specifications from the North/South, University and Medical Center Extension lines. It is the intent to use as many of the existing drawings and details as possible which are current and reflect the most recent designs which are applicable to the project site. All contracts will be executed with UTA.

UTA will procure certain long lead-time project components designed and specified for the project to assist the project sponsors in meeting the project budget and schedule. This may include, but is not limited to, the station canopies, signage, site furnishings, and fare collection and communications equipment.

The goals of the project are to:

- Design and construct a new station at the site which is generally consistent with the existing 500 South downtown station in layout, appurtenances and amenities but with details more closely consistent with a station on the University/Medical Center line,
- Utilize to the fullest extent possible the existing drawings and details from previous LRT projects which are current and reflect the most recent information applicable to the new station site, and
- Design and construct the project to meet the project budget and schedule.

To meet the goals the following sections outline the objectives of the project.

PROJECT APPROACH

The project will include the final design of the new stations within the trackway previously built for a future station. The tracks have been placed to facilitate a station platform width consistent with a current downtown station. It is noted that platform widths used on the University and Medical Center light rail extensions were narrower. Thus the new station platform will match the current downtown platform width; however, the details and specifications will match those developed for the University and Medical Center extensions. Exceptions to this general preference will be evaluated during the design.

DESIGN PERFORMANCE SPECIFICATIONS

The design performance specifications for each element will be developed in accordance with the project goals and the approach outlined above. These are generally as follows:

- Existing Landscaping- The exiting landscaping (sod) will be demolished.
- Earthwork- The earthwork for the project will consist of that required to build the station platform and footings for the canopies. There is no earthwork anticipated outside of the station area.
- Station Platform- The layout of appurtenances and amenities on the station platform shall be generally consist with the existing 500 South downtown station but with details more closely consistent with a platform station on the University/Medical Center line. The station platform paving materials will be cast-in-place or pre-cast concrete similar in appearance to those on the University or Medical Center line. ADA access, station signing, displays, lighting, and phones consistent to the 500 South station.
- Intersection Crosswalk- A crosswalk at the north side of the 200 West 900 South intersection will be either painted striping on the existing roadway or patterned cast-in-place concrete, budget allowing and as elected for inclusion by RDA and UTA. The crosswalk shall be designed to fit to the existing roadway and thus provide a smooth transition. No roadway improvements or changes in parking are included. The crosswalk shall include modifications to existing curbs and sidewalks as required to meet ADA. No other sidewalk improvements are included other than to tie in the crosswalk. Bollards at curbs are not included.
- Mid-Block Crosswalk- A mid-block crosswalk at approximately 850 South 200 West is not currently in the project's constrained budget. It will be evaluated during the design to determine its need and whether it can be included within the constraints of the budget. If included its design will be the same as the intersection crosswalk.
- Tactile Strip Edge- The tactile tile may be either concrete tile similar to the University line stations or yellow Polymer Transtile as manufactured by Transit-tile.
- Canopies- Station will have two canopies and will match those used on the Medical Center extension, including windscreens.
- High Blocks and Canopies- The two high blocks and canopies will match those used on the Medical Center extension including windscreens, railings and snow melt system.
- Signage- Signage will be developed to be consistent with the 500 South station. Signage to deter J-walking shall be designed and constructed along sidewalks that are adjacent to the transit station platforms and on the platforms.
- Site Furnishings (benches, etc.)- Site furnishings will match the 500 South station.
- Landscaping (including trees, tree grates, irrigation) - Landscaping will be consistent with the 500 South station. Landscape station approach islands will remain as-is (sod). Platform landscaping shall be coordinated with station lighting.

- Plumbing and drainage- Plumbing for the canopies will be in accordance with code and SLC ordinances. Station platforms will drain onto the trackway. Drainage for the roadway and station is already installed and no new drainage systems are required.
- Electrical/Lighting- Station lighting shall be coordinated with platform landscaping to complement each other. The lighting system shall be similar to the 500 South station and include provision for seasonal decorative design including tree lighting. The tree lighting electrical system will be provided at all tree wells and be connected to the City's tree lighting system similar to that used at the 500 South station. No new street lighting is included. All new lighting power shall be buried conduit.
- Overhead Contact System- The OCS system already exists and will be used as-is. The poles will be used as is. Re-painting to match the new canopies will be optional and based upon budget constraints.
- Traction Power- The existing electrical power system shall be used to supply power. There are no anticipated modifications or additions anticipated.
- Track- The existing paved tracks shall be used as-is without any adjustment. As such, the track slab and roadway pavement shall remain as-is without a barrier curb separating the track from the roadway.
- Communications- Communications systems for the station will match that used for the 500 South Station, with the provision that systems improvements made for the University and Medical Center lines will be incorporated.
- Fare Collection System- Fare collection system will consist of two ticket vending machines (TVM) similar in style to the 500 South station. UTA will provide the TVMs from its current spare parts inventory and the project will order and replace them.
- Signal System Upgrades (Train Control and Signals)- Signal equipment will be housed in the platform or approach island area to meet the safety needs and esthetics for the station. The equipment shall not block the view of the station for on-coming trains. Upgrades to the signal system will be consistent with the details used on the University and/or Medical Center Line.
- Traffic Signals and Controls- The existing City traffic signal poles and mast arms at the 200 West 900 South intersection shall remain as is with no modifications anticipated. If a new mid-block crosswalk is installed new traffic/pedestrian signal poles, mast arms, and traffic/pedestrian signal heads shall be consistent in color and style with the existing equipment at 200 West 900 South. This new signal equipment shall be physically separated from all light rail poles, support structures, cables and electrical wires. The design consultant, with the assistance of RDA, shall be responsible for the design and assist RDA with the power certification to Utah Power for the traffic /pedestrian signal connected to their system. RDA will coordinate with the City on establishing the permanent electrical service for the signal and paying for any temporary electrical service needed to operate the signal. If a mid-block crosswalk is not included in the design, then provisions for a future mid-block crosswalk shall be provided. This will include the installation of conduit and hand holes to connect the future pedestrian signal poles. Pavement markings and traffic control devices shall conform to the Manual of Uniform Traffic Control Devices (MUTCD). A signal priority system similar to that in the downtown area, if not already in place, will be utilized and provided for the new station and signals.

- Train Controls and Signals- Train control and signal system upgrades will be the same as used within the downtown area, including the 500 South station.
- Art-in-Transit- RDA has assigned a budget of \$75,000 for the art-in-transit program. RDA will work directly with the Salt Lake Arts Council to procure, design and install all artwork at the station. The RDA shall coordinate the location and design aspects for the art-in-transit with the design consultant and UTA in order to provide an aesthetically pleasing addition to the station as approved by UTA.
- Construction phasing and planning- All construction phasing and planning shall be approved by UTA and shall mitigate service impacts to existing TRAX operations. The design consultant will focus the design and bidding documents such that the station can be constructed or phased such that light rail traffic can be maintained with very limited disruption to service. Any planned or required disruption shall be approved by UTA.
- Contract Documents- Bidding documents and technical specifications for construction shall be constant with prior UTA light rail projects. City details shall be used for items such as traffic signals, landscaping (trees, shrubs, plants, irrigation), sidewalks and curbs outside of the station area,
- Drawings and details- Existing as-built drawings and specifications from the North/South, University and Medical Center projects will be used for the design to the maximum extent possible. Typical details will be reused, but shall be reviewed jointly by UTA, RDA and the Design consultant before inclusion. Station details shall be reused, but with adjustment based upon Operation and Maintenance experience. Station canopy details from the Medical Center line will be reused. High block details will also be reused. Landscaping details can be mostly reused; however, tree landscaping details will need to be modified to help the trees survive the winter salting. Electrical, communication train control, and train signal system details will also be reused. The design consultant will investigate the existing train control, train signal, electrical and communications systems in place to determine the extent of new facilities required or to be upgraded. The existing OCS system does not need any upgrade, nor does the traction power system. No public utilities will require adjustment as they were relocated or protected as part of the original North/South construction.
- Geotechnical- No new geotechnical investigation will be performed as the existing North/South geotechnical report will be referenced for the design.
- Design Guidelines- All designs shall be in accordance with UTA's Design Criteria Manual (September 2002 version) and supplements there to. Any changes shall be submitted to UTA for approval.
- Bidding Phase- During the design phase the design consultant shall identify a bidding and construction program that will 1) help insure that the project receives maximum exposure to and from the construction community both during the design phase and the bidding phase and 2) that an advertising campaign is undertaken that will insure that a healthy number (3 or more) of bids are received. This program may include: 1) visiting or inviting construction contractors during the design phase to discuss and/or review the plans and project approach to encourage input on bid packages, construction details and sequencing, and above all exposure for the project and 2) segmenting the bidding into more than one bid package so that it does not limit the number of

bidders because only a few general contractors have the full range of capabilities or subcontractors to bid the project. As an example, it may be desirable that the communications, signals and electrical work (which is a specialized area of rail work for which there are only a few qualified construction contractors and they may be locked into exclusive arrangements with a single general construction contractor) should be bid separately from the civil work.

- Coordination Meetings- The project is located within Salt Lake City (SLC) adjacent to public and private properties and residences. The RDA shall determine the requirement for coordination meetings with the public. The design consultant shall assist RDA by providing copies of plans and other design related documents for use at public or private presentations and meetings. RDA shall coordinate and conduct all public presentations
- Permits- The RDA, with the aid of the City, will assist the Construction contractor in acquiring the necessary permits. The design consultant shall assist RDA and the City in identifying any construction permits required.
- Project Management- Project management shall be as outlined in the Interlocal Agreement. In summary, the RDA, City and UTA have established a Technical Working Group comprised of representatives from each. UTA shall negotiate, prepare, execute and deliver the contracts with the design consultant and construction contractor for design and construction with review, input, and approval from RDA. The design consultant, through their project manager, shall coordinate with the UTA and RDA representative on all management issues and submit all deliverables for joint review at approximately 30%, 60% and 100% completion. The design consultant shall propose a reasonable time or deadline to complete the reviews. UTA shall provide all formal direction and instruction to the design consultant and construction contractor. The design consultant shall coordinate and conduct all design and review meetings as necessary to resolve issues, advance the design, and keep the project on schedule and budget. UTA and RDA shall jointly monitor performance of the design consultant and construction contractor.

Exhibit B
Proposed Project Schedule

New 200 West 900 South TRAX Station

<u>Task</u>	<u>Completion</u>
Environmental Re-Evaluation submitted to FTA for Approval	06/13/04 actual
Funding Resolution by RDA	07/01/04
FTA Approval of Environmental Re-Evaluation	08/13/04 * pending
Interlocal Agreement Prepared and submitted to RAC Calendar	08/24/04
Interlocal Agreement Approval by RAC	09/01/04 *
Interlocal Agreement Approved RDA Board	10/14/04 *
Interlocal Agreement Approved UTA Board	10/27/04
Design Consultant Procurement Awarded	10/28/04
Engineering Design and Specifications Prepared for Bidding	01/06/05
Permitting – Noise, Nighttime work, etc. by SLC	12/23/04
Construction Bidding	02/05/05
Construction Notice To Proceed	02/18/05
Procurement of Long Lead Time Items by UTA	04/02/05
Construction Completion	05/31/05
Start-up & Testing Completed	06/02/05
Station Activation Certified by UTA	06/02/05
Substantial Completion Inspection	05/31/05
Final Owner Acceptance/ Construction Contact Closeout	06/14/05

* Estimated dates are beyond the control of UTA

Exhibit updated on 10/07/04

EXHIBIT C - PROJECT BUDGET

Updated 10/07/04

900 South New Station - Center Platform				
Estimate of Probable Construction Items and Costs				
Items	Quantity	Unit	Unit Price	Amount
Excavation/Demolition/Hauling	10,000	SF	1.40	14,000.00
Backfill (UBC under Platform and Crosswalks)	10,000	SF	0.80	8,000.00
Foundation Walls & Footings for Canopies	20	CY	425.00	8,500.00
Concrete for the high block	2	EA	6,000.00	12,000.00
Platform (Cast Concrete) & Crosswalks (Concrete Paving)	9,860	SF	8.00	78,880.00
Tactile Strip Edge	870	SF	40.00	34,800.00
Canopies	2	EA	73,000.00	146,000.00
High Block Canopies	2	EA	25,000.00	50,000.00
Windscreen with Glazing	2	EA	3,500.00	7,000.00
Steel railings	1	LS	12,000.00	12,000.00
Signage	1	LS	20,000.00	20,000.00
Site Furnishings	1	LS	9,500.00	9,500.00
Landscaping/Trees/Tree Grates/Irrigation	8	EA	2,000.00	16,000.00
Plumbing/Drainage	1	LS	9,000.00	9,000.00
Electrical	1	LS	60,000.00	60,000.00
Snowmelt on the High Blocks	600	SF	11.00	6,600.00
Communications Raceways	1	LS	15,000.00	15,000.00
Furnish & Install Fare Collection and Communication	2	EA	60,000.00	120,000.00
Furnish & Install Traction Power (to be verified if req'd.)	N/A	LS	?	0.00
Signal System upgrade (to be verified)	1	LS	75,000.00	75,000.00
Subtotal				702,280.00
Traffic Control	7.10%	LS		49,861.88
Mobilization	7.10%	LS		49,861.88
Contingencies (includes unknowns and premium for night work, small quantities for canopies, etc.)	15.0%	LS		120,264.86
Total Estimate of Probable Construction Costs				922,268.62
<u>Other Estimated Project Costs</u>				
Art In Transit (By City Arts Council)		LS		75,000.00
Final Design & Construction Phase Services (Consultant)	9.30%	LS		85,770.98
Purchase of Railroad Right-of-Way				N/A
Purchase of Non-Railroad Right-of-Way				N/A
Relocation Expenses				N/A
Appraisal Services				N/A
Project & Construction Phase Management (UTA)	5.2%	LS		48,000.00
Start up and Testing (UTA)	1	LS		10,000.00
Finance Costs				N/A
Legal Costs (RDA)		LS		5,031.08
Subtotal				223,802.06
Other Project Costs Contingency	15.0%	LS		33,570.31
Total Other Estimated Project Costs				257,372.37
Total Estimated Project Costs				1,179,641.00
RDA Budget				1,179,641.00

Exhibit 7

PUBLIC COMMENTS

**WANG ORGANIZATION, LLC
168 E. CENTER STREET
MOAB, UT 84532
435-259-6869**

January 11, 2005

By fax 801-535-6174

Salt Lake City Planning Commission
451 S. State Street
Room 406
Salt Lake City, UT 84111

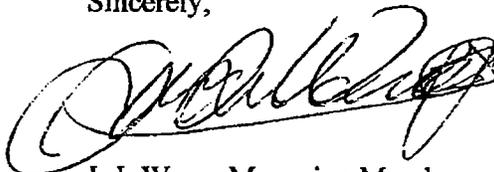
Dear Members:

I would like to support Petition No. 400-04-50 at the public hearing on January 12.

I cannot attend the meeting because I will be out of town, however, please accept this letter as my statement in support of the design of a TRAX light rail station on 200 West between 800 South and 900 south along the existing North/South light rail corridor.

TRAX has had a positive impact on our City and I am pleased to support this new station.

Sincerely,



J. J. Wang, Managing Member
Wang Organization, LLC

/jb

Exhibit 8
ORIGINAL PETITION

PETITION CHECKLIST

<u>Date</u>	<u>Initials</u>	<u>Action Required</u>
<u>12/13/04</u>	<u>DPH</u>	Petition delivered to Planning
<u>12/13/04</u>	<u>ADH</u>	Petition assigned to: <u>Joel Patterson</u>
<u>1/12/05</u>	<u>JWP</u>	Planning Staff or Planning Commission Action Date
<u>2/8/05</u>	<u>JWP</u>	Return Original Letter and Yellow Petition Cover
<u>2/3/05</u>	<u>JWP</u>	Chronology
<u>N/A</u>	<u>JWP</u>	Property Description (marked with a post it note)
<u>N/A</u>	<u>JWP</u>	Affected Sidwell Numbers Included
<u>12/13/04</u>	<u>JWP</u>	Mailing List for Petition, include appropriate Community Councils
<u>12/28/04</u>	<u>JWP</u>	Mailing Postmark Date Verification
<u>1/28/05</u>	<u>JWP</u>	Planning Commission Minutes
<u>1/27/05</u>	<u>JWP</u>	Planning Staff Report
<u>2/3/05</u>	<u>JWP</u>	Cover letter outlining what the request is and a brief description of what action the Planning Commission or Staff is recommending.
_____	_____	Ordinance Prepared by the Attorney's Office
_____	_____	Ordinance property description is checked, dated and initialed by the Planner. Ordinance is stamped by Attorney.
<u>Joel Patterson</u>	<u>joel.patterson@slc.gov.com</u>	Planner responsible for taking calls on the Petition
<u>535-6141</u>		Date Set for City Council Action _____
_____	_____	Petition filed with City Recorder's Office

Petition No. 400-04-50

By Salt Lake City Redevelopment
Agency

Is requesting approval of the design of a TRAX light rail station on 200 West between 800 South and 900 South along the existing North/South light rail corridor. This site is located in the "D-2" Downtown Support District.

Date Filed _____

Address _____

Wilde, Brent

From: Oka, Dave
Sent: Thursday, December 09, 2004 3:19 PM
To: Zunguze, Louis; Wilde, Brent
Cc: Dobbins, David; Tarbet, Valda
Subject: 900 South TRAX Stop
Categories: Program/Policy

I respectfully request consideration for the design approval of the 900 South TRAX Station at the January 12th planning commission. If you have any questions, please advise.

12/10/2004