BRT STATION AREA PLANS

CITY OF TAYLORSVILLE
TAYLORSVILLE EXPRESSWAY

1300 WEST- ATHERTON WEST- RIVERBOAT ROAD

MAY 07, 2025

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EXECUTIVE SUMMARY

SECTION 01

EXECUTIVE SUMMARY

The Utah State Legislature adopted HB 462 that requires all local governments in the state with transit stations on a fixed guideway to adopt station area plans. The plans are intended to promote better urban design by maximizing the benefits, investments and impacts provided by each station and its immediate surrounding area.

The three BRT (Bus Rapid Transit) stations of this Study are along Taylorsville Expressway (Riverboat Road, Atherton West, and 1300 West). By incorporating more compact, mixed-use development and fostering more pedestrian and transit connectedness, the plan will encourage a diverse population to live, work, and play in the neighborhoods.

The report is organized in chapters; each chapter builds on the results of the prior chapter.

Introduction

This chapter introduces the requirements of the project and the process the team instituted to yield a carefully crafted Plan.

Existing Conditions and Analysis

Analysis of existing conditions coupled with public engagement/feedback provided the basis to formulate the guiding principles and vision for the project. Some of the most impactful existing conditions, opportunities and constraints are listed here:

- Central location within the valley makes this location desirable for development to support the continuing projected growth in the region.
- Existing presence of the office park aids in providing an employment base to support local housing development. Additional office space is likely very limited due to existing economic conditions of the office market.
- Targeted retail amenities to support the redevelopment of the neighborhoods; likely neighborhood convenience and amenities, given the existing larger retail establishments within the vicinity.
- Several large parcels are located within the SAP land area. Redevelopment of those areas could provide unique opportunities to add significant mixed-use development and provide momentum to achieving the plan's vision. However, because these parcels are privately held, there is no guarantee or timetable for when the redevelopment may happen.
- Taylorsville Expressway is perceived as a high-speed, car-exclusive thoroughfare and is a significant divider between areas north and south of it.
- A major power easement with large power lines in the north-south direction bisects the SAP area. East/west street connections and north/south path connections would lessen this constraint.
- Structured parking, which enhances the compactness and proximity of residents to BRT station, is not seen by developers as currently being economically feasible in this market location without government incentives/subsidies.
- High interest rates and inflation hinder development.
- Concern about safety and ease of access from the neighborhood and crossing Taylorsville Expressway to get to the BRT station.
- Concern about safety of adjacent intersections (1175 West) or potential intersections (1300 West) with Taylorsville Expressway.
- Excess surface parking in areas north of Taylorsville Expressway could be better utilized with infill redevelopment.
- Some areas of stability exist within the SAP area. Plan how new redevelopment interacts with these areas.
- Desire for more open space to be part of the Plan, with the opportunity to connect these open spaces to regional park systems like the adjacent Jordan River Parkway.
- Areas with significant mature trees/landscaping could be preserved as part of the open space planning strategy.

EXECUTIVE SUMMARY

Vision Statement

Four main objectives required by the State then formed the basis for developing the guiding principles and vision for these Station Area Plans.

- **Increase the availability and affordability of housing**
  - Provide a variety of housing types, both rental and for sale, which promotes a diversity of population (age, income, education, family structure, and cultural experiences).
  - Maintain existing stable single-family and multifamily developments within the SAP area as part of the diversity of housing products offered.

- **Promote sustainable environmental practices**
  - Emphasis on open spaces that promotes recreational health and wellness for all ages.
  - Connected open spaces provides biodiversity and continuity of wildlife corridors
  - Preservation of existing mature trees and landscaping in key areas of the plan
  - Water conservation with compact developed areas and sensitive design of parks and open spaces.
  - Enhanced air quality with compact development, large park/open space areas, and more transit usage.

- **Enhance access to opportunity**
  - Leverage targeted retails areas to maximize social interaction, economic activity, and community identity.
  - Education opportunities for both children and for adult higher learning.
  - Build on existing employment base of Sorenson office park.

- **Increase transportation choices and connectivity**
  - Walkable community with safe and inviting trails and sidewalks.
  - Interconnected open spaces that link to the larger regional park systems such as Jordan River Parkway adjacent to the BRT area.
  - Reduced automobile usage because of compact development.
  - Increase transit options, choices and service.

EXECUTIVE SUMMARY

Preferred Plan

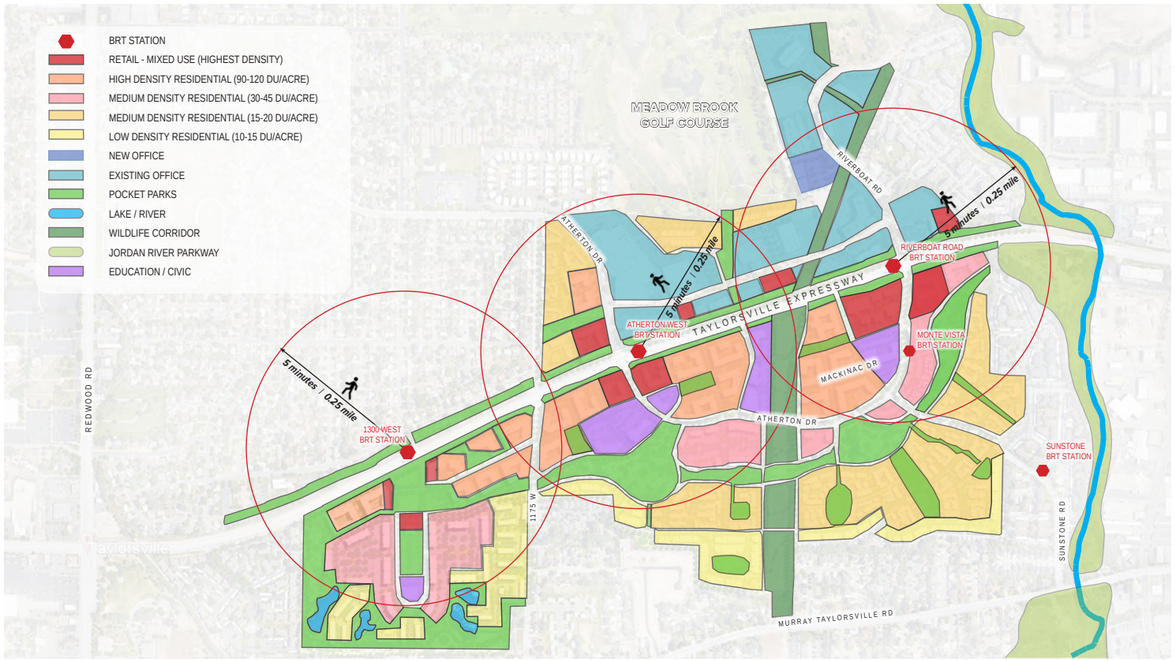
The Preferred Plan capitalizes on the existing opportunities of the site and maximizes the impact of the BRT station. By concentrating mixed-use redevelopment intensity around the BRT stations, it helps to create the critical number of residents and employee base to foster a thriving, walkable community. Targeted retail areas around the BRT stations enliven the public area. A variety of housing types promotes diversity of population, including access to more affordable housing. Daycare/preschool, grade school, and an existing branch university within the area all provide educational opportunities for all ages. Areas of stability have been identified that complement the areas of redevelopment.

A key component of the Preferred Plan is the extensive network of open space, organized by a linear park that connects the western area of Fore Lakes golf course with the Jordan River Parkway to the east. The linear park winds organically through the neighborhoods and connects areas of existing mature trees as a string of parks along an emerald necklace. The hierarchy of the street network connects the neighborhoods, while the enhanced streetscape encourages safe pedestrian and bicycle usage.

Implementation

This chapter focuses on those strategies (near- and long-term) that will incentivize and enable the proposed future developments to bring the vision of the Station Area Plan to reality. It is important to note that while the Preferred Plan shows what could be developed to achieve this vision, the plan is only a framework for the quality and key characteristics of how the plan would develop.

Since all the properties are privately held, there is uncertainty as to when and which properties may end up going through the redevelopment process. Implementing zoning regulation changes and exploring funding options to help incentivize new redevelopment are some of the actions that can be done in the near term to prepare for those redevelopments, whenever they may occur.



INTRODUCTION

SECTION 02

ACKNOWLEDGEMENTS

We would like to thank the team members and collaborative partners and general public which contributed to the Taylorsville BRT Station area plans and this document.

UTAH STATUTORY STATION AREA PLAN COMPONENTS

Introduction To SAP Requirements

The Utah State Legislature adopted HB462 that requires all local governments in the state with transit stations on a fixed guideway to adopt station area plans (SAP) that address, among other things, housing, housing affordability, environmental practices, access to opportunity, and connectivity.

Study Area

Three stations within Taylorsville (1300 West Station, West Atherton Station, and River Boat Road Station) are required to complete SAPs for an area within ¼ mile of the applicable station platforms. These three stations are part of the Mid-Valley Connector bus rapid transit (BRT), which is a seven mile BRT line that runs from Murray Central Station in Murray, Utah to the West Valley Central Station in West Valley, Utah. The three stations within this study require the Station Area Plans based on the qualifications as a fixed guideway public transit station.

Objectives

1. Increase the availability and affordability of housing.
2. Promote sustainable environmental practices (water conservation, air quality, etc.).
3. Enhance access to opportunity (access to jobs, shopping, education, etc.).
4. Increase transportation choices and connectivity.

Required Components Of The Station Area

1. Vision Document
   - Opportunities for Development
   - Constraints to Development
   - Objectives for the Transportation System
   - Land Use Objectives
   - Open Space Design Objectives
   - Objectives for the Development of Land and Development Standards

2. Maps that depict the study area

3. Five-year implementation plan
   - Modify land use regulations
   - Make infrastructure improvements
   - Modify deeds or other relevant legal documents
   - Secure funding or develop funding strategies
   - Establish design standards
   - Address environmental issues
4. Statement promoting the SAP objectives
5. Public Involvement and stakeholder engagement

Additional Goals Of Taylorsville City Recommendations to include:

1. High quality transit-oriented development environment
2. Identification of areas with mixed-use potential
3. Automotive parking standards
4. Building setbacks
5. Height, massing, and building orientation
6. Appropriate street level architecture
7. Street furnishings and pedestrian lighting
8. Street cross-section and streetscape design recommendations
9. Plans for integration of existing and proposed active transportation
10. Placemaking and creating a unique sense of place
11. Compatibility, connectivity, transitions, and buffering to existing adjacent land uses
12. Mix of land uses including residential for-rent and for-sale units
13. Regarding existing development
14. Conceptual long-term options and/or designs if large parcels transition to other uses

Image: Riverboat Road Brt Station Area Plan - Aerial View

PROJECT PROCESS & COMMUNITY ENGAGEMENT

Project Process and Community Engagement

The consultant team, in consultation with the City, divided the project into four phases. These phases were designed to build broadly from information gathered in the first phase to then inform the development of the Preferred Plan. The Implementation Plan follows the Preferred Plan in describing recommendations to achieve the Preferred Plan:

1. Information Gathering/Discovery/Analysis

- a. Site inventory of the three SAP study areas
- b. Site analysis
  - i. Natural Features
  - ii. Property Sizes and Uses
  - iii. Proximity and Connections to the areas surrounding the SAP areas
- c. Meet with stakeholders and the public
  - i. Meetings with City Staff and elected City officials
  - ii. Meetings / interviews with key stakeholders, such as property owners, developers within the Wasatch region, educational entities, parks and natural conservation concerns, UDOT (Utah Department of Transportation), UTA (Utah Transit Authority), WFRC (Wasatch Front Regional Council)
  - iii. Meet with the public through an open house/presentation/discussion during this phase to gather ideas/concerns
- d. Transportation Analysis
  - i. Capacity of existing transportation network
  - ii. Shortcomings of the current network
  - iii. Opportunities for enhancing walkability and non-auto dependent transportation
- e. Infrastructure Analysis
  - i. Water
  - ii. Sewer
  - iii. Power
  - iv. Land Use
- f. Economic and Market Analysis
  - i. Housing Demographics and opportunities/constraints and capacity for increased housing
  - ii. Affordable Housing analysis in the region
  - iii. Capacity for retail development to serve the SAP area
  - iv. Office space analysis of current opportunities and challenges
- g. Preliminary Vision Document
  - i. Opportunities for development
  - ii. Constraints to development
  - iii. Objectives for the transportation system
  - iv. Land use objectives
  - v. Open space objectives
  - vi. Objectives for the development of land development standards to meet those objectives
- h. Phase 1 Report describing the Existing Conditions and Analysis for successful development of the SAP areas

2. Preliminary Concept Planning

- a. Identify areas to be included in the Plan that warrant no changes to current uses (areas of stability)
- b. Develop program uses for key sites
- c. Initiate redevelopment concept plans
- d. Initiate concepts for transition from existing circulation system to an enhanced transportation network

3. Refined Concept Planning for the Preferred Plan

- a. Based on feedback from the Preliminary Concept Planning phase, develop a final draft for the Preferred Plan
- b. Site Plans for the 3 Station Area Plans
- c. Land use plan and development program, with types of uses and proposed densities
- d. Public and open spaces
- e. Transportation connections and network enhancements
- f. Identify potential funding sources and economic strategies to incentivize development
- g. Meet with City staff, key Stakeholders, Elected City Officials, Planning Commission, and the Public to solicit feedback

4. Implementation Recommendations

- a. Vision Document
- b. Plans and Maps to depict the study area and where action is needed to implement the Plan
- c. Implementation Plan
  - i. Phasing of the Plan (near-term, mid-term, and long-term timelines)
  - ii. Five Year Implementation Plan
  - iii. Recommendations to modify land use regulations
  - iv. Recommendations for infrastructure improvements
  - v. Potential funding sources and economic strategies to incentivize development to meet the Preferred Plan goals
- d. Site Plans and rendered character/massing concepts for the proposed development areas around the BRT stations
- e. Present to City Staff, Planning Commission, and City Council and the public

EXISTING CONDITIONS AND ANALYSIS

SECTION 03

BUS RAPID TRANSIT

Bus Rapid Transit and Transit-Oriented Development: A Solution for Better Town Planning

What is Bus Rapid Transit and Transit-Oriented Development (BRT& TOD)?

Bus Rapid Transit is a form of public transportation. The midvalley line will use electric buses and the existing street grid. Key features of a BRT route are sections with dedicated bus lanes and priority traffic lights, increased trip frequency, and improved stations for quicker passenger boarding and alighting. Combined, the elements create a more efficient and comfortable bus experience with decreased travel time for passengers.

Transit-Oriented Development is a planning and design strategy of compact, mixed-use urban development within walking distance. TOD is compact, pedestrian and bike-friendly development made possible by the proximity to an efficient mass transit system, such as the BRT, which reduces the reliance on automobile trips. The area is designed with pedestrian and bike considerations such as widened sidewalks, and placing uses closer together, increasing access to services by adding workplaces, variety of services and retail, and facilities for public stops.

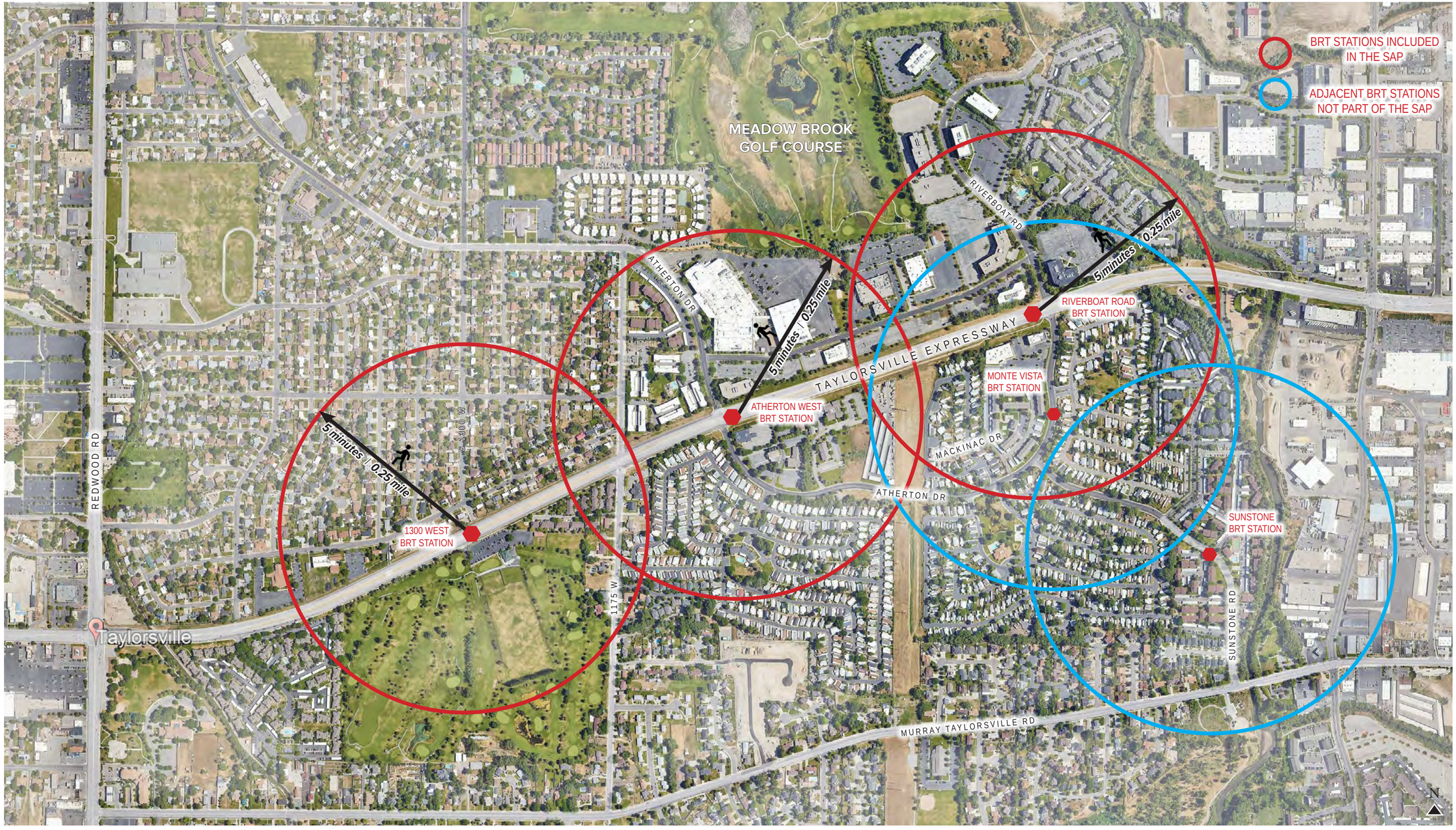
The result is mutually beneficial where the TOD provides a destination, encouraging ridership that sustains the BRT; the BRT provides the capacity for trips to the TOD without the need to accommodate an increase in vehicles. This enables space traditionally reserved for vehicle lanes and parking to be used instead for high-quality, walkable pedestrian environment by integrating the street design with transit hubs at the center of diverse and mixed-use destinations. The parking lots in proximity of transit hubs are carefully located, designed, and managed. As a result, municipalities have improved and augmented transit, active transportation, transportation, mobility and public service options.

PRINCIPLES & BENEFITS OF TRANSIT-ORIENTED DEVELOPMENT

Benefits of Bus Rapid Transit (BRT)

- **Reduced Traffic Congestion:** traffic on roads is minimized since the transit helps to reduce the use of personal vehicles
- **Higher Quality of Life:** compact neighborhoods encourage social interaction, and increased walking and cycling promotes a healthier lifestyle
- **Efficient Use of Resources:** improving and focusing resources enables more people to be served
- **Walkability:** develops neighborhoods that encourage walking, with a variety of destinations within easy access
- **Micro Mobility for Short Distances:** extends the radius of connectedness within the neighborhood
- **Road Networks:** roads designed to facilitate movement in a safe manner for all users and that effectively connect neighborhoods to each other
- **Transit as a Catalyst:** fosters high-quality development and active spaces near the BRT stations
- **Mixed-Use Planning:** diverse land uses to create an active environment where concentrations of people live, work, and play
- **Improved Environment:** air quality and active transportation should be enhanced throughout this project
- **Densify:** small scale and fine grain developments optimize the neighborhood amenities provided and create a richer urban experience

STUDY AREA


BRT STATIONS INCLUDED IN THE SAP
ADJACENT BRT STATIONS NOT PART OF THE SAP
MEADOW BROOK GOLF COURSE
RIVERBOAT RD
ATHERTON DR
5 minutes | 0.25 mile
5 minutes | 0.25 mile
RIVERBOAT ROAD BRT STATION
TAYLORSVILLE EXPRESSWAY
MONTE VISTA BRT STATION
ATHERTON WEST BRT STATION
5 minutes | 0.25 mile
1300 WEST BRT STATION
S 1300 W
REDWOOD RD
Taylorsville
1175 W
MACKINAC DR
ATHERTON DR
SUNSTONE BRT STATION
SUNSTONE RD
MURRAY TAYLORSVILLE RD
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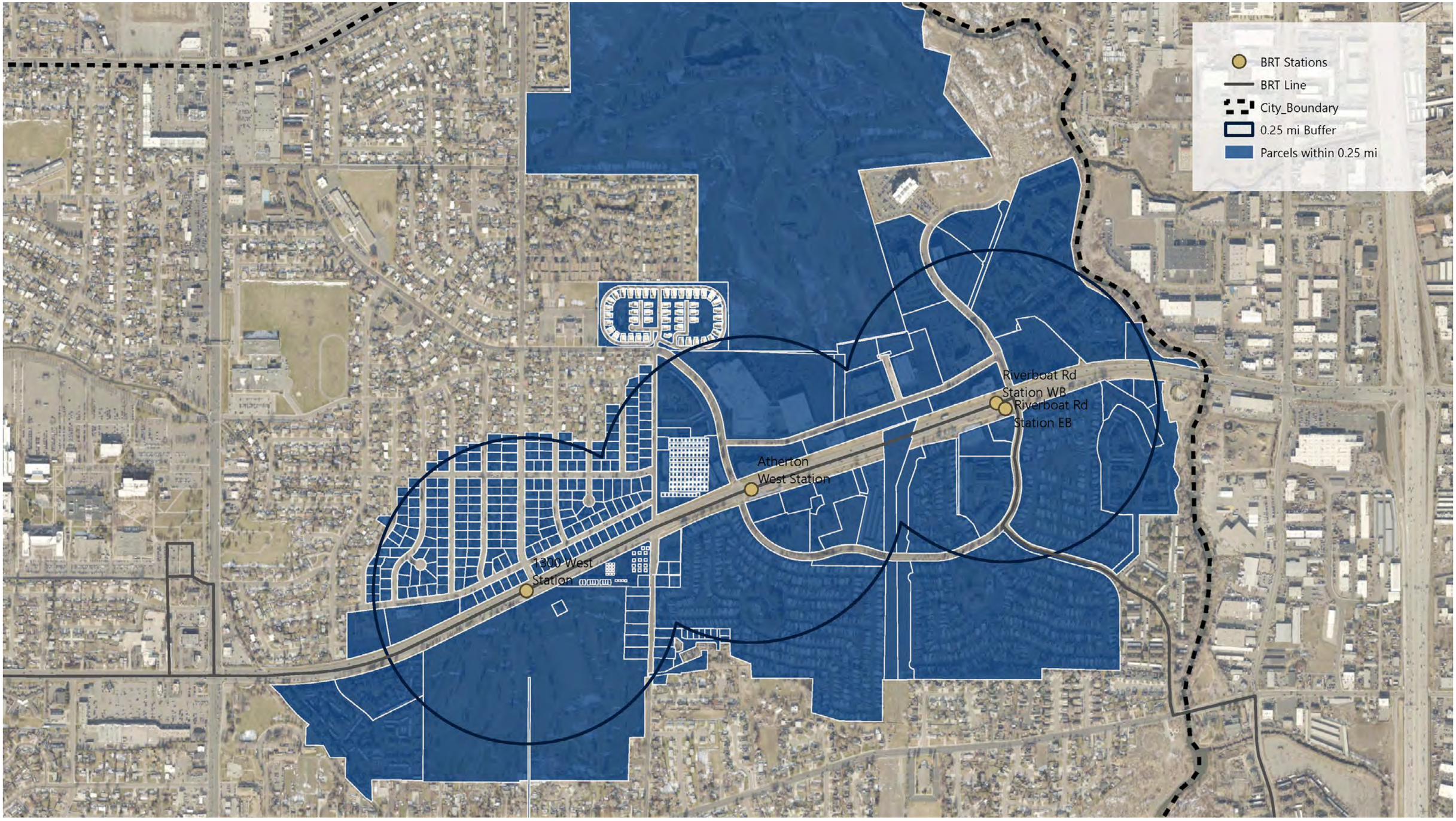
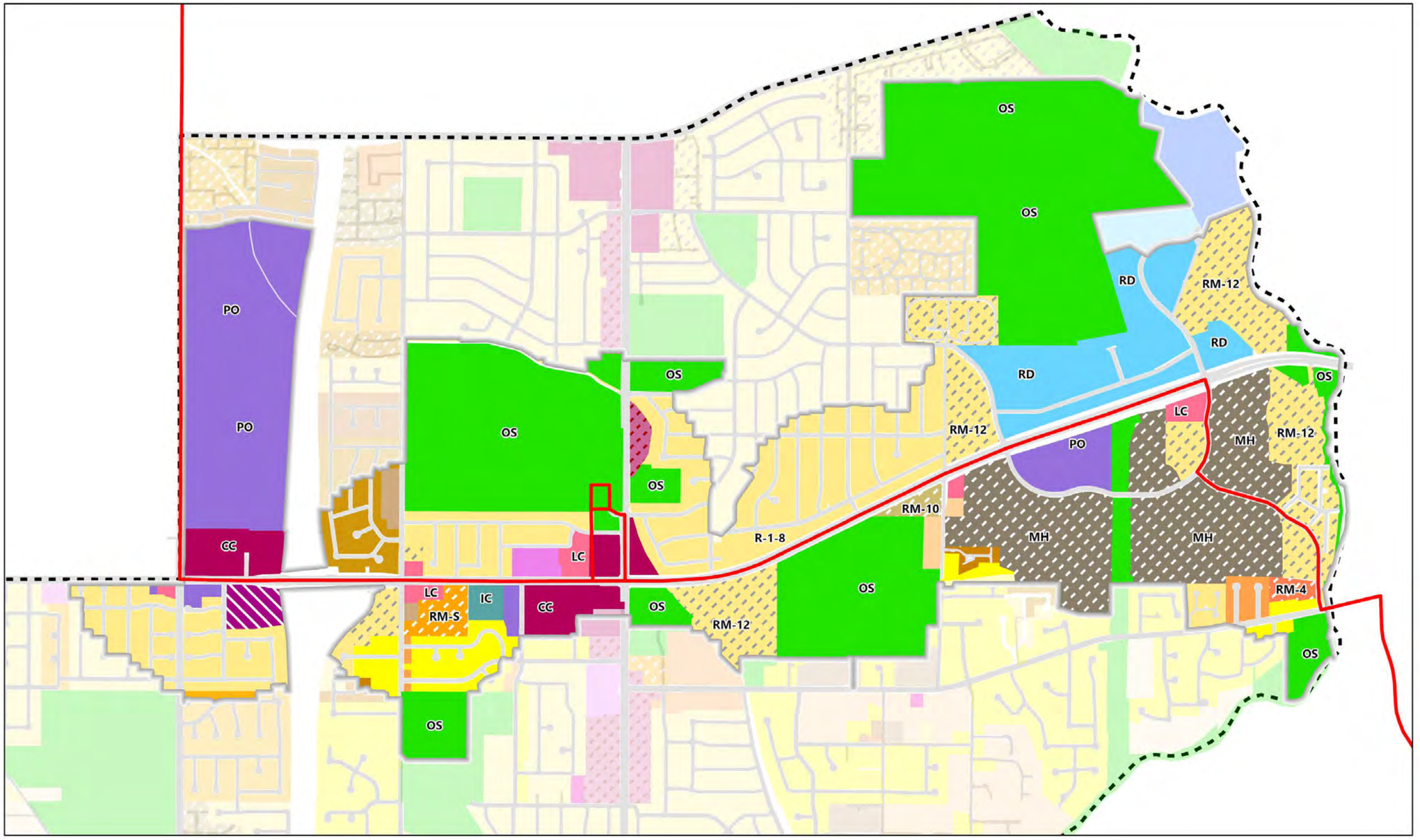
PARCELS WITHIN A 1/4 MILE OF BRT STATIONS



CURRENT ZONING



EXISTING CONDITIONS

1300 West Station

Existing Conditions

- Lower density is evidenced by mostly single family homes under separate ownerships with a low probability or need of consolidation to the north.
- Closest vehicular access to Taylorsville Expressway on north side is via 1175 West, but the intersection is unsafe to navigate for vehicles.
- Fore Lakes Golf course provides open break to current walled off edge typical along Taylorsville Expressway.
- Fore Lakes golf course (64 acres) is under single family ownership and may not have immediate development potential.
- Fore Lakes golf course has extensive open space/greenery but operates as a private access course, not accessible to the general public.
- Existing temporary bus stop at pedestrian access from 1300W to Taylorsville Expressway.

Comments

- The expressway is a physical barrier to north-south connectivity for all modes of travel. Finding opportunities to improve connectivity will be important as this area evolves.
- Allow for micro mobility (bikes and e-scooters) storage near the BRT station.
- Seen as having moderate retail potential, based on stakeholder interviews.
- Tamarack Road and 1300 West will be key to neighborhood accessibility.
- Fore Lakes is the key parcel to spur redevelopment at this station area.
- May be the last BRT station area developed, based on stakeholder interviews, and family land ownership.
- Stable single family housing to the north needs to be preserved; additional units could potentially be constructed by developing accessory dwelling units consistent with current city and state law.
- Fore Lakes golf course has a number of mature trees and landscaping that are priorities to preserve for environmental and aesthetic benefit.
- Limited connection possible between Taylorsville Expressway and 4800 South.

EXISTING CONDITIONS

Atherton West Station

Existing Conditions

- Mid-block expressway visibility is good.
- Large areas of surface parking north of the expressway.
- Touches a higher degree of different uses: office, retail, warehouse, residential.
- Impact of overhead powerlines and corridors.
- Existing intersection conflicts.
- A large established manufactured home community with naturally affordable housing makes up the majority of the area south of the expressway.

Comments

- Need to foster better connectivity across the expressway.
- BRT needs greater accessibility from the communities on both sides of the expressway.
- Allow for micro mobility storage near the stations.
- Possesses immediate redevelopment potential.
- Seen as having good, smaller scale retail redevelopment potential based on stakeholder interviews.
- Atherton roadway revision is key to neighborhood accessibility and connectivity.
- May be the first BRT station developed based on stakeholder interviews.
- What is developed here will set the tone for future development in all SAP areas and must be done well. It is intended to maintain Sorenson as an employment center.
- Entry/common area and mature trees of Majestic Meadows property could be preserved as green space or park use.
- Consolidating parcels produces attractive parcels for prospective redevelopment.

EXISTING CONDITIONS

Riverboat Road Station

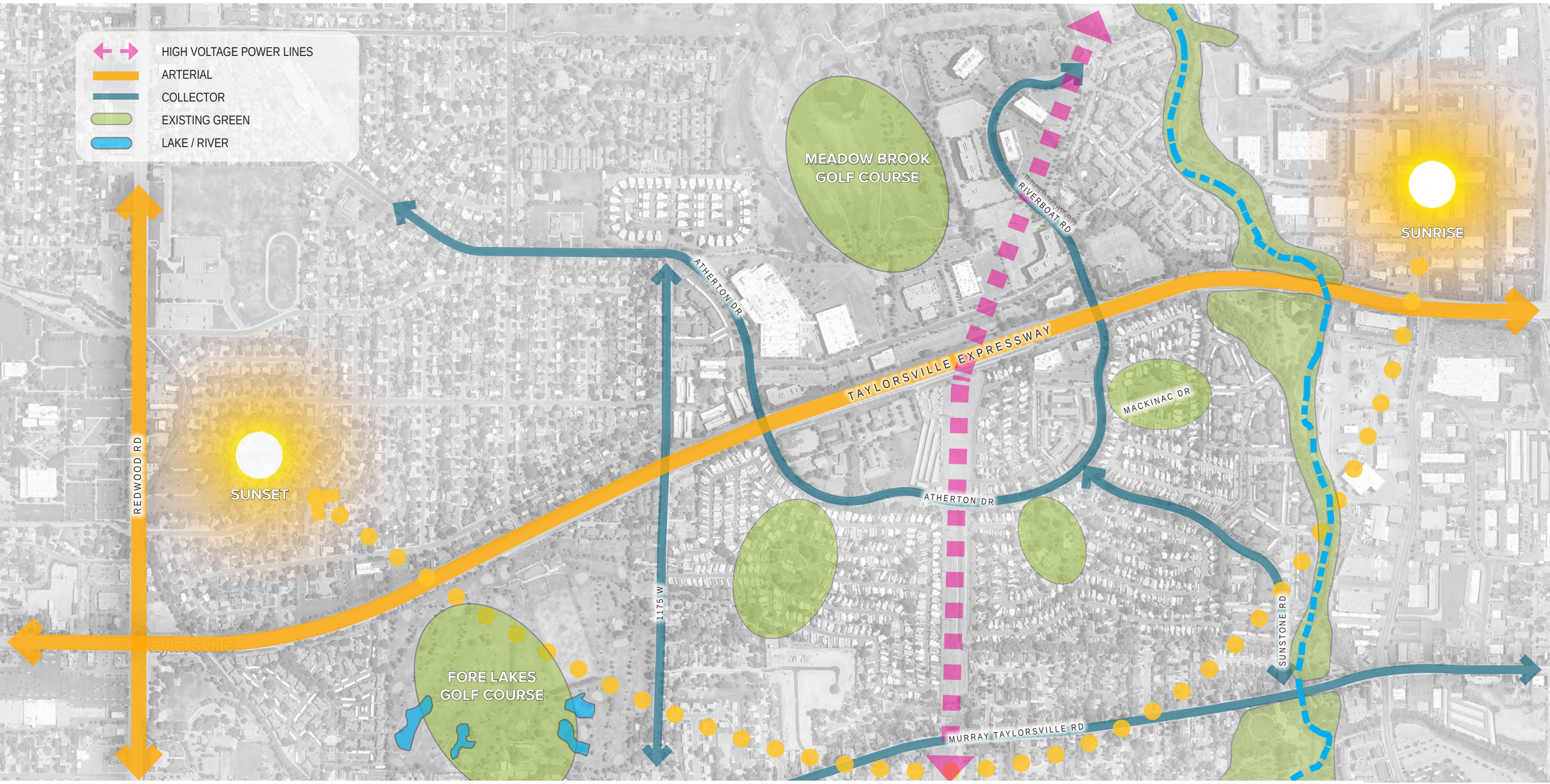
Existing Conditions

- Largest parcels of developed land.
- Higher probability of land consolidation to attract redevelopment.
- Touches a higher degree of different uses, office, retail, warehouse, residential.
- Has overhead power lines as a major constraint.
- Good central location for redevelopment attraction.
- Large areas of surface parking north of the expressway. Lots of parking not being utilized currently since office vacancy rate has recently increased.
- Adjacent existing retail to the east.
- A large established manufactured home community with naturally affordable housing makes up the majority of the area south of the expressway.
- Meadowbrook Golf course unlikely to be redeveloped.
- Great connectivity to Jordan River parkway and I-15 accessibility.

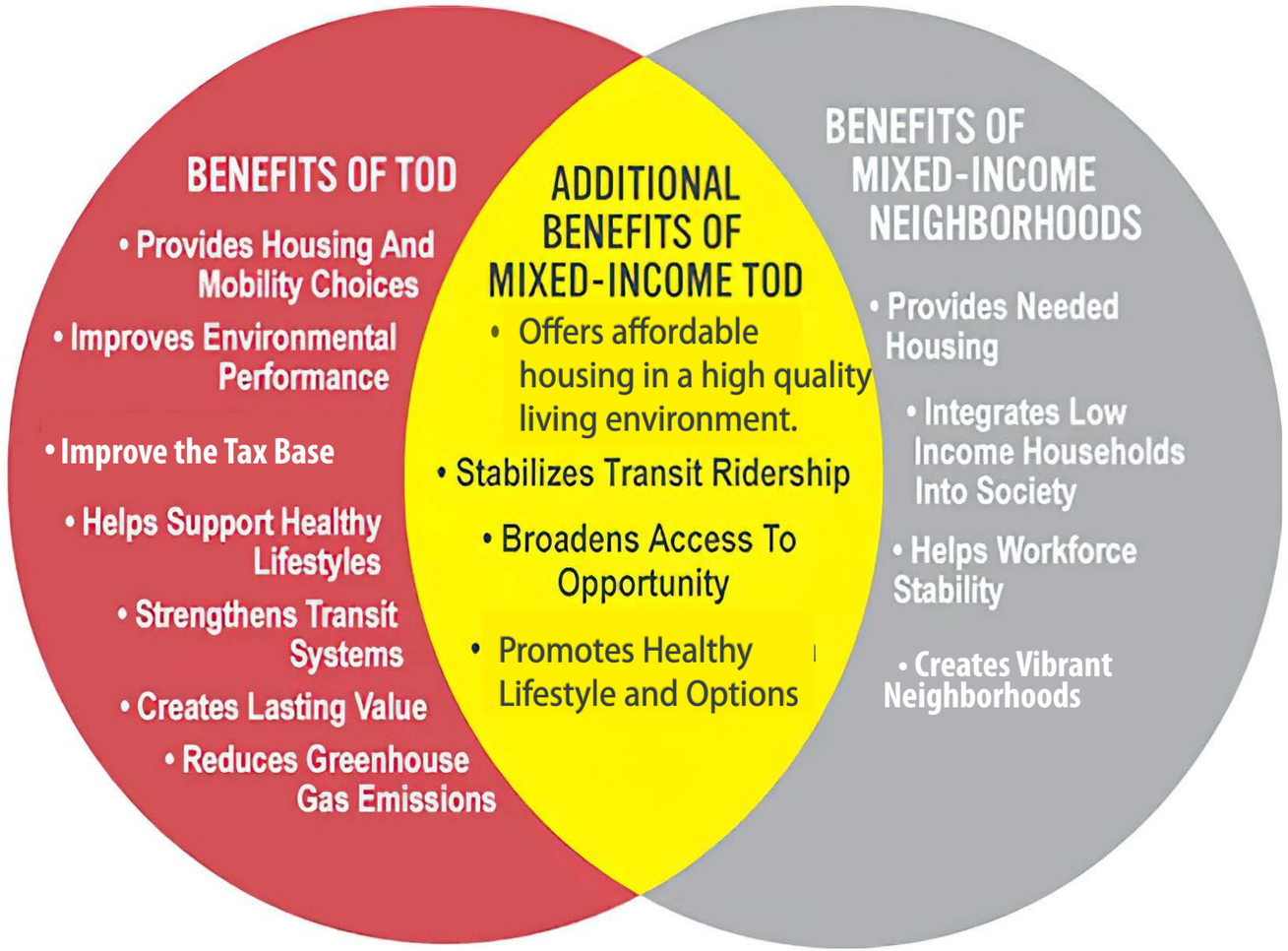
Comments

- Need to foster better connectivity across the expressway.
- Allow for micro mobility storage at or near the stations.
- Potential for office to convert to residential, but enhancing and preserving the city's employment base is a city priority.
- Higher retail redevelopment potential based on stakeholder interviews, and closer proximity to Murray and I-15 access.
- Need to connect all outlying portions of the mobile home community to the BRT through enhanced Atherton Drive walkability and trails.
- Biggest affordable housing consequences due to existing large mobile home communities.
- Office buildings offer employment opportunities and job creation.
- Green spaces and mature trees in common areas of Majestic Oaks and Monte Vista properties must be preserved as green space or park use.

EXISTING SITE ANALYSIS



TRANSIT ORIENTED & MIXED-INCOME DEVELOPMENT BENEFITS



PLACE MAKING

Success of Transit-Oriented Development will depend upon creating "successful placemaking", especially very close to the BRT stations.

- Create places which are easy to get to and get through.
- The places need to be comfortable and have a good image to be successful. Safety, cleanliness and availability for places to sit are important.
- Create places which are available to all age groups and are activated where people are encouraged to participate and interact.
- Create places which are sociable, where people can see friends, meet and greet their neighbors and feel comfortable interacting with strangers.

DIVERSITY OF HOUSING CHOICES

SOURCE: OPTICOS DESIGN , INC,

The Station area Plans should encourage a variety of housing options, for rent and for sale, as a way to attract a greater population segment and look at transitioning the existing housing stock to a density more suitable to the station area goals of increased density. The community feedback has been asking for appropriate density which may be missing in the current market offerings.

COMPARABLE REGIONAL EXAMPLES

Murray Heights
Murray, UT
Density: 11 DU/AC

Novel Daybreak
South Jordan, UT
Density: 20 DU/AC

Mountain Ridge Condominiums
Herriman, UT
Density: 24 DU/AC

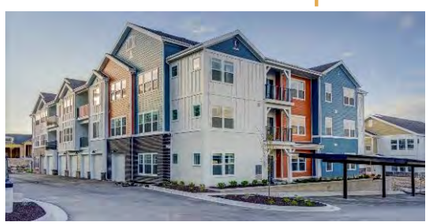
Seasons at Murray Crossing
Murray, UT
Density: 73 DU/AC

The Royce on 9th
Murray, UT
Density: 51 DU/AC

SINGLE-FAMILY ATTACHED | BUILD-FOR-RENT | LOW-DENSITY CONDOMINIUMS | GARDEN AND URBAN GARDEN APARTMENTS | HYBRID & TUCK-UNDER | PODIUM APARTMENTS

NEAR-TERM FEASIBILITY : HIGH — NEAR-TERM FEASIBILITY : LOW

Gladstone Place Apartments
West Jordan, UT
Density: 15 DU/AC



Sorella
Herriman, UT
Density: 16 DU/AC

Harmony 3900
Millcreek, UT
Density: 57 DU/AC

The Stack
MIllcreek, UT
Density: 91 DU/AC

KEY FINDINGS

OPPORTUNITY TO CATALYZE GROWTH IN TAYLORSVILLE

Regional Growth Dynamics

The Wasatch Front—comprising Davis, Salt Lake, Utah, and Weber Counties—has consistently outpaced the nation in terms of economic growth since 2010. Much of this job growth has been concentrated in high-paying industries, such as Professional & Business Services, Technology, Bio-Medical and Education & Health Services, especially due to the emergence of the Wasatch Front region as a software and tech hub. While the region experienced record-breaking post-pandemic employment growth over the past two years, job growth is expected to moderate through 2030 but remain well above national projections.

A variety of factors have driven robust regional employment growth, including a favorable business climate, a booming tech sector, and stable educational anchors. Additional drivers of population growth along the Wasatch Front include its relative affordability compared to other large metros, attractive quality of life, and access to outdoor recreation.

Taylorsville & Station Areas Existing Conditions

Taylorsville benefits from its central location just west of the I-15 freeway and ten miles south of Downtown Salt Lake City. An established and mature community, Taylorsville experienced its initial development boom in the 1950s through the early 1980s, primarily in the forms of low-density single-family housing, garden-style apartments, single-use office parks, and car-centric neighborhood retail centers. With this older housing stock, Taylorsville has managed to retain some relative affordability and a broad spectrum of household incomes compared to nearby areas in Salt Lake County, although the city and entire Wasatch Front have experienced significant home price appreciation and rent growth since 2020.

Despite its central location, Taylorsville has been overlooked in recent years as the path of growth has moved southward towards Southwest Salt Lake County, and Utah County. Based on interviews with local real estate developers and brokers, this trend is partially driven by the lack of available large parcels of land.

With the incoming bus rapid transit line, Taylorsville has the opportunity to focus new development around the stations and optimize the potential of this new mobility option. While BRT systems tend to have a more moderate impact on real estate development compared to more robust light rail and commuter rail systems, the dedicated lane and connections into the TRAX and FrontRunner systems will likely make these station areas more desirable for new growth, as outlined below.

Opportunities and Constraints for Development by Station Area

- 1300 West Station: The westernmost station is surrounded by a stable single-family neighborhood to the north and Fore Lakes Golf Course to the south. While the single-family neighborhood is likely to retain its existing character (or subtly densify with ADUs) and remain a supply of relatively affordable single-family homes, Fore Lakes Golf Course is a 64-acre parcel that has attracted developer interest in the past. If the owners choose to sell, there is market potential for a mixed-use center with the most intensified multi-family housing and neighborhood retail near the station and lower-intensity housing types (townhomes and other attached products) near the surrounding single-family neighborhood.
- Atherton Station/Riverboat Station: These stations are bordered by Sorenson Research Park to the north and mobile home communities to the south, with older garden-style apartments spread throughout the station areas. While RCLCO projects limited opportunity for new office development in the station areas given the uncertainty of office demand moving forward, Sorenson Research Park is a key hub in Taylorsville that could be further enhanced through modernization and connections into the Jordan River Trail, and adding walkable food and beverage options, particularly closer to Riverboat Station as it benefits from closer I-15 access and proximity to the Murray Central Front Runner station. Similar to Fore Lakes Golf Course, the current owners of the three mobile home communities could choose to redevelop their properties into various forms of housing, although affordable housing requirements and careful planning will be key given the sensitivity around the vulnerable status of some mobile home residents. Infill parcels along the Taylorsville Expressway, particularly on underutilized parking lots, could be opportunities to add neighborhood focused retail (including small anchors like drug stores and specialty grocery stores) as new rooftops are built in the area. Across all station areas, opportunities for destination-level retail are limited, given the proximity to commercial areas around Redwood Road and other regional centers like Valley Fair Mall, the Crossroads of Taylorsville, and Fashion Place.

Source: Kem C. Gardner Policy Institute, University of Utah; RCLCO

REGIONAL GROWTH DYNAMICS

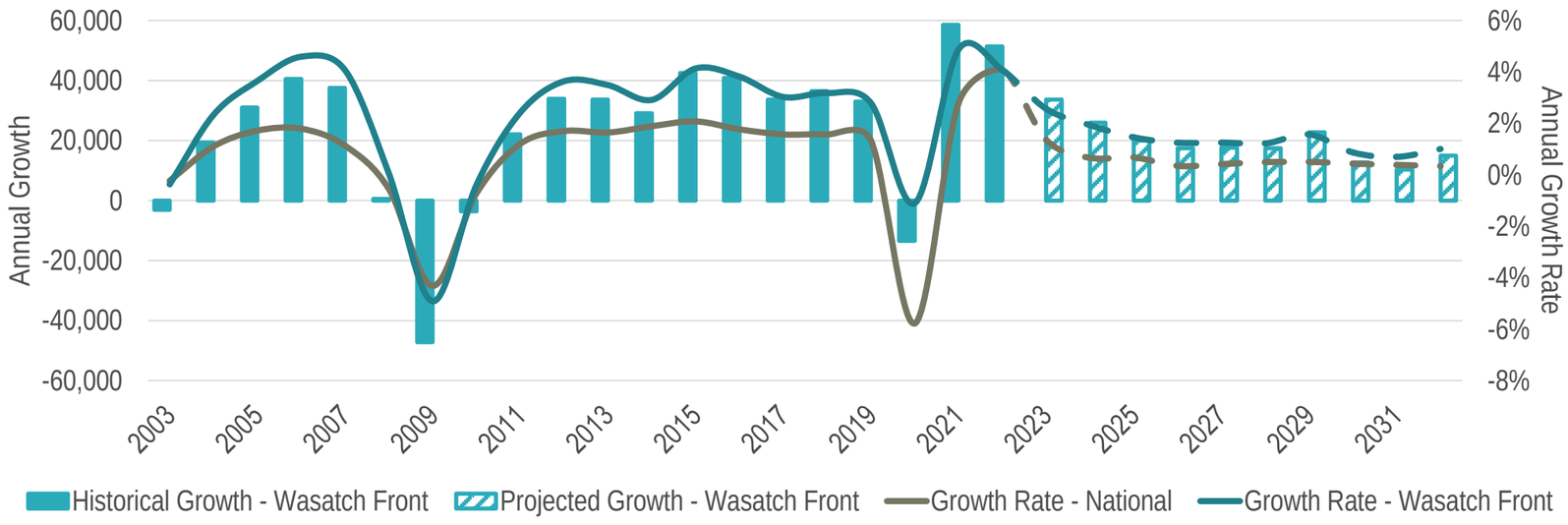
ROBUST GROWTH IN WASATCH FRONT

The Wasatch Front has consistently outperformed the nation in terms of employment growth, a trend expected to continue even as growth moderates after a post-pandemic rebound.

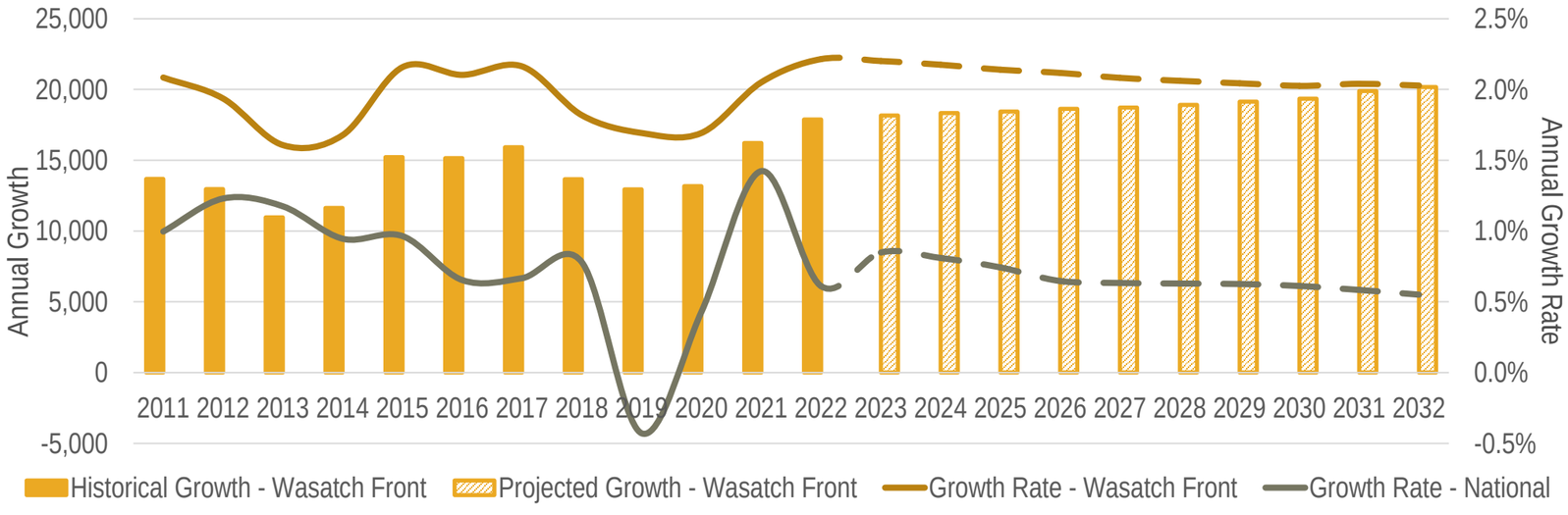
The Wasatch Front added 346,000 jobs between 2013 and 2022, with relatively minor pandemic-related job losses in 2020. While employment growth is expected to moderate moving forward, projected growth rates over the next five years average 1.7% annually - still outpacing national projections of 0.7% annually for the same time period.

This trend demonstrates the extent to which the Wasatch Front is emerging as a top-tier economic engine in the country. Much of this growth is driven by a rapidly expanding Professional and Business Services sector, which is attracting corporate relocations due to the favorable business climate, attractive lifestyle, young and educated workforce, and strong start-up culture of the area.

Historical and Projected Employment Growth
Wasatch Front; 2003-2032



Historical and Projected Household Growth
Wasatch Front; 2011-2032



Source: Kem C. Gardner Policy Institute, University of Utah; RCLCO

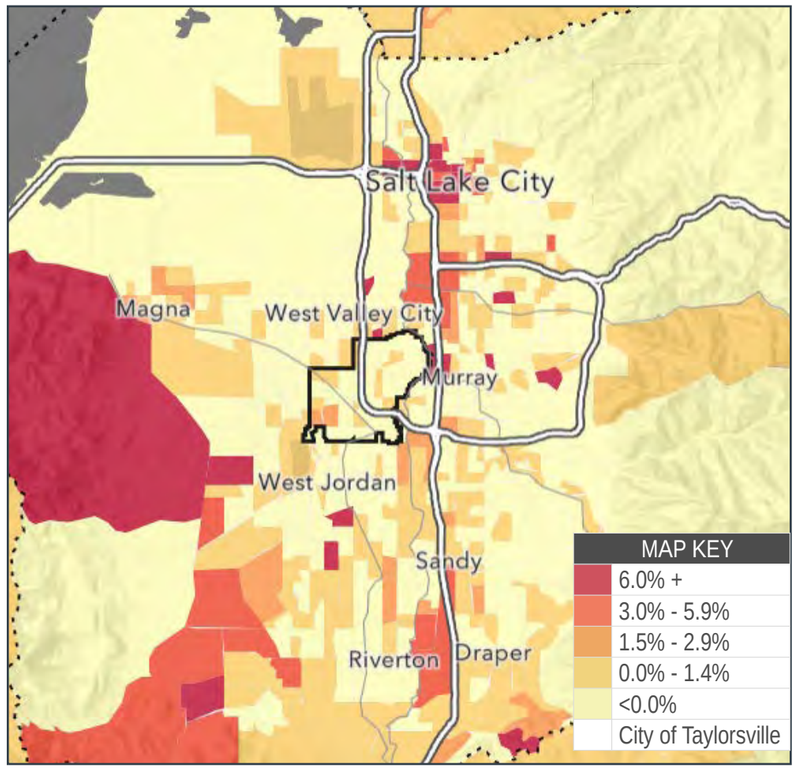
TAYLORSVILLE OVERVIEW

CENTRALLY-LOCATED, MIXED-INCOME COMMUNITY

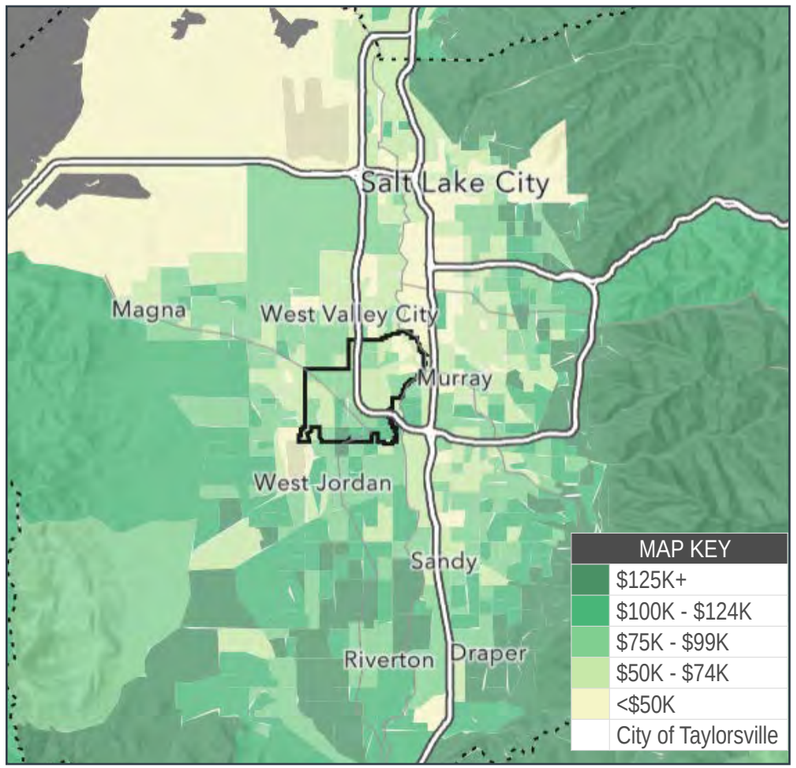
Annual household growth in Taylorsville is projected to remain moderate to flat over the next five years, primarily due to the scarcity of developable land within the city, as the majority of household growth and employment opportunities migrate southward along the I-15 Corridor. Taylorsville is distinguished by a mixed-income demographic base, with about a third of households earning an annual income over $100,000 and approximately 29% earning less than $50,000. Census tracts surrounding the proposed BRT rail station contain a median income between $50,000 to $75,000.

Taylorsville's central location and highway access allows residents to commute throughout Salt Lake County and beyond, with most current residents commuting north toward Downtown Salt Lake City and south along the I-15 corridor.

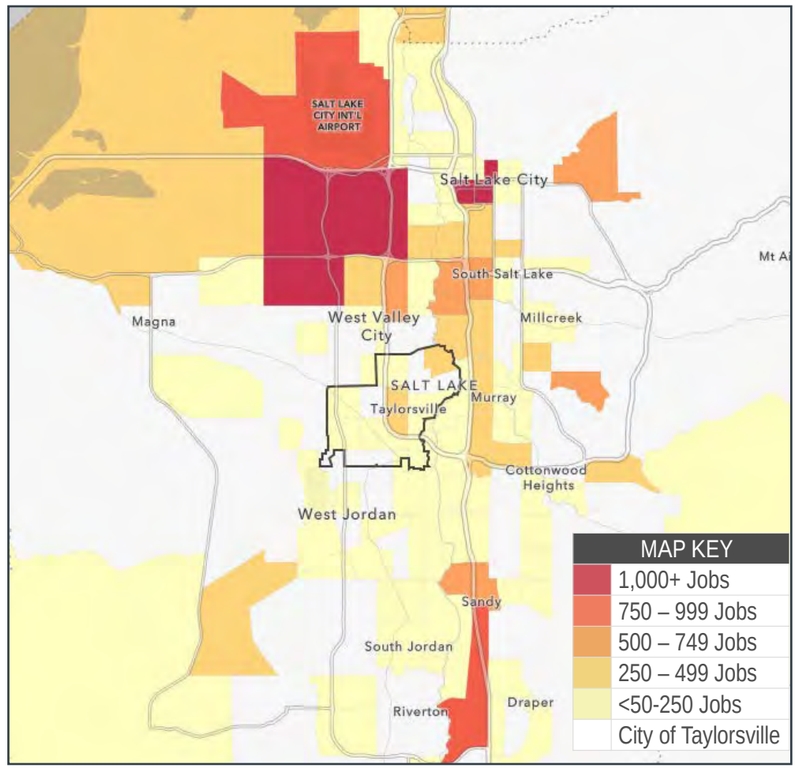
Projected Household Growth
By Census Tract; 2023-2028



Median Household Income
By Census Tract; 2023



Work Destinations of Taylorsville Residents
By Census Tract; 2019

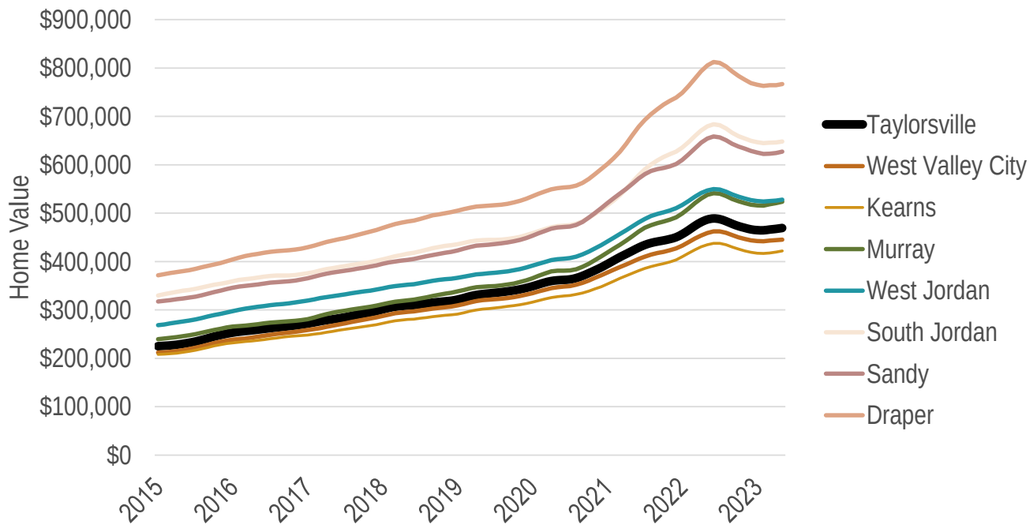


Source: Esri; RCLCO

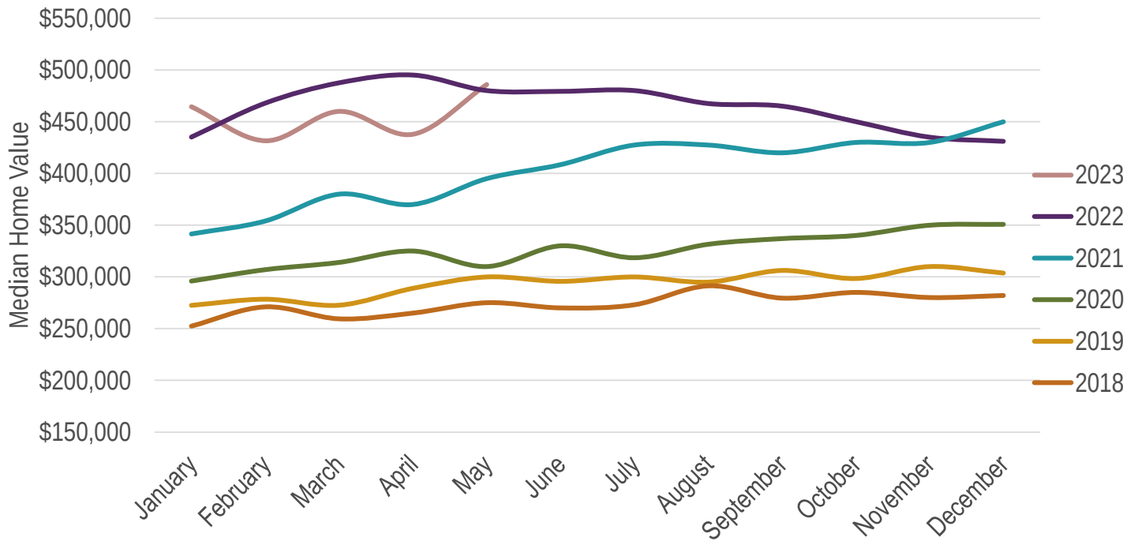
RESIDENTIAL ANALYSIS - FOR SALE

AFFORDABLE POCKET IN HIGH-VALUE VALLEY

Median Sale Price; Key Cities; 2015-May 2023



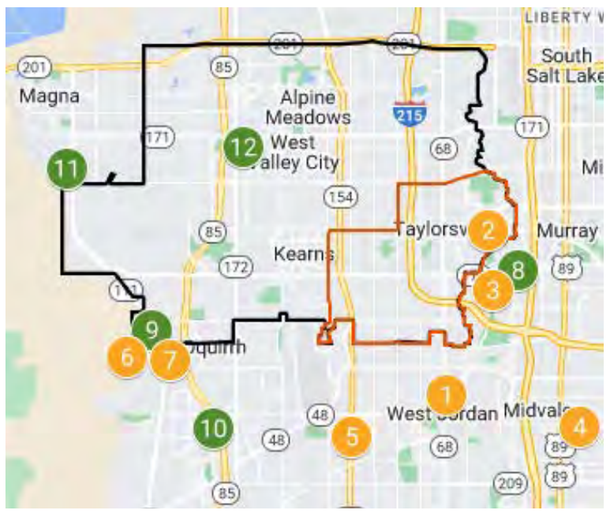
Median Sale Price; Taylorsville; 2018-May 2023



Between 2020 and midyear 2023, Taylorsville's home values appreciated significantly, with median sale prices growing by 57% and mirroring growth patterns observed throughout Salt Lake County.

Despite such substantial appreciation, Taylorsville has managed to remain relatively affordable compared to other neighborhoods in Salt Lake County such as Sandy and Draper. Average prices for new single-family detached homes within the Competitive Market Area ("CMA", which also includes West Valley City and Kearns) and the surrounding areas range from $530,000 to $780,000. New townhome communities in the area have a slightly lower average price range, spanning from $450,000 to $550,000. This suggests that while the westside of the Valley is gaining popularity and appeal, it remains accessible to a wide range of homebuyers, although notably Taylorsville has lacked opportunities to attract significant new for-sale development.

Active For-Sale Communities; Competitive Market Area; July 2023



MAP KEY	PROPERTY	BUILDER	AVG. PRICE	AVG. SIZE	AVG. $/SF
1	Sequoia Cottages	Ivory Homes	$529,255	1,454	$364
2	Meadows at 48th	Brad Reynolds	$783,278	3,220	$243
3	Bullion Place	Brodsky Built	$674,490	2,721	$248
4	The Mill	Garbett Homes	$718,713	3,005	$239
5	Aurora Heights	Garbett Homes	$649,900	2,843	$229
6	Sunset Hills	Lennar	$744,233	2,789	$267
7	Boulder at Sky Ranch	Woodside Homes	$531,657	1,803	$295
8	Murray Heights	Ivory Homes	$561,850	1,979	$284
9	Sky Ranch	Woodside Homes	$446,759	1,667	$268
10	Addenbrook	Garbett Homes	$477,366	1,708	$280
11	Little Valley Gateway	D.R. Horton	$477,051	2,697	$177
12	Erin Hill Estates	Erin Hill Estates	$466,718	1,814	$257

Source: Redfin; New Home Source; RCLCO

RESIDENTIAL ANALYSIS - RENTAL

EMERGING MULTIFAMILY MARKET

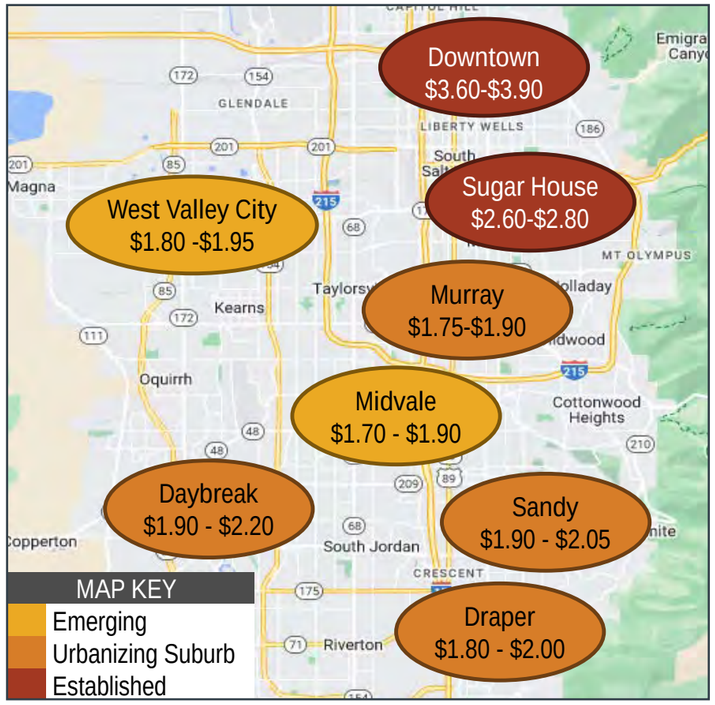
The rental inventory in Taylorsville predominantly comprises older, garden-style apartments built before 2000, primarily the late 1970s and early 1980s. Reflecting the quality of the existing properties, most communities in the city maintain an average rent of $1.72 per square foot, somewhat lower than surrounding neighborhoods, but remain well occupied at 94.3% as a byproduct of their affordability[1].

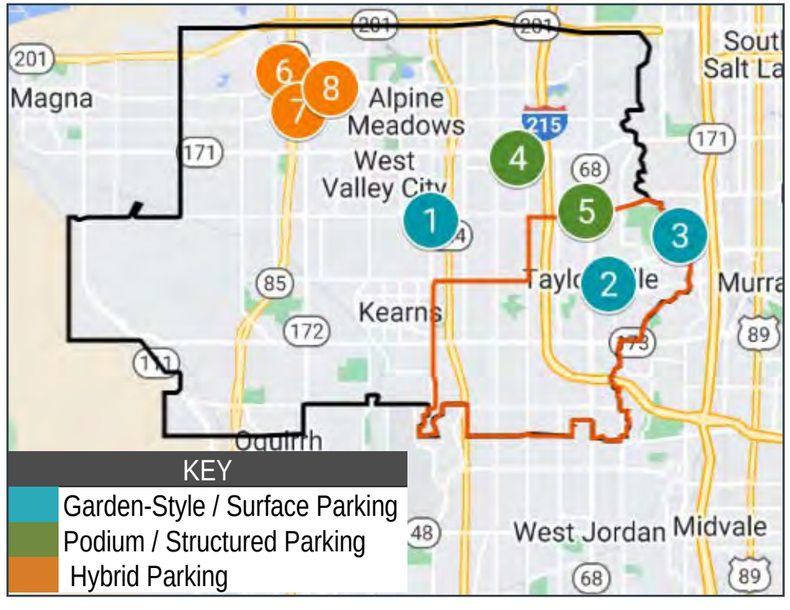
In recent years, there has been an influx of mid-rise construction, especially in surrounding cities, suggesting pent-up demand for a more urban-style living experience. Sage Valley, a new mid-rise apartment building on the edge of Taylorsville, averages $1.88 per square foot, a considerable premium over the garden-style product currently in the area.

Taylorsville is an emerging multifamily market that holds potential for the introduction of more rental options at various densities, as indicated by the success of Sage Valley and high occupancies throughout. The development of such properties could serve the existing demand and reshape the city's rental market landscape.

[1]Taylorsville garden-style community average includes the following communities: 47 Seventy Settlers Point; Maison's Landing, Callaway, Ascent at Autumn Glen, Bridgeside Landing, Mark Twain Apartments, Thornhill Park Apartments. RCLCO selected the most relevant examples in Taylorsville and the CMA for the summary chart below, selected either for proximity to the BRT station areas or as more representative of future development

Monthly Rent Per Square Foot Ranges
Salt Lake County; July 2023





Multifamily Rental Communities; Competitive Market Area; July 2023

MAP KEY	COMMUNITY NAME	YEAR BUILT	YEAR LAST RENOVATED	MARKET RATE UNITS	OCC. RATE	AVG. SIZE (SF)	AVG. ASKING RENT	AVG. ASKING $/SF	DENSITY (DU/AC)	0.5 MILE FROM RAIL?
1	Aspenwood	1964	2021	172	90%	856	$1,396	$1.63	19	NO
2	47 Seventy Settlers Point	1986	2019	416	97%	879	$1,467	$1.67	18	NO
3	Maison's Landing	1998	2022	492	94%	952	$1,628	$1.71	16	NO
4	ICO Fairbourne Station	2021	N/A	225	94%	894	$1,595	$1.79	70	YES
5	Sage Valley	2023	N/A	430	27%	975	$1,834	$1.88	66	NO
6	Sandalwood Apartments	2015	N/A	283	92%	1,138	$1,842	$1.62	23	NO
7	Liberty Commons	2008	N/A	208	96%	963	$1,651	$1.71	17	NO
8	Pinnacle Highbury	2015	N/A	290	94%	986	$1,759	$1.78	23	NO
	AVERAGE	2004	2021	315	94%	958	$1,659	$1.73	32	-

Source: CoStar; Axiometrics; RCLCO

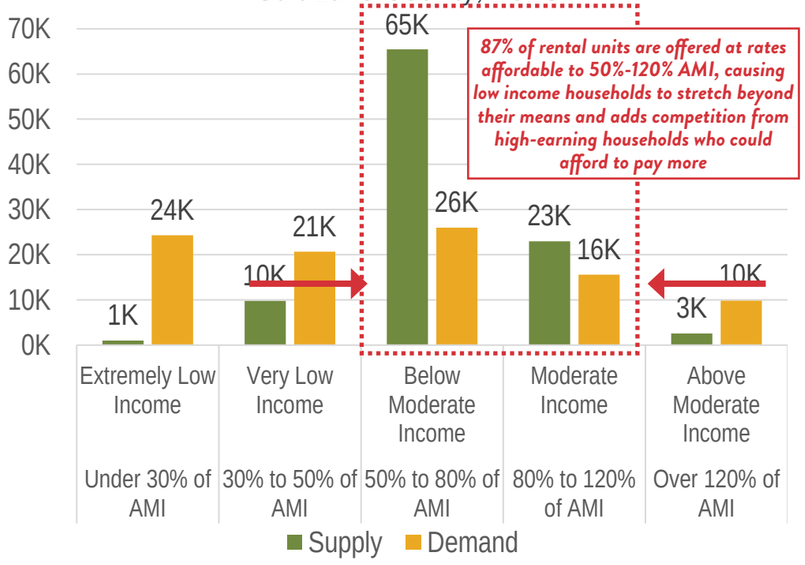
AFFORDABLE / MISSING HOUSING

AFFORDABILITY PRESSURES IN TAYLORSVILLE & SALT LAKE COUNTY

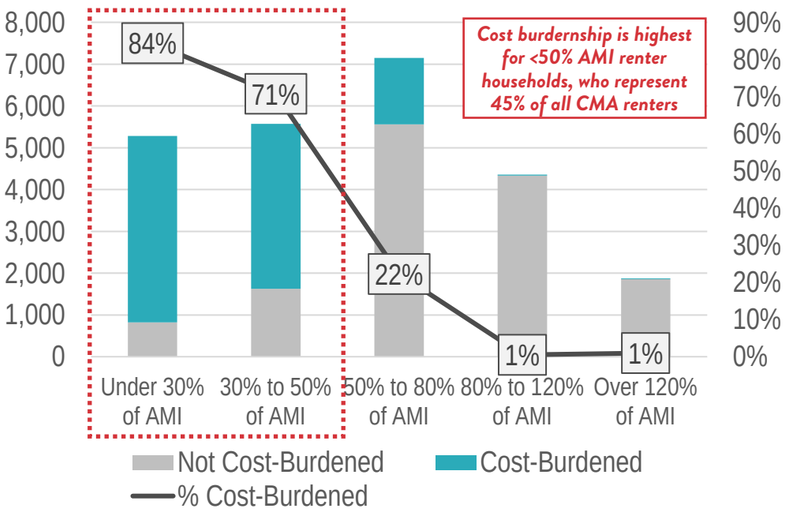
Housing affordability remains a significant issue within both Taylorsville and Salt Lake County overall. RCLCO's affordability analysis, which compares the estimated number of renter and owner households in various income groups (i.e. demand) to the supply of units that would be affordable to those groups, suggests a severe lack of rental supply in Salt Lake County to serve households with low incomes. At the other end of the income spectrum, there is also a shortage of quality apartments to meet the needs of above moderate-income households, leading to these renters occupying more moderate-income housing. Notably, most for-sale supply is concentrated in moderate income price bands, creating limited options for low-income owners and more competition from above-moderate income households.

Within Taylorsville and the CMA, the majority of cost-burdened households (those spending 30% or more of their income on housing) earn less than 50% of the AMI. There are approximately 20,000 households within this area deemed to be cost-burdened, constituting 28% of total households. Looking deeper, the issue of housing affordability disproportionally affects renters - among surveyed renter households in the CMA, 41% (or 10,000 households) are cost-burdened, representing a significant increase when compared to home ownership where only 21% of surveyed owners are cost-burdened. The disproportionality can be attributed to the lack of available affordable rental and for sale housing in the city, forcing low-income renters to allocate larger portions of their incomes to rent, and moderate-income and above-moderate income households to rent below their means. Additional factors influencing affordability include the influx of out-of-state buyers, sharp increases in material and labor costs, and rising interest rates, which have driven up the cost of housing, particularly for first-time home-buyers.

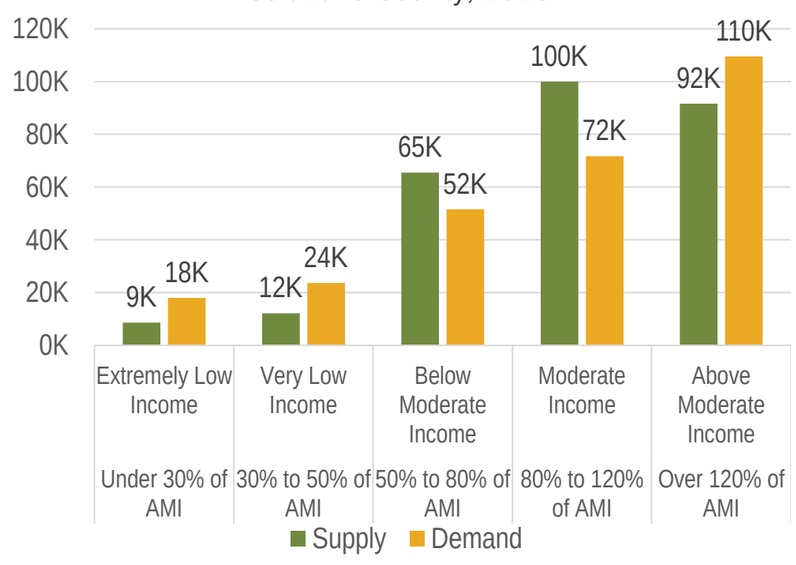
Estimated Rental Housing Supply and Demand
Salt Lake County; 2023



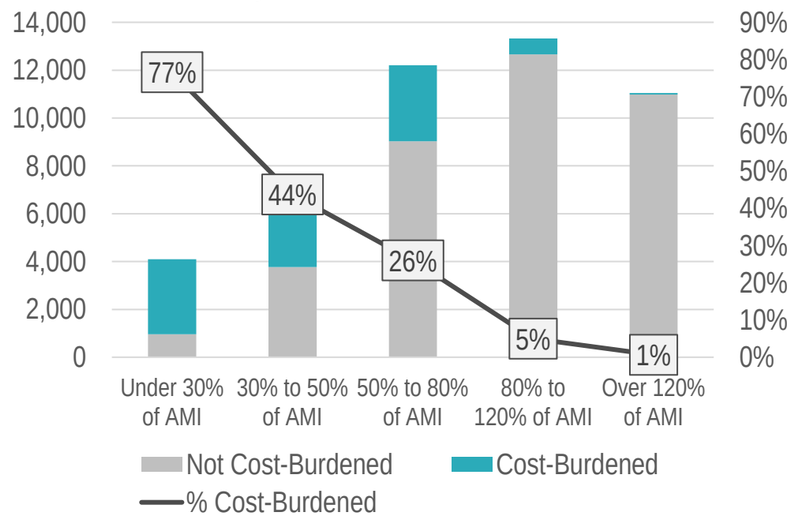
Cost-Burdened Renters (30%+ of Income on Housing)
Taylorsville & CMA; 2023



Estimated Owner Housing Supply and Demand[1]
Salt Lake County; 2023



Cost-Burdened Owners (30%+ of Income on Housing)[1]
Taylorsville & CMA; 2023



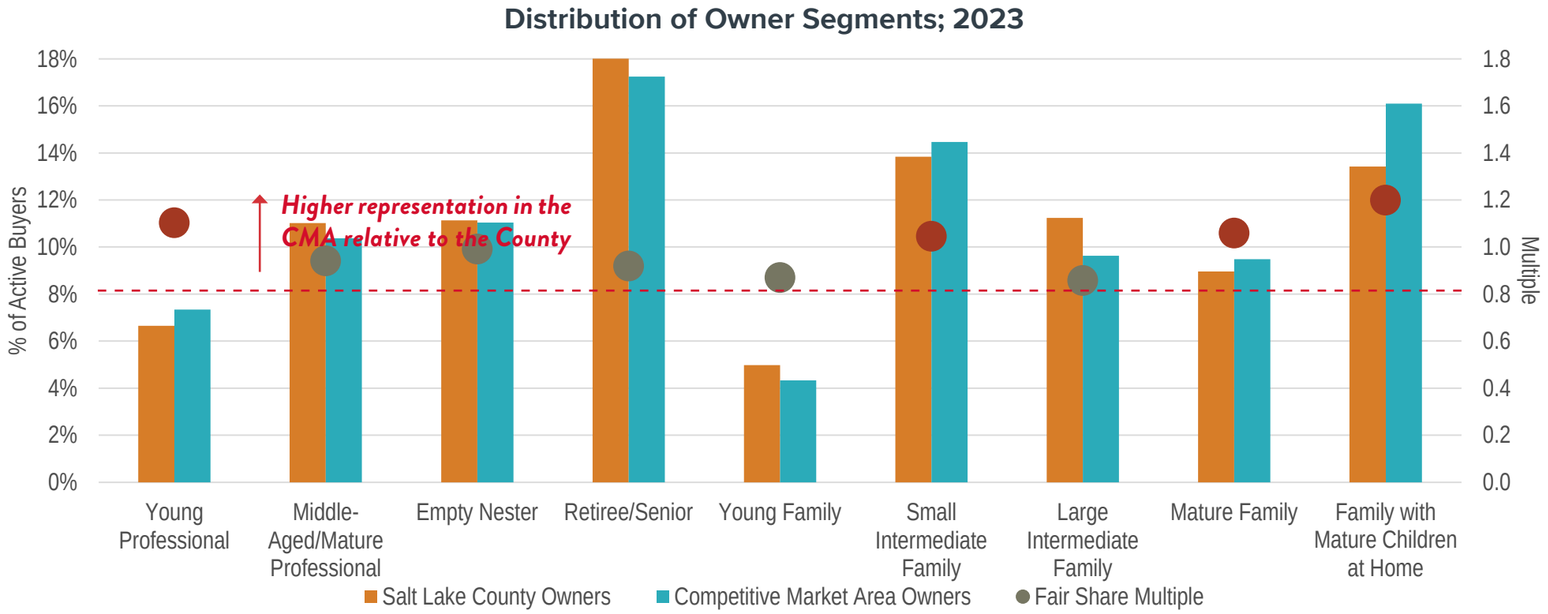
[1]Owner Assumptions: 5% interest rate; 10% down payment; supply pricing is based on 2021 Census ACS home values inflated to 2022-2023 sales prices; for-sale affordability can vary based on these assumptions, as current interest rates have a significant impact on the monthly payment and many owners are affording homes they may not otherwise with market-rate interest rates because they are locked into a low rate or are long-term owners with no mortgage - RCLCO utilized a middle ground interest rate of 5% for its estimates. Source: Census American Community Survey; CoStar; Esri; RCLCO

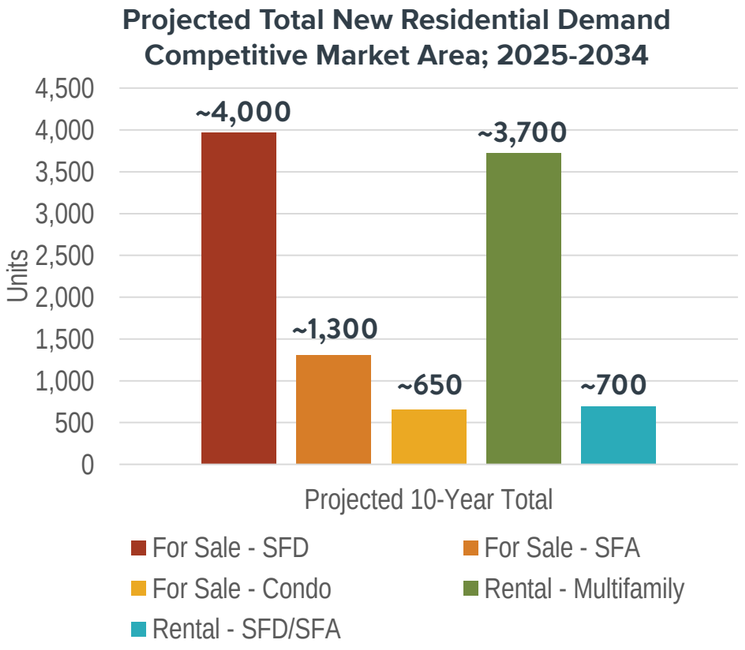
RESIDENTIAL DEMAND & SEGMENTS

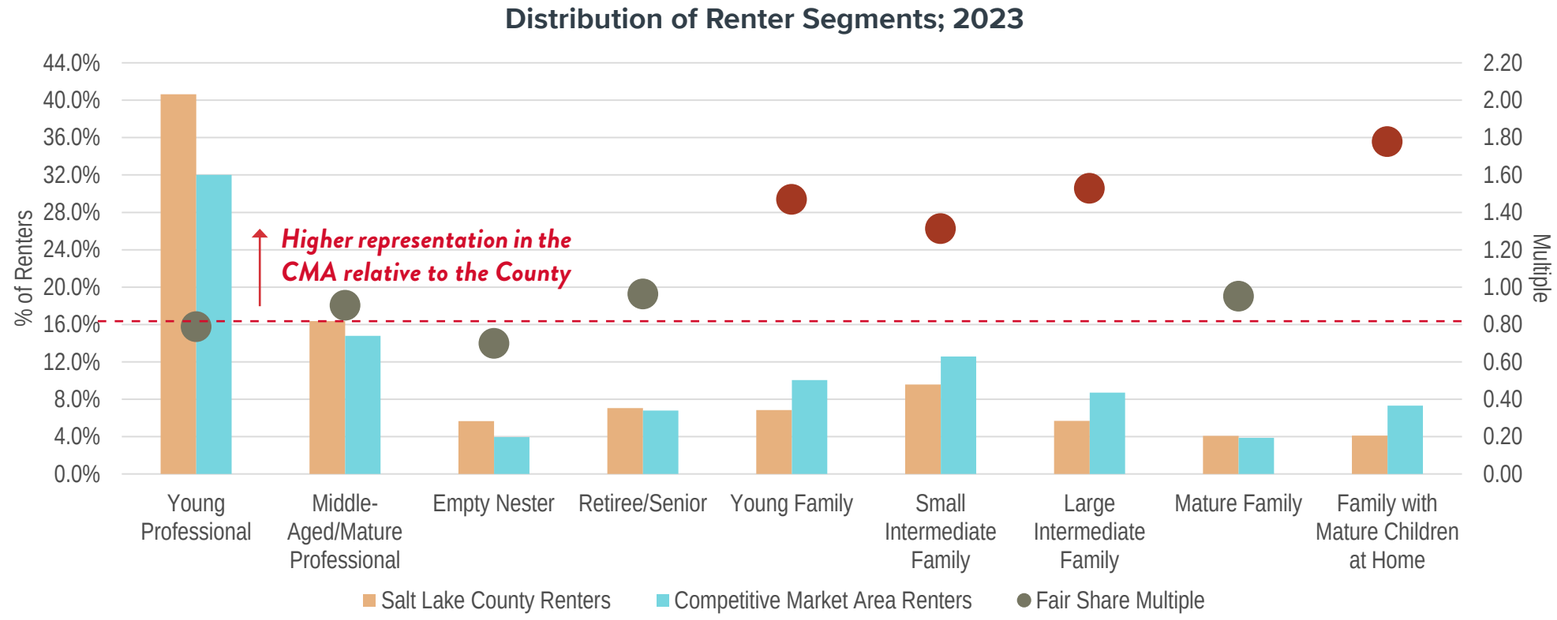
TAYLORSVILLE RESIDENTIAL DEMAND STEMS FROM FAMILIES & MATURE HOUSEHOLDS

RCLCO's demand analysis projects demand for roughly 6,000 new for-sale units, and 4,400 new rental units within the CMA by 2034. The primary market segment for for-sale housing within the CMA are family groups as well as young and mature professionals, with these groups capturing more than their fair share compared to Salt Lake County. This can be partly attributed to the area's suburban feel and relative affordability, drawing in younger first-time home buyers.

The demand segment for rental properties in the CMA is more diverse, attracting more than its fair share of families, retirees, and mature professionals. The older demographic profile of the CMA is likely contributing to this trend. See appendix for segment definitions.



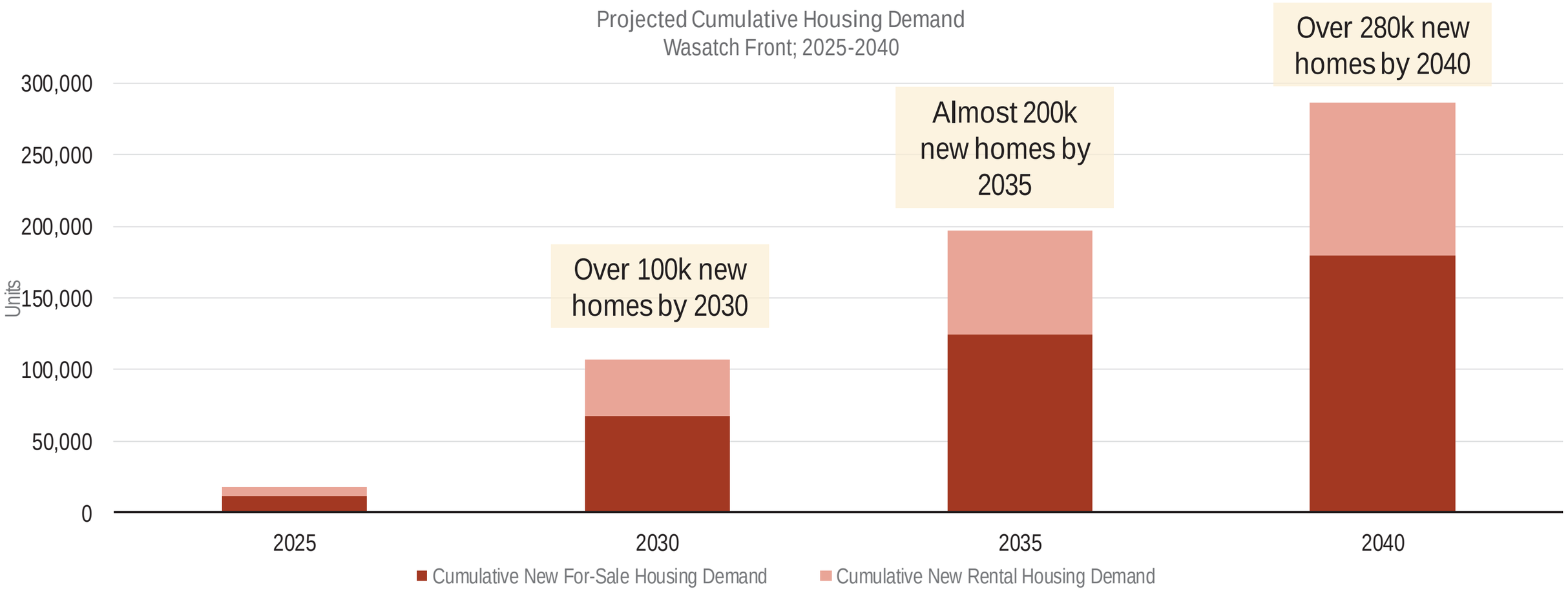




Source: Census American Community Survey; Esri; RCLCO

PROJECTED WASATCH FRONT REGIONAL HOUSING DEMAND

Robust household growth and in-migration drives demand for new housing throughout the Wasatch Front.



Source: Census American Community Survey; Esri; RCLCO

RETAIL ANALYSIS

OPPORTUNITY FOR NEIGHBORHOOD-FOCUSED RETAIL

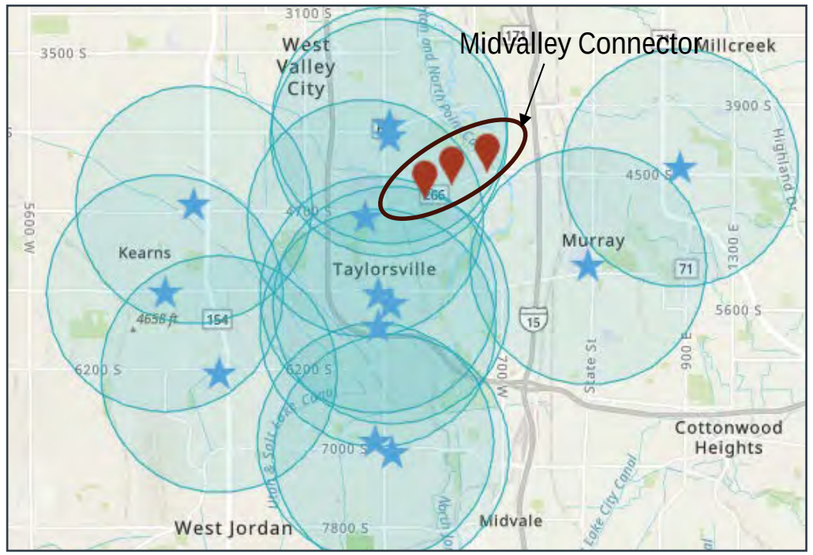
An analysis of retail trends indicates that Taylorsville and the broader market have been performing well, with strong positive net absorption since 2021 and vacancy rates standing at less than 3%, suggesting strong demand. The lack of new deliveries in recent years has likely contributed to low vacancy rates and solid rent growth, and brokers report that businesses are facing challenges finding suitable spaces due to a scarcity of newly constructed retail properties, indicating opportunities for new inventory in the near-term.

The proposed BRT stations are in proximity to major regional centers, including Fashion Place and Crossroads of Taylorsville to the south and Valley Fair Mall to the north. Given the abundance and accessibility to these shopping hubs, retail opportunities at the BRT sites are likely limited to a more neighborhood-oriented scale that promotes walkability and mixed-use development, with the opportunity for a larger scale mixed-use center if a suitable large parcel becomes available. However, currently limited developable space surrounding the BRT stations can also make it difficult to attract anchor tenants due to their substantial parking requirements and wariness of ground-floor retail spaces in mixed-use properties (particularly in suburban markets). As an alternative, there is an opportunity to attract smaller-scale retail tenants such as specialty grocery stores, restaurants or drug stores. As new residential supply is introduced near the stations, additional retail demand can be induced from these new residents and rooftops.

Source: CoStar; RCLCO

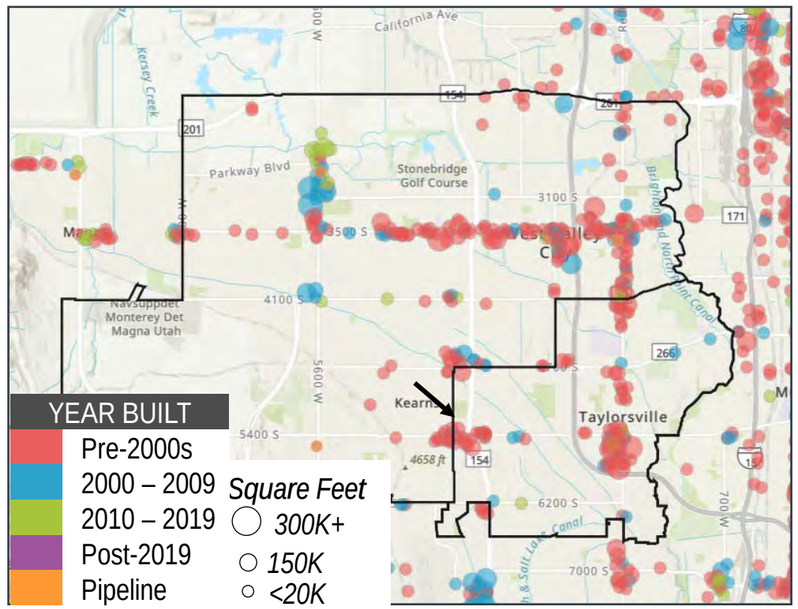
Regional Center & Major Power Center Retail
Sites & 4-Mile Radius; 2023

Grocery-Anchored Retail
Sites & 1.5-Mile Radius; 2023



Retail Supply Map & Trends; July 2023

	Taylorsville (Primary Trade Area)	Taylorsville & West Valley City (Secondary Trade Area)	Salt Lake County (Tertiary Trade Area)
CURRENT CHARACTERISTICS (July 2023)			
Properties	96	367	2,608
Occupied SF	2.7 Million	9.7 Million	60.2 Million
Avg. Rent (NNN)	$14	$19	$24
Occupancy	97%	98%	97%
SHORT-TERM TRENDS (2018-2022)			
Avg. Rent (NNN)	$12	$15	$17
Avg. Occupancy	88%	95%	96%
Avg. Net Absorption	55,000	93,000	560,000
Avg. Completions	1,400	9,900	357,000



OFFICE ANALYSIS

CHALLENGED OFFICE LANDSCAPE

The office market has undergone a significant transformation due to the impacts of the COVID-19 pandemic. From 2010 to 2018, the growth of office inventory in Taylorsville and the broader CMA was fairly limited, though demand was generally consistent with supply levels. However, the market shifted with the onset of the pandemic in 2020. An influx of over 800,000 square feet of office space was added to the CMA between 2020 and 2022, leading to negative absorption during these years and a surge in the vacancy rate to nearly 20%.

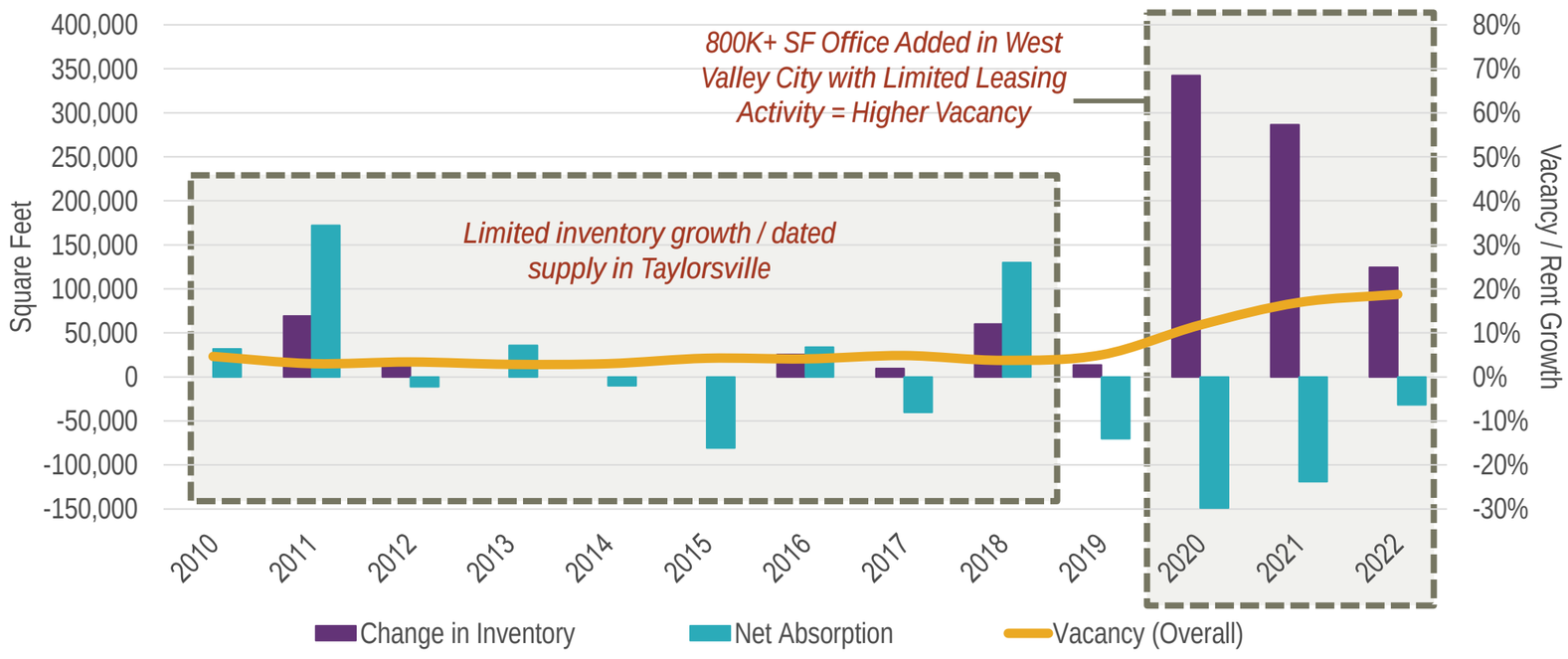
A crucial factor influencing these trends is the shift towards remote working. Prompted by the pandemic, many businesses have adopted work-from-home policies, reducing the need for traditional office spaces. As a result, both new and outdated office buildings have found it more challenging to attract tenants, leading to a weakened office market with limited demand, despite employment growth from the region's Silicon Slopes. However, creative office spaces and coworking spaces can integrate well within a mixed-use environment, providing residents access to a professional work setting.

In addition, there may be some opportunities to update the existing office properties at Sorenson Office Park and enhance its appeal with BRT access, new landscape, and added retail and food options in walking distance. However, it may still prove challenging to compete with new, modern office buildings with strong major freeway visibility, as new office development activity drops off significantly with distance from the I-15 corridor.

	Taylorsville	Taylorsville & West Valley City (Competitive Market Area)	Salt Lake County
CURRENT CHARACTERISTICS (July 2023)			
Properties	51	172	1,888
Occupied Square Feet	1.4 Million	6.3 Million	70.3 Million
Avg. Rent (Base)	$20	$20	$24
Vacancy	83%	85%	90%
SHORT-TERM TRENDS (2018-2022)			
Avg. Rent Growth	-2%	-4%	-3%
Avg. Occupancy	89%	89%	92%
Avg. Net Absorption	-24,000	-48,000	1,100,000
Avg. Completions	4,000	165,000	1,630,000

Source: CoStar; RCLCO

Office Absorption, Deliveries, and Vacancy
Competitive Market Area; 2010-2022



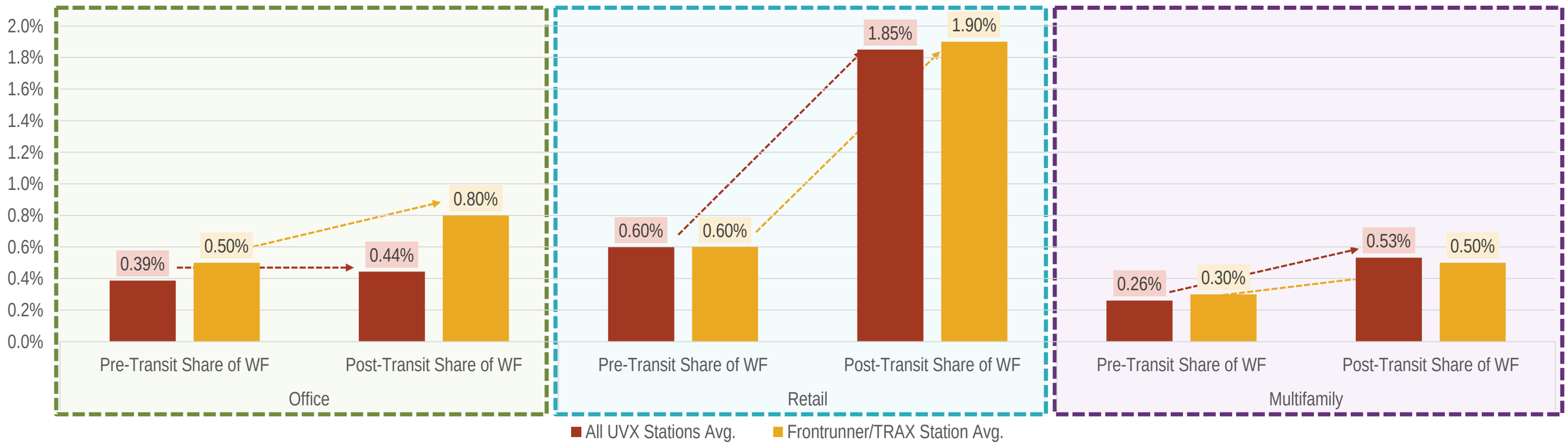
BRT IMPACT ANALYSIS

MODERATE BOOST TO TOD DEVELOPMENT EXPECTED

The UVX BRT line in Utah County had a moderate increase on its share of Wasatch Front development activity, a possible indication of the level of impact that the Midvalley Connector could have on real estate development in Taylorsville. However, some of this growth around the UVX line could be attributed to numerous factors, including arterial road access and visibility, as well as overall household and employment growth in Utah County, with the BRT access considered as a “bonus” and not a main attractor. Nationally, BRT systems tend to generate TOD activity commensurate with the quality of the system (dedicated lanes, multimodal connectivity, etc.).

RCLCO estimates that the BRT stations in Taylorsville and the Midvalley Connector could experience a moderate boost to commercial and multifamily development, which will likely be denser than prior multifamily deliveries. The level of impact will also depend on the amount of redevelopable land near the BRT stations.

BRT Impact Analysis
UVX BRT Line, Frontrunner/TRAX Stations, & 0.5-Mile Radius



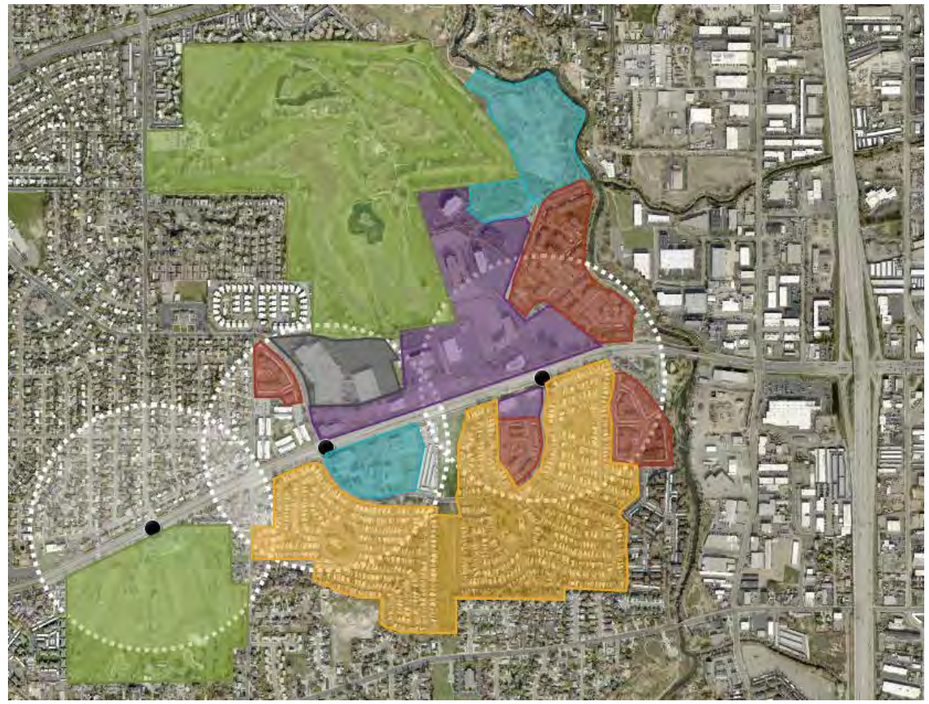
Source: CoStar; RCLCO

EXISTING LAND USE

THE STATION AREAS FEATURE A COMPLEX MIX OF LAND USES

The land surrounding the three Mid-Valley Connector stations in Taylorsville is a complex mix of office parks, garden-style multifamily apartments, single-family residential neighborhoods, industrial and warehouse space, mobile home communities, and golf courses, presenting various levels of redevelopment opportunities.

MAP KEY
BRT Station
1/4th Mile Radius
Manufactured Housing
Multifamily
Office/Retail
Industrial/Manufacturing
Golf Course
Planned Development



RESIDENTIAL					For-Sale		Rental			Affordability
Product Type	Community/Building Name	Year Built	Acres	Number of Units	Assessed Values	Listings Price	Avg. Rent	Avg. Rent/SF	Occupancy	Affordability Bands
Single-Family Residential		1971	57.63	252	$408,189	$400K - $700K	-	-	-	80% 80%-120% AMI / 20% Over 120% AMI
Townhomes	Sienna	1998	3.56	40	$355,713	$400K - $450K				100% 80%-120% AMI
Condominiums	Mountain View Park	1975	7.06	120	$259,027	$275K - $280K				100% 50%-80% AMI
Condominiums	Meadowbrook Condominium Village	1973	14.95	201	$244,999	$230K - $270K				85% 50%-80% AMI / 15% 80%-120% AMI
Manufactured Housing	Majestic Meadows	1978	48.77	389	-	$50K - $130K ($940/Mo Lot Rent)				30%-50% AMI (New Inventory); Under 30% AMI (Older Inventory)
Manufactured Housing	Majestic Oaks	1953	51.85	360	-	$90K - $150K ($920-$1,100/Mo Lot Rent)				30%-50% AMI (New Inventory); Under 30% AMI (Older Inventory)
Manufactured Housing (55+)	Monte Vista	1978	24.92	159	-	$110K - $160K				30%-50% AMI
Multifamily	47seventy Settler's Point	1985	6.07	128	-	-	$1,467	$1.67	97%	100% 50%-80% AMI
Multifamily	Winchester Park	1985	5.41	112	-	-	$1,158	$1.22	96%	30% 30%-50% AMI / 70% 50%-80% AMI
Multifamily	Maison's Landing	1996	28.61	492	-	-	$1,628	$1.71	94%	95% 50%-80% AMI / 5% 80%-120% AMI
Multifamily	Atherton Park	1979	6.21	144	-	-	$1,420	$1.47	97%	100% 50%-80% AMI
Multifamily	Bridgeside Landing	1997	13.78	300	-	-	$1,421	$1.72	88%	100% 50%-80% AMI
Total/Average			268.82	2,697	$322,310		$1,487	$1.63		

COMMERCIAL						
Product Type	Property/Building Name	Year Built	Acres	Building Area (SF)	Occupancy	Lease Rates ($/SF)
Day Care Center	ABC Great Beginnings	2001	1.02	7,800	100%	-
Industrial	ICU Medical Center	1965 & 1989	38.04	580,000	100%	
Self-Storage	Atherton Storage	1994	3.35	41,398	-	-
Office/Retail	Taylorsville Crossing	2006	2.99	55,521	91%	$13-$17 (Full Service Gross)
Office	Atherton Offices at 45th	1978	12.85	64,447	59%	$15 (Full Service Gross)
Office	Sorenson Research Park	1987-2009	54.88	574,752	74%	$17-$24 (Full Service Gross)
Total/Average			113.13	1,323,918		

RECREATION / PUBLIC / RELIGIOUS				
Product Type	Property/Building Name	Year Built	Acres	Building Area (SF)
Golf Course	Fore Lakes Golf Course	1973	62.81	-
Golf Course	Meadowbrook Golf Course	1951	176.02	-
Church	Prince of Peace Evangelical Lutheran Church	1974	3.37	-
Government Building	Utah State University	1989	3.76	33,600
Government Building	City of Taylorsville - 4551 Atherton Dr.	1976	1.29	9,081
Total/Average			247.25	42,681

Source: CoStar; RCLCO

OPPORTUNITY MATRIX

DEVELOPMENT POTENTIAL ALONG BRT IN TAYLORSVILLE

RCLCO evaluated the following land uses based on the opportunities and challenges presented within the BRT station areas and at the city and regional level, based on market performance and interviews with local real estate developers and brokers. Based on these assessments, RCLCO determined the likely potential to introduce each land use (i.e. the estimated market support) within the station areas over the next five and ten years, acknowledging the likelihood of ongoing activity over an even longer time horizon.

LAND USE	OPPORTUNITIES/CHALLENGES	MARKET OPPORTUNITY TODAY	FIT IN STATION AREA PLAN	
			0-10 YEARS	10+ YEARS
For-Sale Single-Family	• Strong demand everywhere in Wasatch Front - limited new construction in Taylorsville • Consistent with nearby neighborhoods but presents ongoing affordability challenges with high costs & interest rates • Insufficient land availability to create long-term density for Station Area goals	STRONG	LOW	LOW
For-Sale Attached	• Product gaining momentum in the area – maintains quality at a value-oriented price point • Can provide, value, lifestyle, and "missing middle" options • May not provide sufficient density long-term for Station Area goals	STRONG	HIGH	MEDIUM
For-Sale Condos	• Limited in the near-term, until lifestyle factors in the area (walkability, quality retail) becomes more attractive • Opportunity to provide some value-oriented condo product (walk up) if it can be built cost effectively	WEAK	LOW	MEDIUM
Multifamily Apartments	• Likely some pent-up demand for newer rental options • Strong catalytic project will likely create new momentum • Synergistic with on-site retail • Rent levels and high costs do not support structured parking in near-term • Limited in the near term by the lack of readily available large parcels (over 5 acres)	STRONG	HIGH, with Surface Parking	HIGH, with Structured Parking
Rental Attached	• Few townhome competitors in the rental market & pipeline • An attractive alternative to home ownership for larger families or those with children/pets • May not provide sufficient density long-term • Does not provide opportunities as ownership for equity and wealth building	STRONG	HIGH	MEDIUM
Neighborhood Retail	• Near-term opportunity to infill on parking lots fronting Sorenson Research Park and Expressway • Area proximate to large regional centers and power/neighborhood centers that adequately serve market today • Growing household base in station area necessary to support significant retail additions • Ground floor retail facing Expressway is difficult – needs to be neighborhood-facing on smaller streets with visibility	GROWS OVER TIME	MEDIUM	MEDIUM
Office	• Opportunity to update and densify existing Sorenson Research Park to serve modern office needs • The future of office remains unclear, especially for locations that lack I-15 or main highway visibility	WEAK	LOW	LOW

[1]*Attached product includes townhomes, duplex, and small multifamily buildings under 5 units*

INFRASTRUCTURE ANALYSIS

Water

This area along Taylorsville Expressway Bus Rapid Transit (BRT) Stations has significant potential and stands poised for development. Water provisioning for the area is supplied through utilization of the existing 14” water main located beneath the southern alignment of the Taylorsville Expressway. The line is strategically positioned outside the asphalt roadway, enabling developments south of the expressway to connect without major disruptions to the traffic flow. To the north of the expressway, developments can connect by boring under the road to minimize traffic disruption. The installation of multiple points of connection along the 14” main is a cornerstone of the design. These connections are intended to facilitate a looped water distribution network throughout the entirety of the proposed developments within the SAP area. This arrangement bolsters system redundancy, minimizes potential points of failure, and reinforces equitable water distribution.

Beyond the primary looped system, a 10” water main located at the western portion of the SAP is located beneath 1175 W, providing a second layer of connectivity. This provides an alternative source of water independent from the 14” main on Taylorsville Expressway. Residential neighborhoods situated within the development area will also be integrated into this secondary network.

While the Taylorsville Expressway features a substantial 24" waterline, it is imperative to note that this conduit is exclusively designated for transmission purposes. The stipulated regulations preclude any direct connections to this line. Its function is dedicated to the transportation of water without intermediate diversions.

The projected increase in development around the BRT stations will trigger the need for a new water source (land, well, and pump house structure) that will need to be developed in collaboration with Taylorsville Bennion Improvement District. The district currently has additional water rights they can allocate to a new source well. However, if it is needed elsewhere, the development of this area may be slowed while additional water rights are acquired. The development of a new water source will take roughly 3 years from design to construction.

Sanitary Sewer

Taylorsville Bennion Improvement District (TBID) has included the subject area into their comprehensive 2019 Master Wastewater Plan. Within this framework, the subject area was allocated a density projection of 20+/- units per acre. However, the aspiration for a more densely populated area around the BRT Stations (perhaps closer to 40 units per acre) will result in the need for increased sewer capacity.

In the southern precinct, a conduit must be established to efficiently direct wastewater south and westward. This conduit will navigate through the 15” main located in the 1175 West thoroughfare on the Western portion of the overall SAP. This routing is designed to optimize the gravitational flow required to transport wastewater.

The future demands of this growing community will require a plan to establish an additional outfall to the East across the Jordan River once development around the BRT Stations approach the master planning densities. An existing 8” sewer line runs East along the south side of the expressway and connects to a 10” sewer line at the Riverboat Road. The 10” line continues east and southeasterly where it upsizes again to a 12” sewer line, which then

connects to an existing 27” sewer line running north from 4700 South along the west side of the Jordan River to the newly constructed siphon at 4000 South. TBID has stated the 8”, 10” and 12” sewer lines in this section are at capacity. If they are upsized to accommodate the potential catalyst new Mixed Use Development, it will likely utilize the remaining capacity in the 27” line. Once these lines are at capacity, this outfall alignment will need to be reviewed to determine the best way to maintain the level of service for this area, whether it is running an additional outfall line adjacent to the existing pipes or upsizing the current pipes.

Once the outfall to the siphon has been determined the capacity of the siphon becomes an issue. The siphon will need to be replaced or an additional siphon will be required to move the effluent across the Jordan River. The revised outfall plan will need to undergo design and construction phases spanning approximately three years. The development of this area will require close coordination with TBID to ensure proper budgeting and timelines can be accomplished.

Storm Water

The foundational principle guiding stormwater management within the BRT Stations development area is the accommodation of a 25-year storm event accounting for extreme weather conditions. The stormwater piping system is planned to handle these larger storm events. While the piping will accommodate the medium size storms, the larger 100-year storm events, should be conveyed using a combination of the piping and surface drainage pathways in and along roadways. By adhering to this specification, the project is positioned to effectively mitigate potential flood risks and minimize the impact of severe weather events within the proposed developments and upstream areas.

In line with responsible stormwater management practices, development projects will be required to meet a predevelopment discharge rate range of 0.1 to 0.2 cubic feet per second per acre (cfs/acre) depending on hardscape percentages. This controlled release rate serves to alleviate the burden on the existing drainage infrastructure and local water bodies. The objective is to prevent excessive erosion, downstream flooding, and the degradation of water quality, safeguarding the surrounding ecosystem from undue stress.

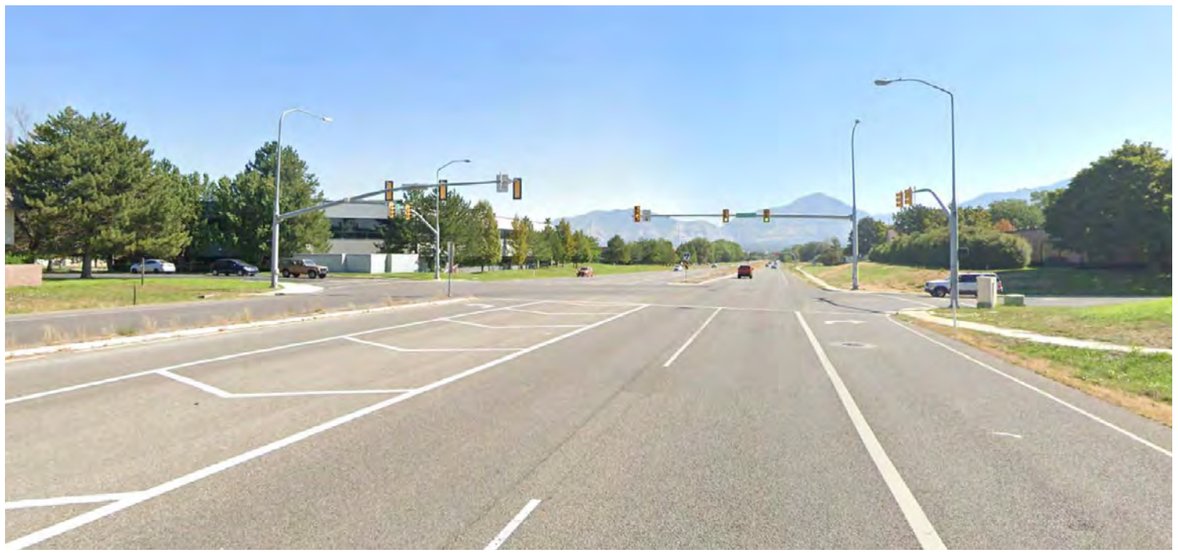
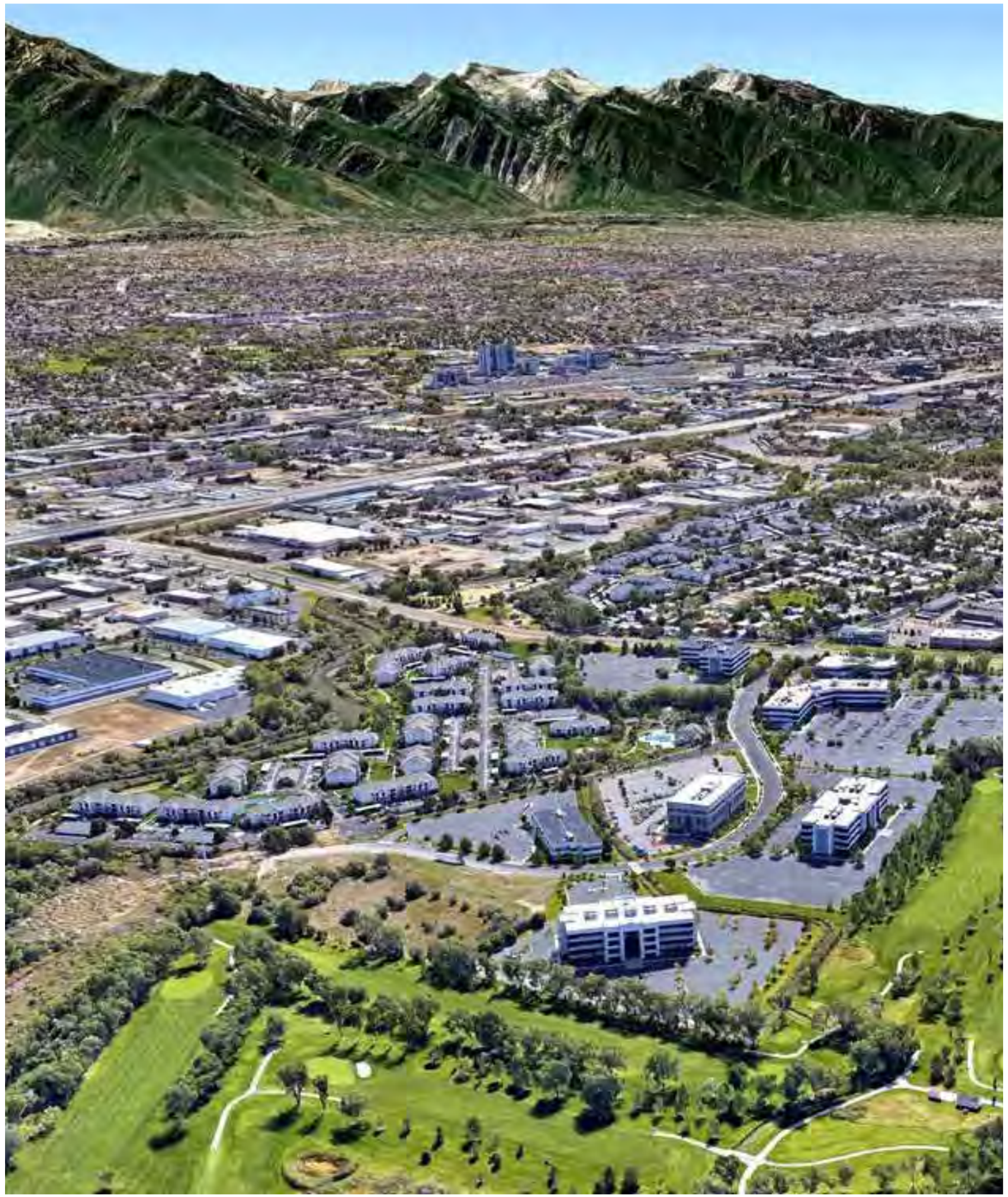


Image: Atherton West BRT Station - Existing Conditions

INFRASTRUCTURE ANALYSIS

To actualize these discharge rate requirements, the development plans should incorporate stormwater detention ponds. These ponds function as crucial reservoirs, allowing for the temporary storage of excess stormwater runoff. By integrating these ponds into the design, the projects can establish a mechanism to gradually release stormwater in adherence to the predefined discharge rates. The likely volume for stormwater storage will vary depending on the amount of hardscape associated with each project. Recommendations for the discharge rate for a project with 80% hardscape should discharge at a rate of 0.1 cfs per acre, equating to roughly 2700 cubic feet (c.f.) of detention volume per developed acre. A project with a reduced hardscape amount of up to 60% could allow for an increased discharge rate of 0.2cfs per acre, equating to roughly 1700 cubic feet of detention volume per developed acre.

Moreover, the stormwater systems ought to incorporate concepts of Low Impact Development (LID) as a guiding principle. This involves employing design strategies that prioritize natural hydrological processes, minimizing the disruption of the site's natural drainage patterns. The proposed facilities are conceived as a harmonious blend of above-grade and below-grade detention and/or retention facilities. This strategic combination not only maximizes the available space but also aligns with LID principles by promoting groundwater recharge and fostering ecosystem restoration.



Roads

Streetscaping and roadway adjustments should encourage greater walkability and alternate means of transportation. The existing right of way for Taylorsville Expressway varies between 150' on the west portion to 230' just west of Atherton Drive and is sufficient for the proposed BRT and transportation improvements. Most roadways have sufficient right of way to allow for improved walkability and micro mobility solutions. Atherton Drive would benefit from a larger proposed street right of way

INFRASTRUCTURE ANALYSIS

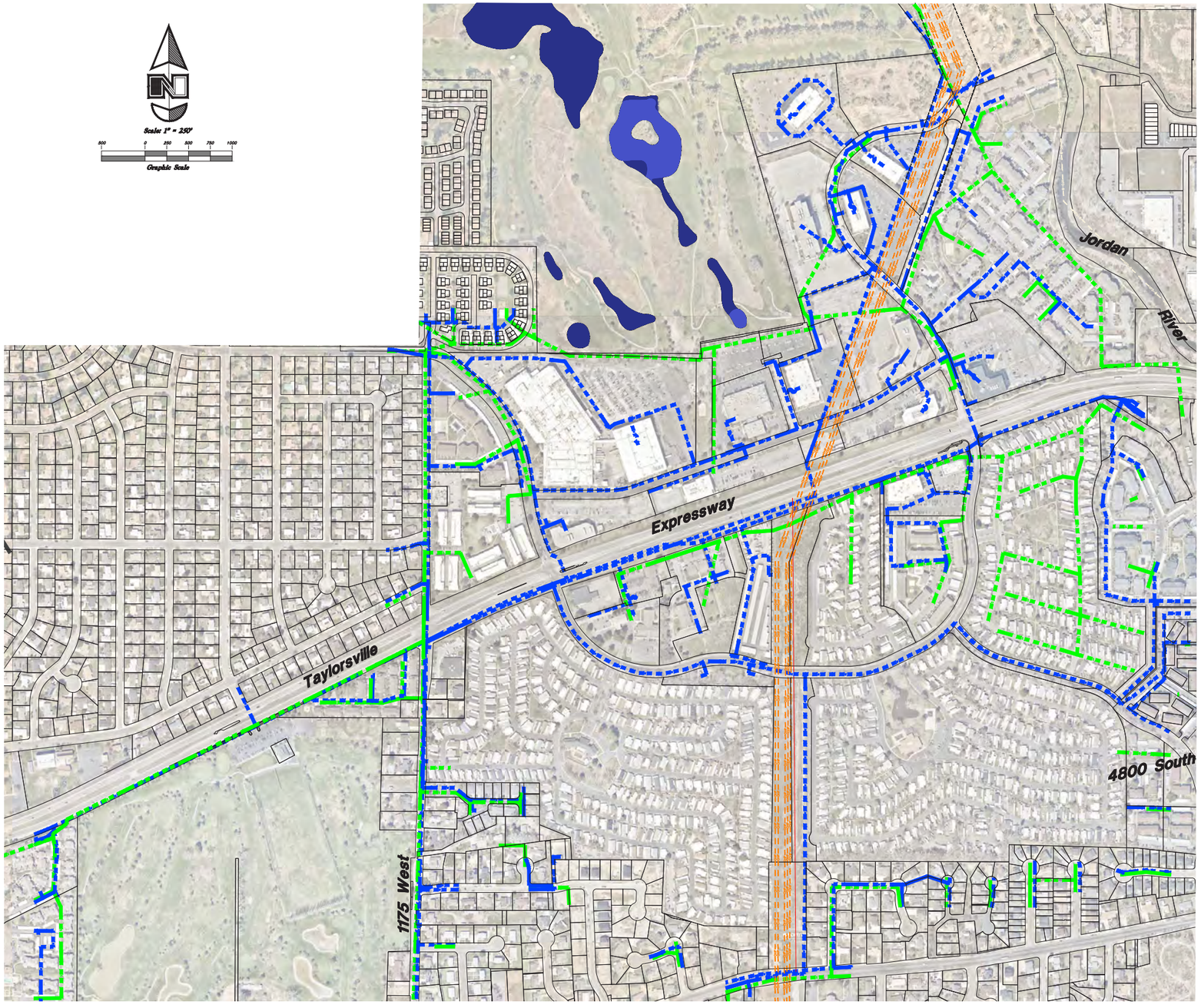
Parking

Existing parking within the SAP areas is exclusively surface parking. Many areas have more paved parking spaces than are currently utilized, most notably to the north of Taylorsville Expressway. Optimizing the land area currently filled with surface parking is an opportunity that can come with future redevelopment of these areas. The increased housing density that is proposed closest to the BRT stations will require structured parking to optimize walkability and avoid sprawl that occurs with surface parking. Stakeholder input from developers indicates that this structured parking strategy will only be financially feasible if there are subsidies to offset the higher cost of the structured parking.

A more walkable community will reduce the overall parking demands somewhat; however, it is anticipated, given current car usage and ownership, that the more compact development will not necessarily result in significant reduction in car ownership. Nonetheless, it will still result in a reduction of automobile trips taken, and therefore parking may be reduced somewhat to eliminate those trips to local retail amenities that may be taken via pedestrian or other modes. Parking immediately adjacent to the stations may be reduced to encourage greater density and reduction in parking rates due to the benefit of the BRT.

UTILITIES PLAN

The current Infrastructure may support additional development increases in the area but major long term improvements will be required to respond to the projected increases in density.



S TBID Sewer

W TBID Water

OHP Overhead Power Transmission Line

TRANSPORTATION ANALYSIS

Study Purpose, Scope of Work, and Summary

The City of Taylorsville developed Station Area Plans (SAP) for three Bus Rapid Transit (BRT) stations (1300 West station, West Atherton station, and River Boat Road station). The current condition does not have a well-connected transportation system for a walkable or active transportation community within the three SAP areas. Taylorsville Expressway currently is a major divider between land to the north and south of it. If the BRT stations are a catalyst for encouraging a more populous and diverse neighborhood, other modes of transportation beside the automobile are necessary to create a thriving community. Specific to these SAP areas, and in general to the Salt Lake region, the projected growth of the valley cannot rely on accompanying automobile-centric transportation expansion to accommodate the increased population. Public transportation, pedestrian, and micro mobility transportation options are critical to the success of this projected growth. It is critical that within 1/4 mile of each BRT station there are excellent mobility opportunities for walking, active transportation and biking for those without mobility challenges and for those that currently have mobility challenges.

Transportation Volumes and Existing Conditions

Based upon 2019 ADT information from the state DOT, this area of Taylorsville Expressway carries approximately 43,000 vehicles per day. If we assume 8% in the peak hour, that results in 3,440 vehicles per hour, two-way. We assumed 60% of the vehicles in the peak hour, peak direction, resulting in 2,064 vehicles in two lanes, or 1,030 vehicles per lane.

The Estimated Service Volumes by Roadway Type – ADTs Upper Limits for a Given Level of Service provides data indication of Level of Service “D” for 43,000 ADT.

When examining the hourly volumes, the level of service along this section of Taylorsville Expressway (actually an arterial by class) is well within the capacity at 1,225/VPLPH

Based upon the information contained in this report, the Expressway capacity is sufficient for the development of the BRT stations. In fact, adding any traffic lanes would be counterproductive to the neighborhood by making the Expressway more of a barrier for pedestrian, bicycle, and other micro mobility options and more of a barrier to accessing the BRT stations that are in the center of the Expressway. The main connecting roads to the Expressway (ie, Atherton Dr, Riverboat Road) are also not pedestrian-friendly.

The roadway is a wide expanse of asphalt, sometimes with a continuous center turning lane. A small 4’ or 5’ sidewalk is often right at the edge of the curb (and in disrepair in places). A more walkable community needs a friendlier street section—smaller scale roadways, wider pedestrian and bicycle ways that are safe from automobile traffic, and safe crossing points across roadways.

Nationally, bike usage has remained steady after the 2020 covid event increased bicycle usage. Quite often riders are deterred from riding their bike for transportation, simply do not want to ride on the road with motor vehicle traffic, or they are concerned that they will be injured through a collision with a motor vehicle. Additional major issues include bad weather and aggressive behavior from motor vehicle drivers and lack of bike paths or bike lanes.

Image: Atherton Drive Street Section - Existing Conditions

Other current safety concerns with the transportation system in this area include the 1175 West intersection with Taylorsville Expressway and the disposition of 1300 West relative to Taylorsville Expressway. The left-turning traffic to/from 1175 W has caused a number of serious automobile accidents and damage to surrounding properties.

TRANSPORTATION ANALYSIS

The presence of the 1300 W BRT station will add a new traffic signal at Taylorsville Expressway. If the Forelakes Golf Course is redeveloped, the redevelopment should look to accommodate traffic that is currently using the 1175 W access and rerouting it to a safer traffic signal condition at the BRT station.

There are a number of locations within 1/4 mile of each of the stations that require items such as sidewalks and handicap ramps or replacement of ramps and installation of detectable warning devices. None of the roadways currently are striped with bicycle lanes. The BRT station scope of work does include installing a bikeway/walker trail of 12’ wide along the north side of Taylorsville Expressway.

To encourage a higher utilization of the BRT stations, installing items such as bike racks, high visibility crosswalks, multi-use trails, pedestrian crossings, pedestrian hybrid beacons, a pedestrian signal, or rapid rectangular flashing beacons, will increase safety of bicycle riders and encourage bike riding to the BRT stations. To increase the mobility in the region for BRT, space for storing bikes and scooters should be nearby the station. The current BRT station designs do not accommodate any micro mobility storage at the platforms in the median, so areas within the Expressway right of way to the north and south of the Expressway should be designated for storing and parking of micro mobility vehicles. High visibility crosswalks, multi-use trails, pedestrian hybrid beacons, and pedestrian signals or rapid rectangular flashing beacons will increase safety.

Image: 4700 Expressway.South Side 1 - Existing Conditions

TRANSPORTATION ANALYSIS

Guidelines for Providing Safety for Riders of the Median-Based BRT System

It is vitally important to ensure the safety of riders crossing from the north or south side of Taylorsville Expressway to the median area where passengers will be alighting or boarding the BRT System.

The following considerations should be given:

1. Ensure that the MUTCD (Manual on Uniform Traffic Control Devices) guidelines are followed regarding crossing Taylorsville Expressway:
    a. Crosswalks
    b. Consideration of in-road lighting for the crosswalks
    c. Ensure overhead street lighting is more than adequate
    d. Align red light signalization to allow for safe pedestrian crossings
2. Consider “leading” pedestrian phases.
3. Consider no left or U-turns during certain time periods in the signal phase.

BRT stations typically do not provide automobile parking associated to it but may have some at one of these stations. The BRT is generally based on pedestrian and micro-mobility connections to the surrounding, compactly-developed community. However, given some concern among the community related to the high proportion of older individuals who may have accessibility challenges, some limited automobile parking may be considered near a BRT station. This could be shared parking in an adjacent lot, though one of the challenges of this parking relationship to be overcome is the concern of the property owner for liability associated with parking by those not using the property otherwise. Since there are three BRT stations in close proximity along Taylorsville Expressway, if some limited automobile parking is desired near the BRT station, it would only need to occur at one of the three stations to accommodate that concern.

The limits of walkable distance may be exacerbated by the elimination of current bus stations along Atherton Dr. Currently, residents from the mobile home park communities need only walk to the entrance of their communities along Atherton to get on the bus. According to UTA, this bus route will be removed in lieu of the BRT route, so these residents will have a longer walk to get from their home to the BRT station. So pedestrian improvements to this section of Atherton should be prioritized.

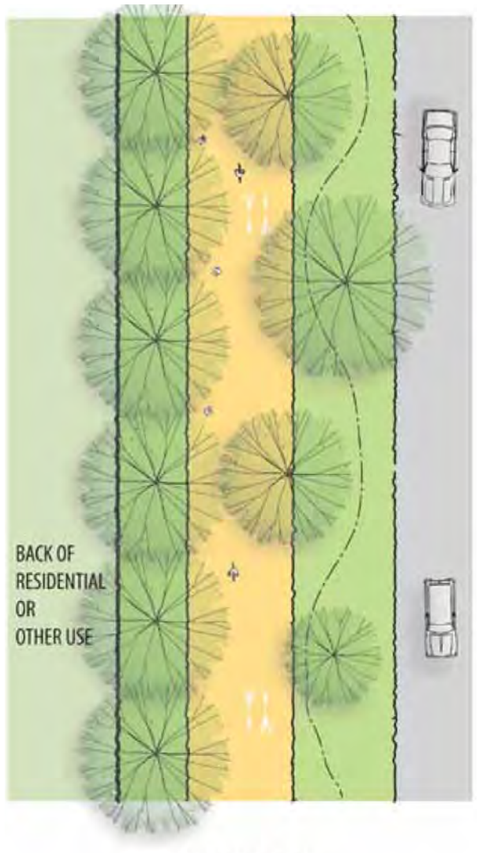
In summary, the Station Area Plans should encourage more connectedness and choices for transportation. Key principles are providing safe crossing of Taylorsville Expressway, a more walkable streetscape for the streets within the neighborhood, safe and accessible alternate means of micro mobility, and convenient locations to store/park micro mobility vehicles.

Micro Mobility Is Needed

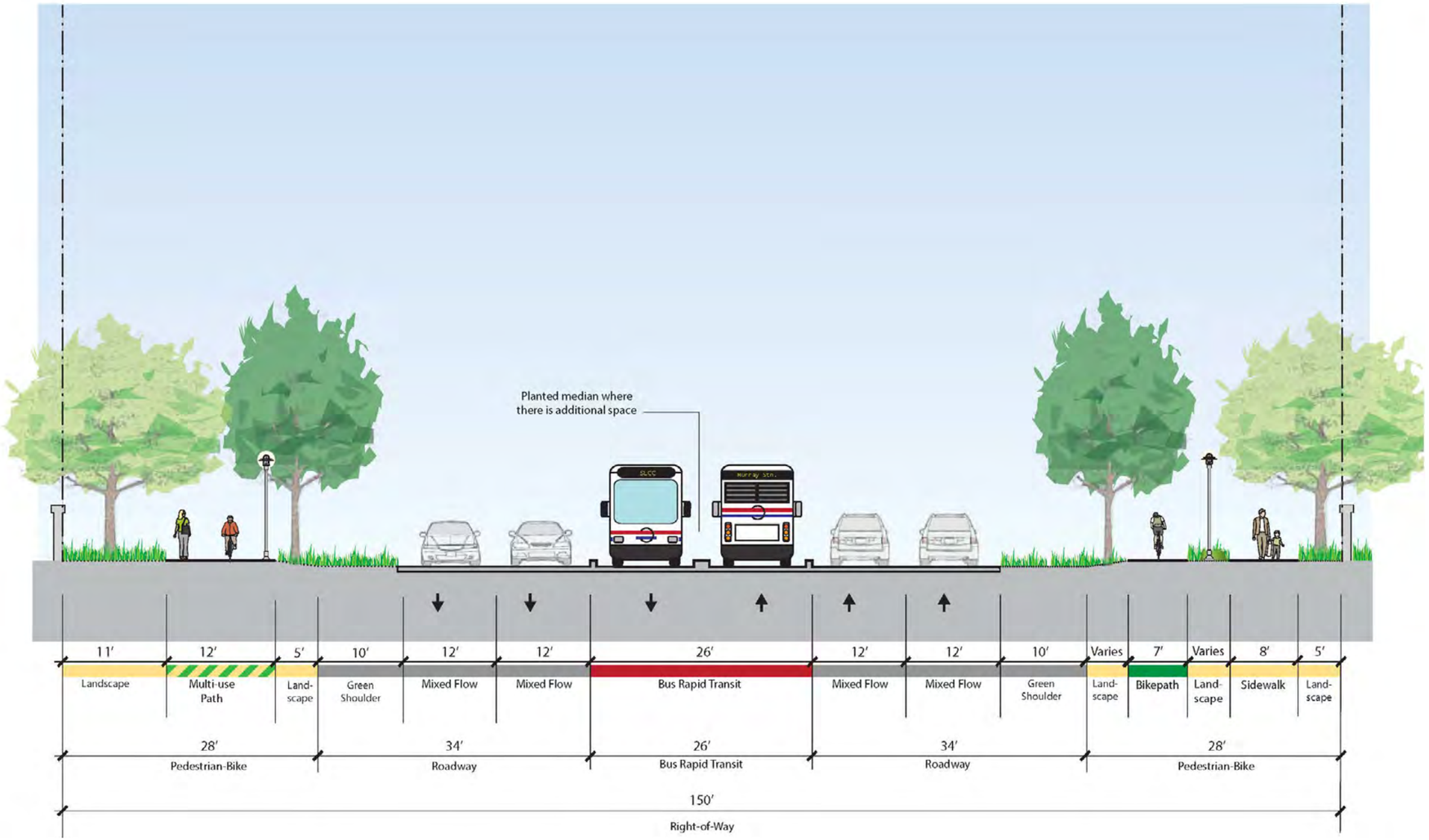
Micro mobility vehicles play a crucial role in addressing traffic congestion, reducing vehicular emissions, and improving user safety in urban environments. These compact, light weight modes of transportation, such as electric scooters, bicycles, and small electric vehicles, offer several key benefits.

- Agility to navigate
- Sustainability
- Roadway safety lanes
- Healthy exercise
- Expands effective radius of accessibility

TAYLORSVILLE ARTERIAL - STREET SECTION



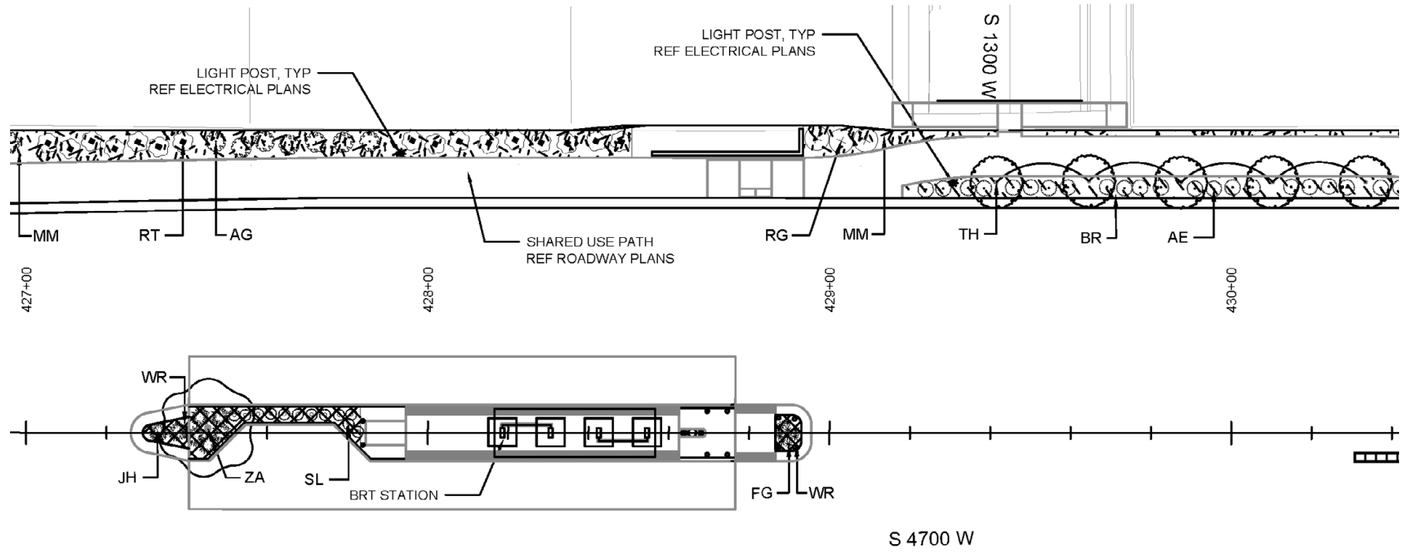
PLAN VIEW

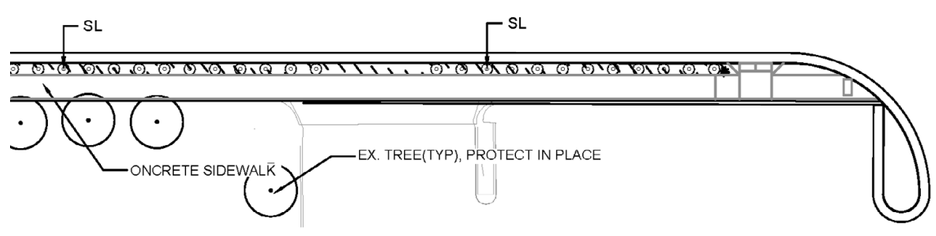


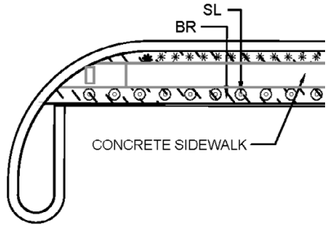
Note: Street Section design intent as per set standards

Source: Taylorsville Expressway BRT UDOT

1300 WEST STATION : PROPOSED MEDIAN BRT STATION



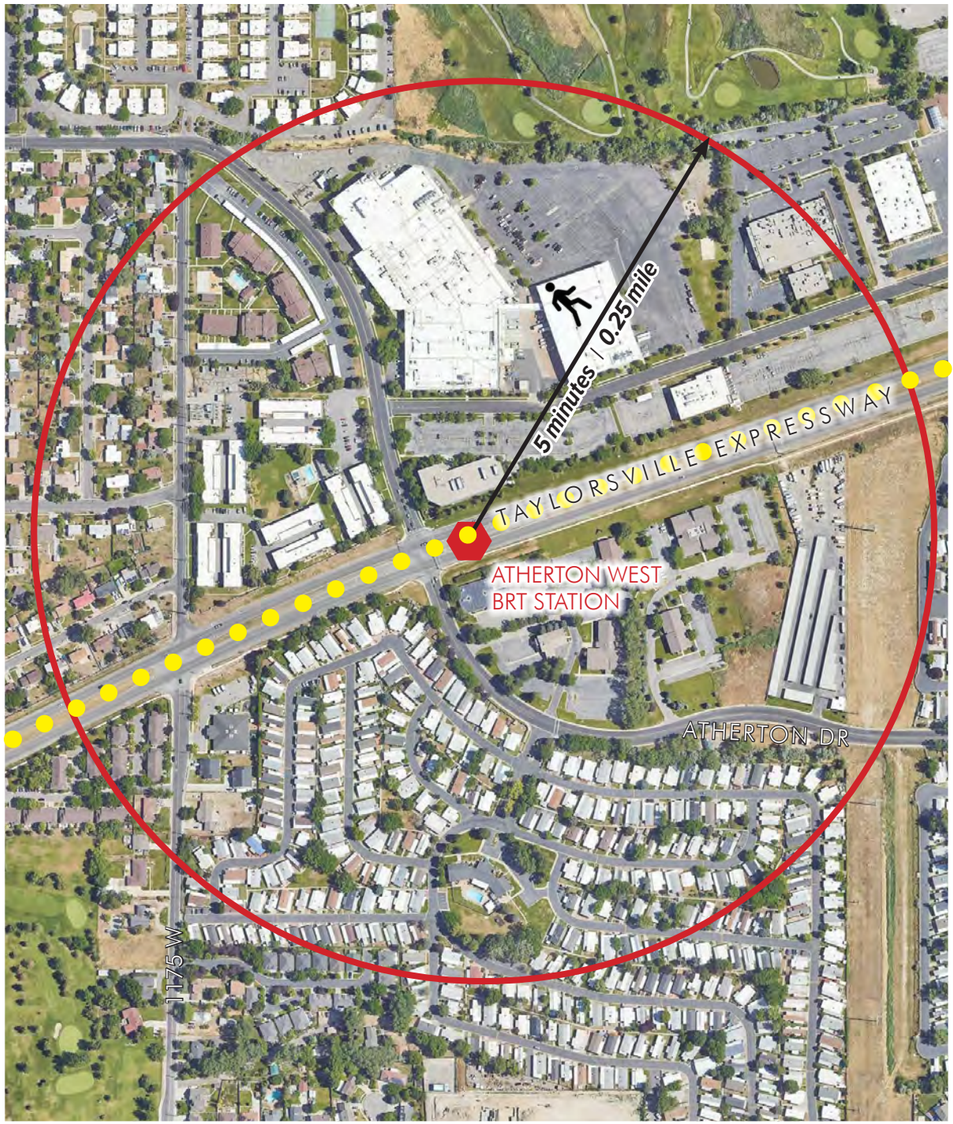


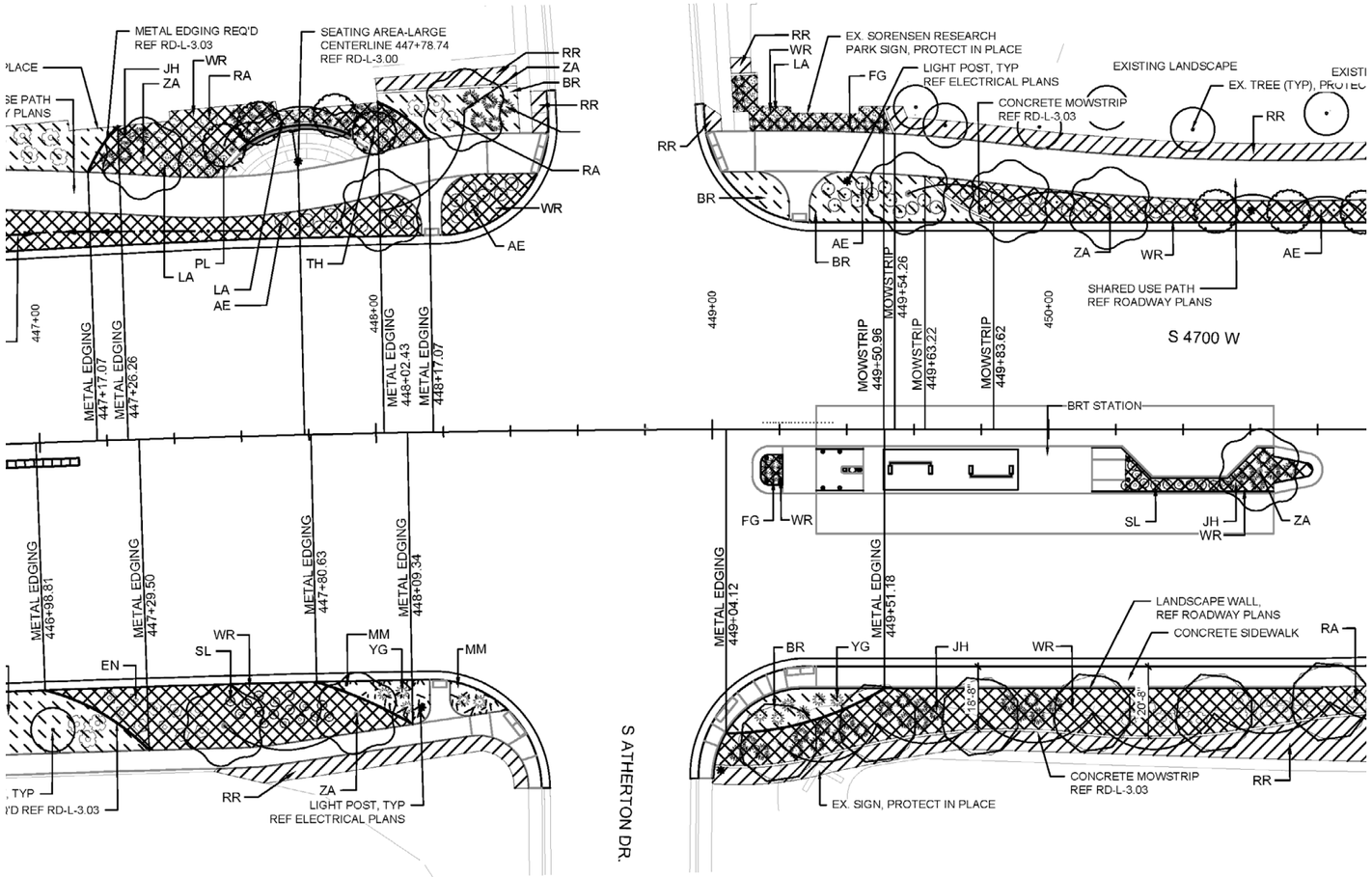


Source: Mid Valley Connector construction drawing set

- SEE RD-L-1.00 FOR PLANTING NOTES & COMPLETE LEGEND
- ALL PLANTS, MULCH AND REPAIR & REPLACE SHOWN ON THIS PLAN ARE REQUIRED

ATHERTON WEST STATION : MEDIAN BRT STATION





Source: Mid Valley Connector construction drawing set

- SEE RD-L-1.00 FOR PLANTING NOTES & COMPLETE LEGEND
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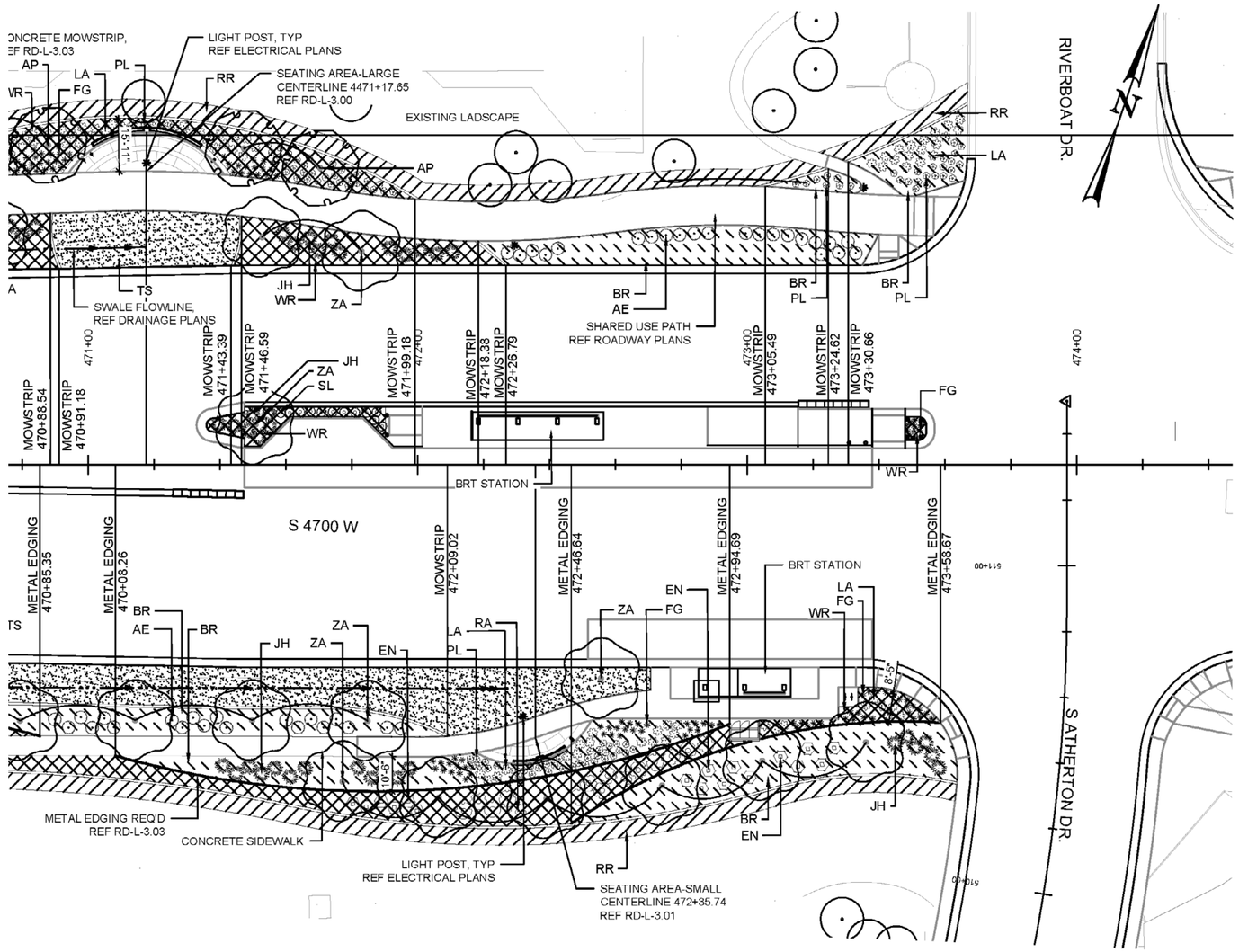
RIVERBOAT RD. STATION : MEDIAN BRT STATION



Source: Mid Valley Connector construction drawing set

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OPEN HOUSE – PUBLIC OUTREACH

Over the course of 12 months we conducted numerous stakeholder meetings and facilitated two open house/public meetings to gain community and stakeholder feedback.

An Open House and Public Outreach Session was conducted the evening of July 26, 2023, at the Taylorsville City Hall Council Chambers, from 6:00 to 8:00, to engage the community about the proposed BRT Station Area Plans coming to the community. The interactive Open House was advertised by over 480 direct mailers to the affected property owners within a ¼ mile radius, and by selected email invites of key stakeholders, as well as being posted on the City of Taylorsville website. The Meeting was also broadcast via a virtual ZOOM meeting option.

Over 35 community members attended the meeting and were joined by Mayor Overson and various planning department, economic development and elected officials from the City of Taylorsville. Wayne Harper started the session by introducing the team of consultants who then led the community through an overall presentation highlighting the benefits of BRT and its impact on the community. Various professionals discussed the Planning, Infrastructure, Traffic and Market Research implications of the project and an educational overview on transit-oriented developments. Following a 30 minute presentation, the community was broken into small tables for one on one and small group dialogue.

Highlights and concerns include:

- Development should include substantial open space, including playgrounds, trails, and water features. Excited to see wider bike/walking trail extending west from Jordan River Parkway.
- BRT must be frequent, reliable, and easy to access.
- Embrace mixed use with vibrant streetscapes, sidewalks, and ground floors.
- Wanted more retail use, like restaurants (more food options), grocer and smaller retail stores.
- Housing choices and variety of types were cautiously received. Some concern was expressed for high density housing and the transition of the new housing to the existing lower density housing.
- Concerns of transit riders parking in neighborhoods near transit stops.
- Concerns for parking near BRT station for older or mobility impaired individuals.
- Suggestion made to encourage shared parking.
- Concerns for safety of residents/homes along 4700 South with increased pedestrian/bike traffic.
- Concerns about speed of traffic on Taylorsville Expressway and accidents at intersections such as 1175 West. The desire to close 1175 West intersection to left turns for safety reasons leads to traffic considerations of how that relates to BRT stations, intersections, and pedestrian safety.
- Concerns with connecting 1300 West to 4700 South and impacts on the single family neighborhood.

At the end of the session, most participants responded that they:

- Better understood the BRT Station Area Plan goals and objectives as well as the principles of Transit-Oriented Development.
- Perceived the process to be more transparent to the community.
- Concerned about maintaining or improving their current quality of life.
- Looked forward to the next public presentation.

STAKEHOLDER INTERVIEW NOTES SUMMARY

Overall Location/General Comments

- Mostly positive reactions from stakeholders about Taylorsville being centrally located in the valley.
- Specific areas around these BRT stations: not too far from I-15 is good, but not necessarily a prime spot until more critical mass of development occurs around the stations.
- The challenge is that most of the land is not available, and larger parcels in the study area may not sell for decades to be redeveloped.
- Most stakeholders had favorable opinions that the City of Taylorsville is easy to work with.
- Most stakeholders interviewed were excited by the coming BRT stations; however, there was skepticism by a few that the BRT will not make it more attractive for developers compared with rail station/service being available.

Recreational Amenities and Environmental

- Proximity of Jordan River Parkway is generally seen as big advantage of this area. Ideally, as development occurs, it could become an opportunity for someone to take a walk during a lunch break, hiking/biking for recreation in general, and part of an active biking commuter network.
- Connecting the Jordan River Parkway to the neighborhoods with the extension of a biker/walker trail along the north side of Taylorsville Expressway would very beneficial.
- Golf courses (two are within the SAP areas) are nice open space amenities for the area and provides greenery and environmental benefits. However, they are limited to golf users, and other recreational uses like walking are prohibited due to liability issues.
- The two golf courses currently serve different demographics. Meadowbrook Golf Course is geared to longer visits and an older population who uses them. Fore Lakes Golf Course is geared to a younger population and is typically a shorter time duration for the client.
- Consider loop trails to make the walking/biking experience more interesting.
- Homelessness has been an issue along Jordan River Parkway. Providing more affordable housing will help in the big picture. Local municipalities have been helping to discourage homelessness on the Jordan River Parkway.
- Landscaping can increase the desirable feel of the neighborhood and walkability. Consider xeriscaping and water conservation measures in the landscape design.
- Jordan River is one of the most important, yet under appreciated, waterways in the region. Cleaning up the river and what comes into the river is critical. Future developments need good SWM strategies and low impact development to improve water quality and run-off.

Transportation and Parking

- BRT stations generally seen as positive. Some concerns were raised that the bus routes will not be as effective as rail routes or perceived as not being as safe.
- Concerns about parking not being available at the BRT stations.
- Some discussion about some limited shared parking areas near the BRT stations. The biggest concern among stakeholders who could participate (ie, businesses) in shared parking would be liability.
- Structure parking is viewed as not being economically feasible for developers, unless there are incentives/subsidies put in place to encourage the higher densities that utilize this compact design strategy.

Transportation and Roads

- Concern of 1300 West connection
- 1175 West closure or lack of ability to cross 4700 south
- Atherton road improvements making it a multi use road
- maintaining Taylorsville Expressway as an expressway and not impeeding
- vehicular traffic
- Signal timing on 4700 South

Safety

- Safety for walkability to BRT stations was listed as a key point.
- Crossing Taylorsville Expressway to get to the BRT station must be safe and easy.
- Proper lighting at the BRT stations and surrounding areas is critical for safety.
- Safety is enhanced with a mixed-use approach to land use. Need more eyes on the street to encourage safety.
- Proper lighting at the BRT stations and surrounding areas is critical for safety.

STAKEHOLDER INTERVIEW NOTES SUMMARY

Land Use - Residential

- Safety for walkability to BRT stations was listed as a key point.
- Crossing Taylorsville Expressway to get to the BRT station must be safe and easy.
- Proper lighting at the BRT stations and surrounding areas is critical for safety.
- Safety is enhanced with a mixed-use approach to land use. Need more eyes on the street to further encourage safety.
- Variety of housing types is desirable to create a socially and economically diverse community—more compact housing closer to the BRT station and less intensity moving further from the station.
- Having existing employment opportunities already within the area is a plus for bringing more residential development to this area.
- More units in an area will provide the critical mass for new service/ retail uses

Land Use - Retail

- This area is not a regional destination area for retail. Redwood Road is Taylorsville's main commercial area, and there are destination malls to the east and northwest of Taylorsville that already provide that destination retail.
- Smaller scale retail to support growth in the study area as neighborhood amenities should work. This includes food and Bbeverage and smaller neighborhood services.
- An anchor store will help retail development. This most likely could be a small-scale grocery store (as small as 12,000 sf or could be in the 20,000-40,000 sf range). This is convenient for residents in the neighborhood, and grocery stores tend to be more stable with changes in economic cycles.
- Downsizing of retail stores is a trend. Larger tenants are looking to reduce their space as shopper habits continue to transition to online shopping. Larger retailers may reduce from 80,000 sf to 40,000 to 50,000 sf.
- Retail vacancies in Taylorsville area are very low. This shows strength in retail, but it also is a challenge as there is little space for new tenants to come to town.
- Taylorsville expressway, near Atherton Drive and between the 2 stations is seen as a good location for retail, given its proximity to two BRT stations and the current condition of underutilized surface parking in the area. The westernmost station (1300 W) was seen to also be a future location for some retail.
- Skepticism of ground floor retail was expressed by several stakeholders.
- Parking may be a challenge. The expectation of tenants is for a lot of close-by, dedicated parking be available for their customers. The TOD model is to reduce parking needed and rely on greater connectivity with enhanced walkability and micro mobility.
- Food & beverage and convenience retail would likely be utilized by college students at Utah State campus to north of Taylorsville Expressway.
- Coffee shops, and quick service restaurants may be the most successful this area.

Land Use - Office

- Existing office market is challenged and uncertain, given covid impacts.
- Some medical-oriented office space could be a good use.
- Revitalization of existing office space is needed. This includes building entries, exterior facades, landscaping, and accommodating different interior uses of office today versus in the past.
- Use large areas of surface parking to be converted to infill development.
- Actively market office space and support existing tenants and building owners.

VISION STATEMENT

SECTION 04

VISION STATEMENT

The Station Area Plans for the three BRT Stations along Taylorsville Expressway (Riverboat, Atherton West, and 1300 West) offer an exciting opportunity to create a thriving connected community. By incorporating more compact, mixed-use development and fostering more pedestrian connectedness, the plan will encourage a diverse population to live, work, and play in the neighborhoods.

Key objectives guiding the vision for the Station Area Plans include:

- **Increase the availability and affordability of housing**
  i. Provide a variety of housing types, both rental and for sale, which promotes a diversity of population (age, income, education, family structure, and cultural experiences).
  ii. Maintain existing stable single-family and multifamily developments within the SAP area as part of the diversity of housing products offered.

- **Promote sustainable environmental practices**
  i. Emphasis on open spaces that promotes recreational health and wellness for all ages.
  ii. Connected open spaces provides biodiversity and continuity of wildlife corridors.
  iii. Preservation of existing mature trees and landscaping in key areas of the plan
  iv. Water conservation with compact developed areas and sustainable design of parks and open spaces.
  v. Enhanced air quality with compact development, large park/open space areas, and less dependency on automobile usage.

- **Enhance access to opportunity**
  i. Leverage targeted retail areas to maximize social interaction, placemaking, economic activity, and community identity.
  ii. Education opportunities for both children and for adult higher learning.
  iii. Build on existing employment base of Sorenson office park.

- **Increase transportation choices and connectivity**
  i. Walkable community with safe and inviting trails and sidewalks.
  ii. Interconnected open spaces that link to the larger regional park systems such as Jordan River Parkway adjacent to the BRT area.
  iii. Improved transit and transportation option through new and frequent improvements.

VISION STATEMENT

Opportunities for Development

- Central location within the valley makes this location desirable for redevelopment and new development to support the continuing projected growth in the region.
- Relatively affordable existing housing and rent values within Taylorsville may attract new growth that benefits from its location to the BRT stations.
- Existing presence of the office park aids in providing an employment base to support local housing development.
- Opportunity for student, faculty, and workforce housing, with nearby college and office locations.
- Several large parcels are located within the SAP land area. Redevelopment of those areas could provide unique opportunities to add significant mixed-use development and provide catalytic momentum to achieving the plan's vision.
- Riverboat Road BRT station is relatively close to I-15 interchange, so there may be greater support for retail/office/entertainment.

Constraints To Development

- Taylorsville has been bypassed in development in favor of some surrounding newer communities. This is due in part to a lack of available land, age of housing stock, perception, and green fields elsewhere.
- Taylorsville Expressway is perceived as a high-speed, car-exclusive thoroughfare and is a significant divider between areas north and south of it.
- A major power easement with large power lines in the north-south direction bisects the SAP area. East/west street connections and north/south path connections would lessen this constraint.
- High interest rates and inflation hinder development.
- Current office market is flat and uncertain how it will ultimately respond to covid impacts.
- Retail may be limited to neighborhood level amenities, given proximity of already existing major shopping areas and changes due to on-line retail.
- Structured parking, which enhances the compactness and proximity of residents to BRT station, is not seen by developers as currently being economically feasible in this market location without government incentives/subsidies.
- Several large parcels of land are within the SAP areas and may not sell/transfer ownership in the foreseeable future, which would limit the increase of intensity of development to support the BRT growth area.
- Potential displacement and relocation of existing affordable housing if owners of manufactured home parcels choose to redevelop their properties.

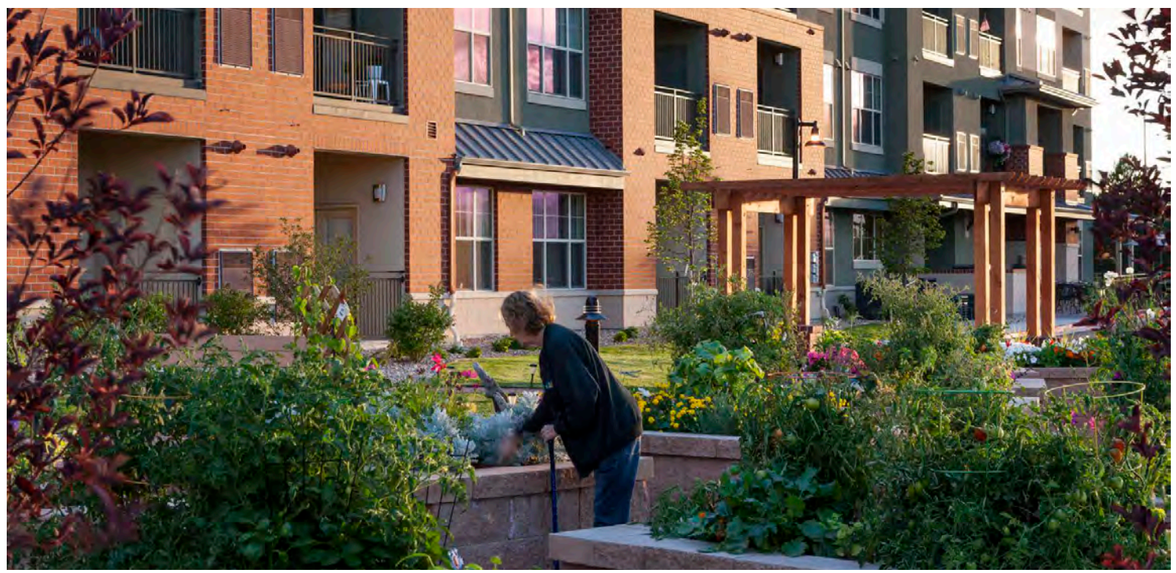
VISION STATEMENT

Objectives for the Transportation System

- Safe and well-lit pedestrian connectivity to BRT stations and within the proposed neighborhoods.
- Encourage use of micro mobility and active transit and; provide safe environment for their usage.
- Revised street sections to encourage transportation modes and create a greener, more pleasant experience for all users.
- BRT stations must be easy to access, easy to use, safe and inviting to maximize usage.
- Ensure that other transportation issues identified in this section of the Expressway (for example, the safety concerns at the 1175 W intersection, and evaluating access of 1300 W relative to the Expressway) have been resolved within the context of safe BRT station accessibility.
- Consider whether some limited shared parking near one of the stations is needed to address older population or accessibly challenged residents being able to access the BRT station.
- Ensure new active transportation modes are strongly connected to existing and planned area improvements (Jordan River Parkway, 1300 West bike trail)
- Do not increase number of lanes in Taylorsville Expressway. Any increase in traffic lanes will hinder the connectivity of the SAP neighborhoods and make the BRT stations in the middle of the Expressway to feel more disconnected and harder for pedestrians to access.

Land Use Objectives

- Maximize benefits of land use within the station area plans, with higher intensity/ mixed-use buildings nearest to the BRT station and less dense residential transitioning to existing surrounding residential areas.
- Identify stable areas of the planning area that are unlikely to change in the foreseeable future (for example, the single-family neighborhood to the north of 1300 West station). Plan how redevelopment successfully borders and transitions into these stable areas within the Plan.
- Vary the housing types to create economic, social, and architectural diversity, particularly exploring/incorporating affordable/attainable housing types.
- Local retail to support the increased residential neighborhoods and existing office base. Promote anchors like a small to mid-size grocery store, which provides more economic stability to retail development. Food/beverage and small retail services will help provide convenient amenities to the neighborhood and office.
- Consider limited office development, maybe smaller medical services, to supplement a revitalized Sorenson office park.
- Consider infill development in large, under-utilized surface parking lots.



VISION STATEMENT

Open Space

- Provide connectedness to greenways within the region, most notably to the adjacent Jordan River Parkway immediately to the east of the SAP area.
- Provide passive and recreational open space as part of the development.
- The scale of open space should include smaller pocket parks as well as larger neighborhood gathering/recreational space.
- Open space should encourage activity of all ages (children, young adults, and older adults) and be accessible to the public.
- Preserve mature trees and landscaping as part of any redevelopment plans. Existing golf courses provide open space and greenery. Consider ways to maximize this impact.
- Utilize storm water management strategies that will enhance the beauty and use of open space.

Objectives for the Development of Land and Development Standards

- Implementation plan to include updating and stabilizing of Design Standards/Design Guidelines that will guide future development/redevelopment.
- Revise zoning standards to reflect and effectuate the objectives from the SAP.
- Incentivize good design planning practices in an effectual, verifiable manner.

PREFERRED PLAN

SECTION 05

INTRODUCTION

MASTERPLAN


TAYLORSVILLE - Atherton West AERIAL VIEW

Introduction

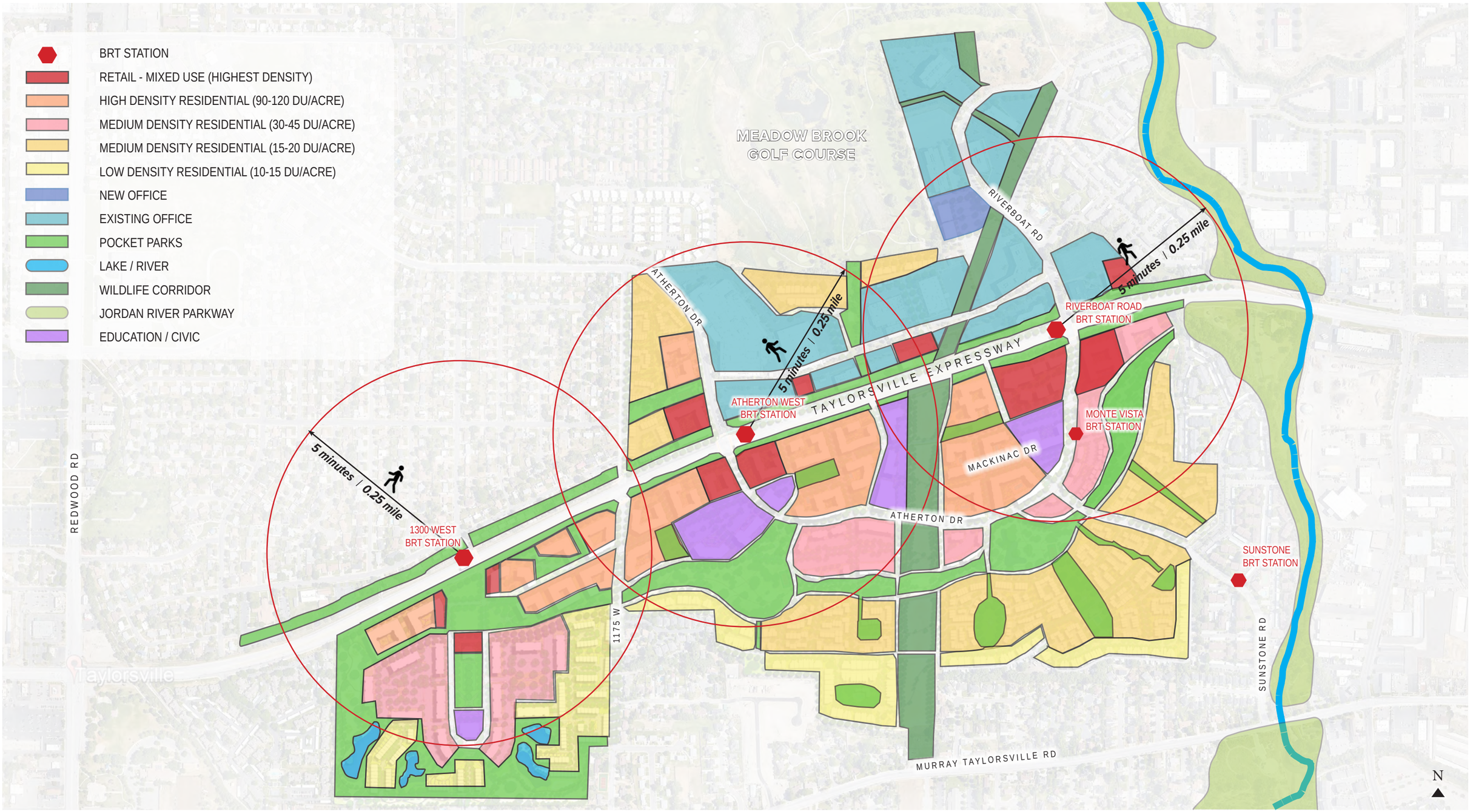
The Preferred Plan is rooted in the analysis and vision presented in the previous chapters. Each SAP area has been examined both individually and collectively, providing a comprehensive planning perspective. This plan outlines the potential for gradual redevelopment, aiming to cultivate a vibrant, walkable community centered around the BRT stations..

While the Plan shows what could be developed to achieve this vision, it is important to note the context and caveats for how the plan could develop. This plan is intended to be a framework for the quality and key characteristics of how the SAP properties could be redeveloped over time. Since all the properties are privately held, it is assumed that the specific plan proposed for a property embarking on redevelopment will inevitably have variations in design from the plan proposed here. Furthermore, there is no guarantee that the owner of any property may choose to redevelop the property. However, the SAP plan provides a framework to guide and incentivize any future redevelopment, when it does occur with the vision and characteristics of the Preferred Plan. The City of Taylorsville and regional support entities can utilize the Preferred Plan to prepare for that future redevelopment, whenever it may occur.

The Preferred Plan represents a win/win for the City and its residents overall. By concentrating redevelopment intensity around the BRT stations, it helps create the critical mass of residents and employees to create a tight knit, active, walkable community. This provides more synergy compared to what has been the standard spread out, auto-centric style of development. At the same time, the concentrated development areas take the pressure off the vast majority of the existing neighborhoods within the City to redevelop. Significant growth is coming to Taylorsville and Salt Lake valley based on the demographic trends discussed earlier.
Thoughtful planning at key focal points, such as BRT stations, provides a better mechanism to plan for and absorb that anticipated growth rather than scattered in piecemeal developments throughout the city, which would be more likely to impact a higher number of existing neighborhoods.

TAYLORSVILLE STATION AREA PLANS OVERALL VISION

PROPOSED LAND USE DIAGRAM



KEY PLANNING STRATEGIES

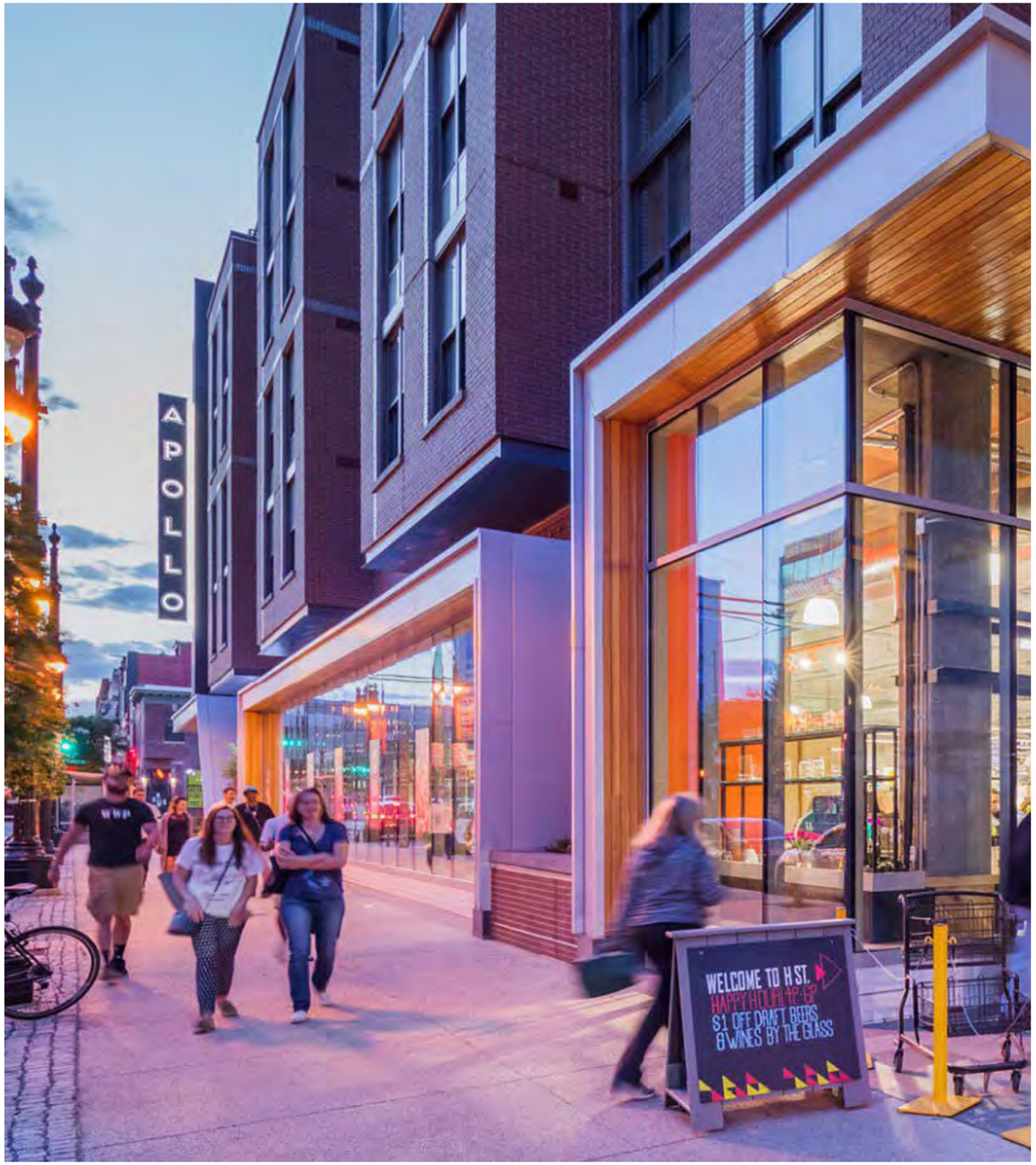
Higher Residential Densities In Close Proximity to the BRT stations, with Lesser Residential Densities Further Away from the BRT stations.

The Preferred Plan concentrates the highest densities within the shortest walking distance of the BRT stations. Generally, these the areas along Taylorsville Expressway and inside the arc of Atherton Drive. This strategy also allows for lower residential densities which is more in character with those properties that surround the BRT SAP zones (1/4 mile radius around each station). Thus, increasing the population to support a thriving community around the BRT stations can be done with sensitive massing and transition to the existing surrounding neighborhoods.

The higher intensity residential areas will allow for densities up to 90 units per acre and 7 story buildings, likely with 5 residential levels over 2 commercial podium structures generating the highest residential densities. The structured parking can be hidden by lower floor retail or residential uses. Building setbacks are limited to allow for forming a street edge and defining the public streetscape section. These higher intensity areas will need design standards codified to ensure there is variety and appropriate building orientation towards public streets.. In the Preferred Plan, there are breaks in the buildings to break down the scale along Taylorsville Expressway and other streets in the road network and encourage pedestrian connectivity with smaller block sizes.

The next level of residential intensity outside the higher intensity band allows for multifamily residential for rent and for sale with surface parking or garage entry parking. Typical densities for this product are in the 40-45 units per acre range.

Closer to the perimeter of the SAP boundaries are moderate density products, such as townhouses and stacked flats. These typically provide densities in the 20-25 unit per acre range. The massing of these housing products would complement the character of the housing properties surrounding the SAP areas. Lower density housing products as transitional for sale homes are also encouraged. This includes clustered, patio, and townhomes in the 8-15 unit per acre range.



KEY PLANNING STRATEGIES

Mixed Use around the BRT station areas

To activate the areas around each BRT station, core commercial, retail and amenity spaces are proposed. While the economic and market analysis does not support a vast amount of retail space given the existing retail nearby (such as along Redwood Road or closer to I-15), the preferred plan suggests neighborhood-based retail, conveniences, and services that encourages a thriving public space, with stores, plazas, and civic art. The mixed-use areas will anchor each of the SAP neighborhoods. It also highlights opportunities for gathering for those who just exited the bus, including stopping for a coffee or a bite to eat or participating in the social gathering activities at the plaza areas. Visibility from the BRT station will help energize the use of these mixed use spaces.

Supporting civic land uses to foster community

The Preferred Plan includes proposed sites for educational and institutional benefit, such as elementary school, pre-school/daycare, post office, police station, recreational facilities, or other uses that provide stability and convenience to those living within the neighborhood.

KEY PLANNING STRATEGIES

Affordable Housing

The increased densities proposed within the Preferred Plan allows for economies of scale to lead to more affordable and diverse housing options as the cost of the land and site developments gets distributed across a greater number of dwelling units. The Implementation chapter will discuss other strategies to encourage/require a higher percentage of affordability for the housing product offered in the redeveloped properties. This variety of affordable housing provides the opportunity for student, faculty, and workforce housing for nearby college and office locations.

One aspect to highlight is that the three existing manufactured home communities within the SAP areas comprise almost 1,000 units that are a form of affordable housing. Many of the existing residents are older adults. Careful attention and policies must be in place as part of the redevelopment process for any of these parcels to address the logistics of relocation and affordable housing options for those displaced by the redevelopment. Currently, those communities provide needed affordable housing. This could likely include the build-out of one of these parcels in phases or another area of the SAP to ensure that a higher percentage of the housing in the early build-out phases is comprised of affordable housing options.

RESIDENTIAL PRECEDENTS WITH STRUCTURED PARKING

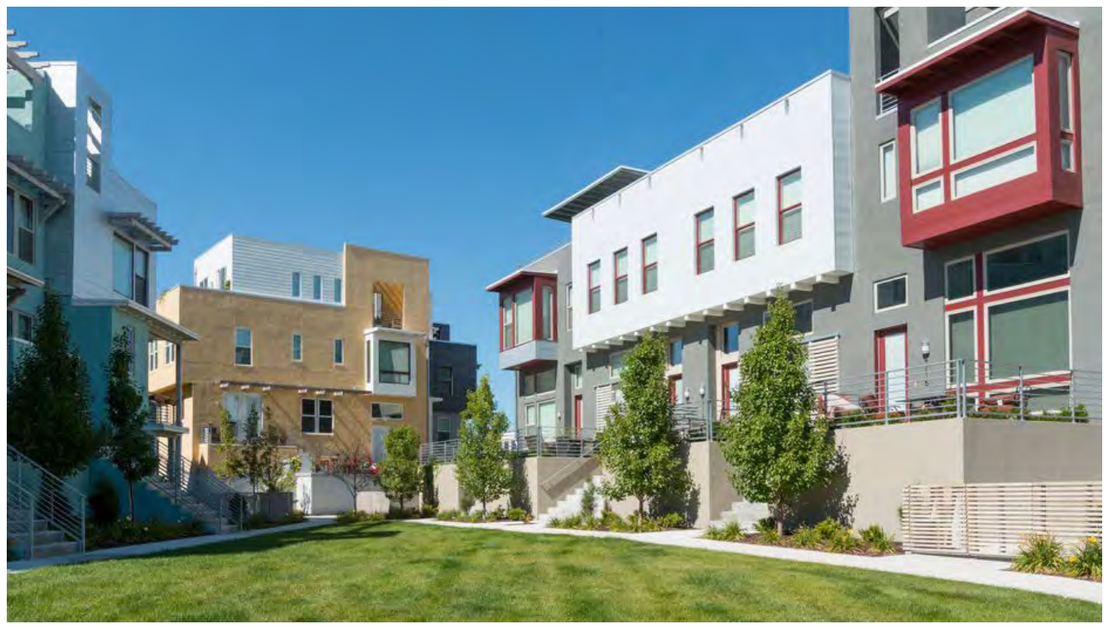
- Located on the expressway and immediately adjacent to the BRT Stations.
- 4-8 stories tall with a variety of heights to add building massing diversity and interest.
- Residential courtyards and plazas offer neighborhood amenities.
- For rent or for sale properties, as per market demand.
- Residential unit sizes vary to appeal to a larger market segment.
- Structured parking in the base of the building and concealed from view.
- Retail, residential amenities and commercial space activate the ground floor and encourage sidewalk seating and activity.
- Retail and commercial space will be concentrated at the immediate BRT stations and public spaces.
- Setbacks to roads vary, and generally build to the front lot lines, to reinforce the street edge.
- Open parking lots are not allowed generally in the front lot setbacks.
- Pedestrian connections and sidewalks to roads are maximized, vehicular access and service loading areas are limited.

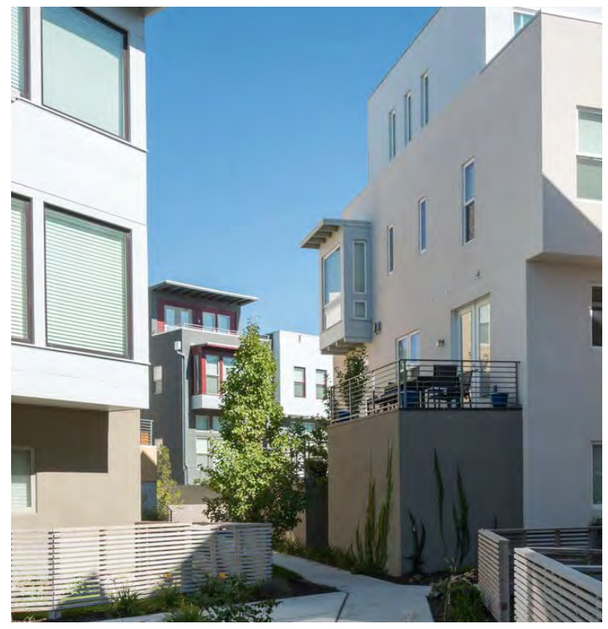
RESIDENTIAL PRECEDENTS- STACKED FLAT

- Located one tier away from the expressway and away from the BRT stations.
- Typically 4 stories tall with a variety of heights to add building massing diversity and interest.
- Scale of buildings is more like large residential single family homes and serves as buffer to existing uses.
- For rent and for sale properties, as per market demand.
- Residential unit sizes vary to appeal to a larger market segment.
- Smaller surface parking lots, with green space a recreation.
- Setbacks to roads vary, and generally build to the front lot lines, to reinforce the street edge.
- Large open parking lots are not allowed In the front lot setbacks.
- Pedestrian connections and sidewalks to roads are maximized, vehicular access, and service loading areas are limited.

RESIDENTIAL PRECEDENTS - TOWNHOUSES

- Located at the edges of the sites that transition to the adjacent neighborhoods and away from the BRT stations.
- Typically 4 stories tall with a garage self parked.
- Scale of buildings is more like large residential single family homes and serves as buffer to existing uses.
- For rent and for sale properties.
- Residential unit sizes vary to appeal to a larger market segment.
- Smaller surface parking lots, with green space a recreation.
- Setbacks to roads vary, and generally build to the front lot lines, to reinforce the street edge.
- Pedestrian connections to roads are maximized, vehicular access, and service areas are limited.
- Lower density housing products including clustered, patio, and townhomes in the 8-15 unit per acre range.





KEY PLANNING STRATEGIES

BRT STATION
NEIGHBORHOOD PARKS
CENTRAL PARK
LAKE / RIVER
JORDAN RIVER PARKWAY

Proposed Green Parks Connection Diagram

Linear park

A key component of the Preferred Plan is a linear park that stretches across all three SAP areas, from the western edge of Fore Lakes property to the connection to the Jordan River Parkway on the east. The linear park is organic in shape and undulates through each of the 3 SAP zones. The park will be a combination of passive and active recreational areas, of focal landscape areas and naturally occurring low maintenance planting areas. The variety of the park recreational amenities should encourage activity for all ages and abilities.

One of the keys to the pdesign is that it utilizes and maximizes the existing landscape features already present on site. As the park winds organically through the neighborhood, it becomes green necklace that links a series of existing mature trees and landscaped areas. At the western end of the park, large areas of the Fore Lakes landscaping have been preserved. This includes many of the mature trees around the greens at the perimeter of the property. It also preserves and celebrates the existing four lakes on site. Careful attention has been given to maximizing the preservation of these stately trees that provide ample shade to park users and an instant feeling of being in an established park. Each of the manufactured home properties (Majestic Meadows, Majestic Oaks, and Monte Vista) have large open green spaces with mature trees at the center of their neighborhoods.

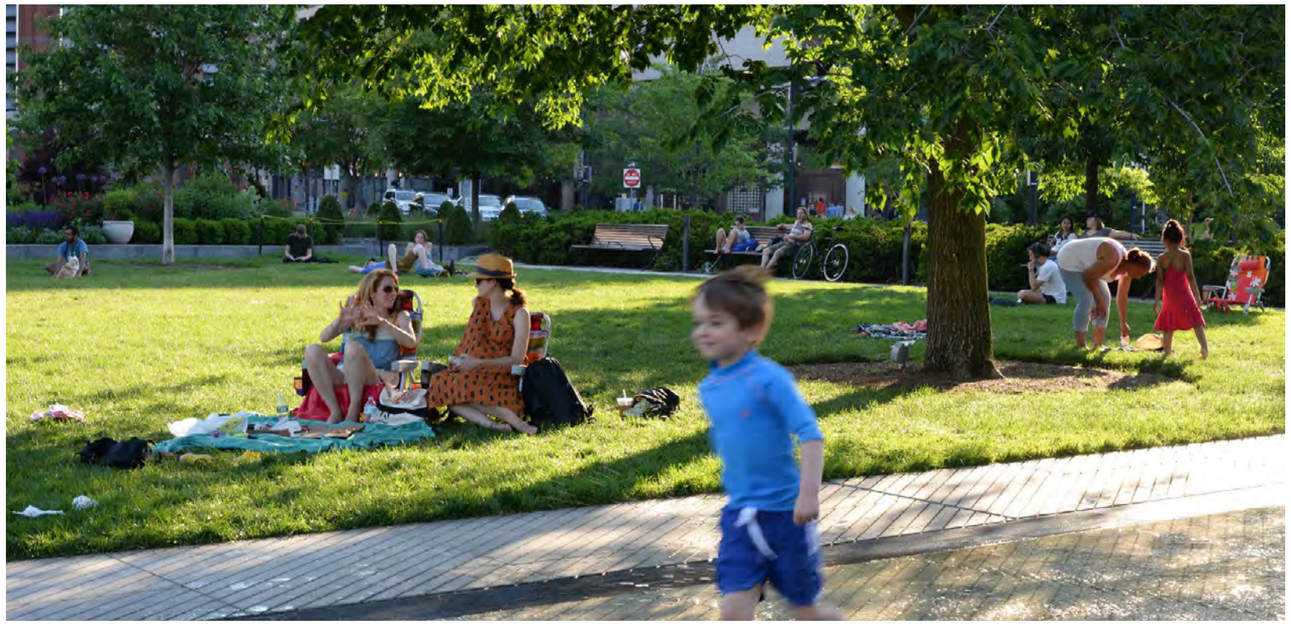
Access to the Linear park can occur from neighborhoods within the SAP, both north and south of this green swath. This encourages residents to walk from their homes to the park, or bicycle around the neighborhood in a beautiful setting, or meet neighbors for sporting activities or picnics/gatherings. The existing power line easement that bisects the SAP area north to south is proposed to have a trail that connects Murray Taylorsville Road to the south all the way up to the Expressway.

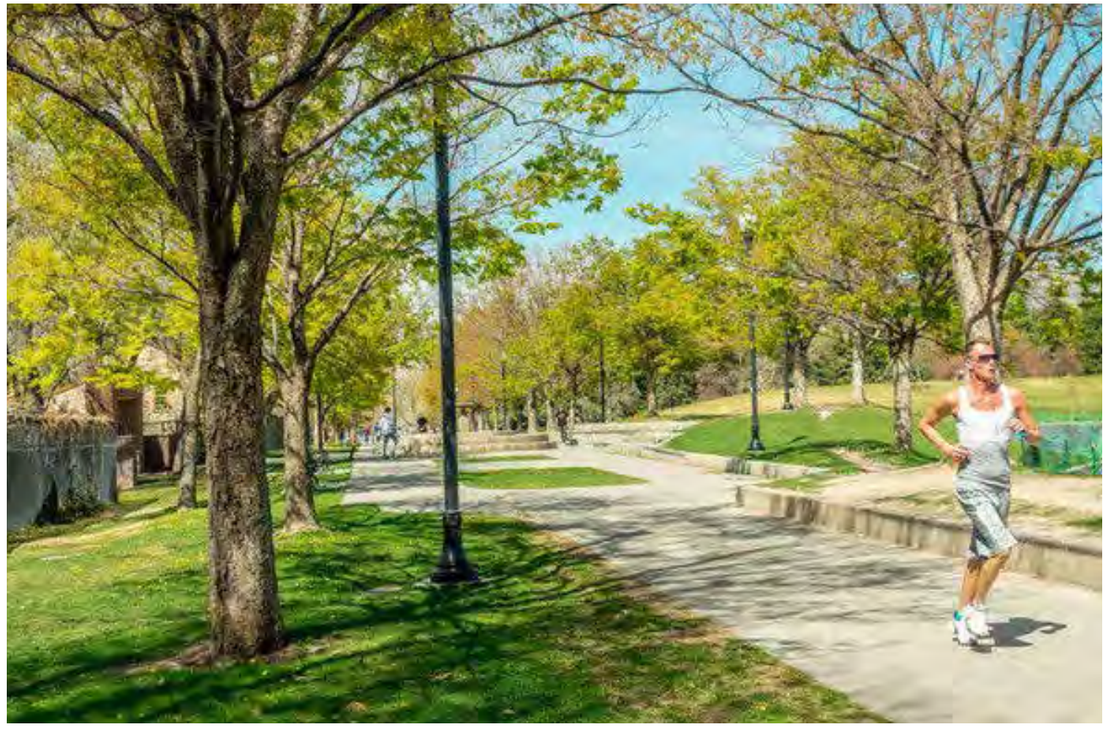
Finally, the Linear park connects to the Jordan River Parkway. With minimal traffic interference, within a few minutes one can walk/bike from their home through the Linear park and be at the banks of the Jordan River. The park will also stimulate usage and appreciation of the Freedom Shrine and park that is along the Jordan River just south of Taylorsville Expressway.

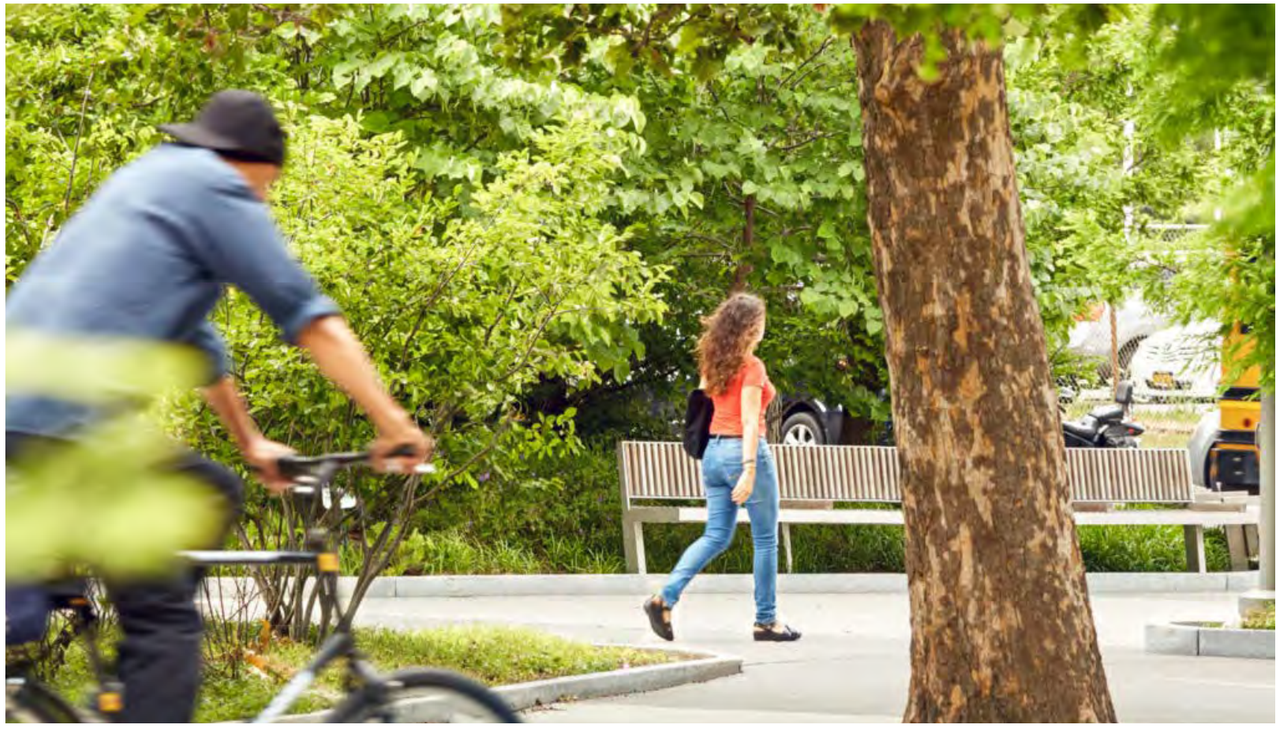
KEY PLANNING STRATEGIES

Public Green and Neighborhood Parks

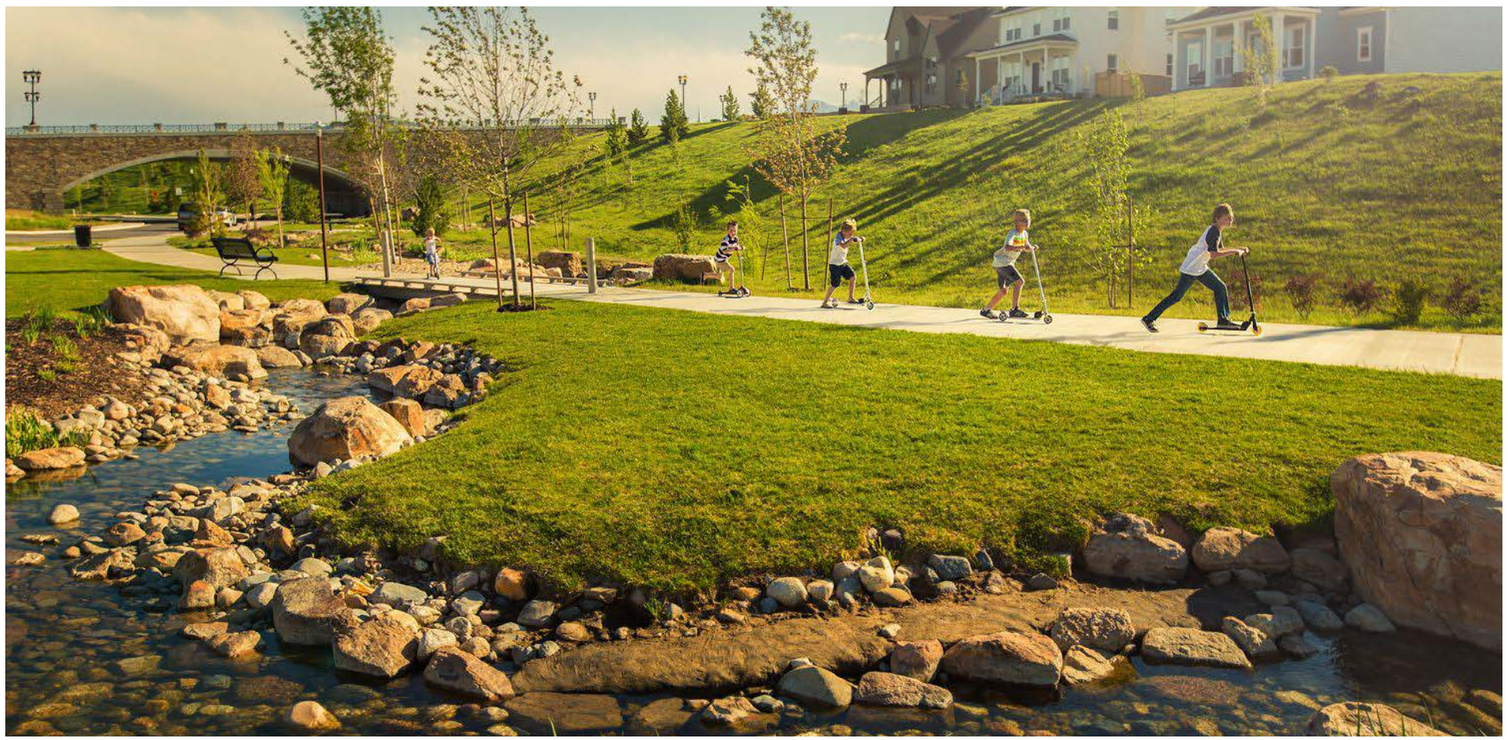
- Accessible open space activates the neighborhood
- Creates gathering places for residents and visitors
- Pedestrian amenities: benches, lighting
- Mature trees provides ample shade
- Maintains wildlife corridors
- Connected greenery and trail system for passive recreation
- Unique features to engage users and contribute to placemaking

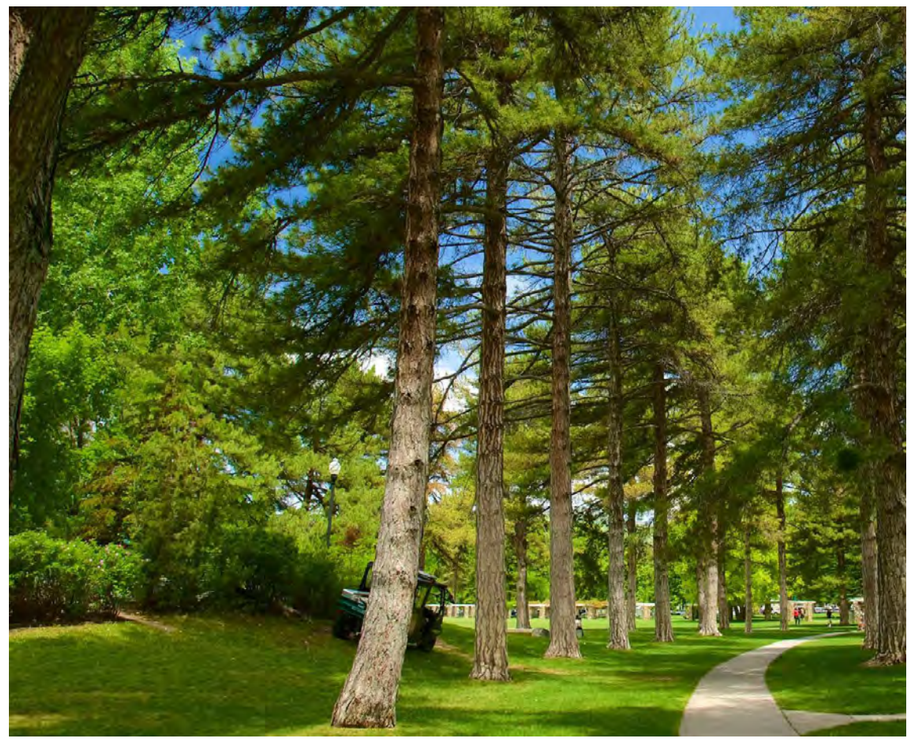




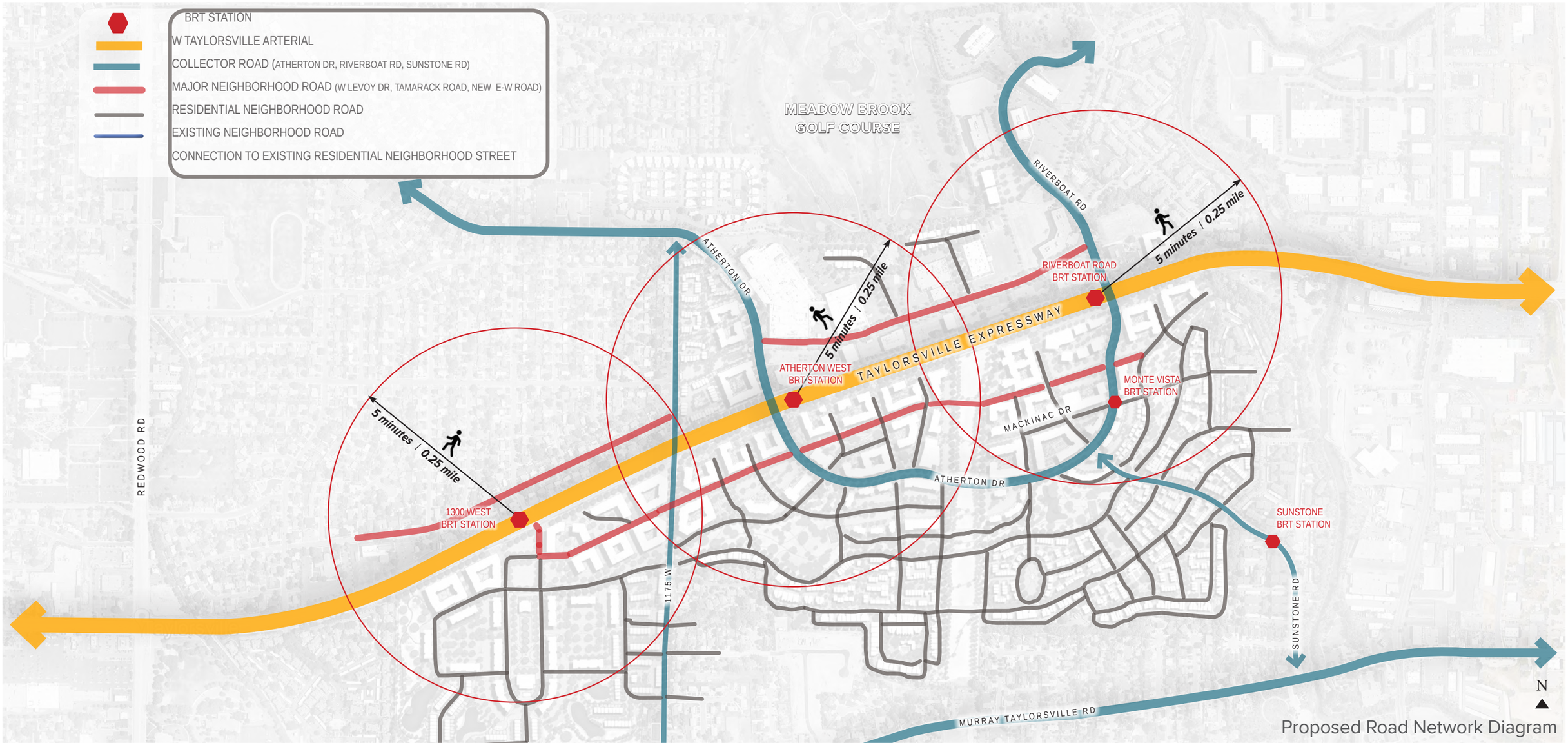


PUBLIC GREEN & NEIGHBORHOOD ELEMENTS





KEY PLANNING STRATEGIES - TRANSPORTATION CONNECTIVITY



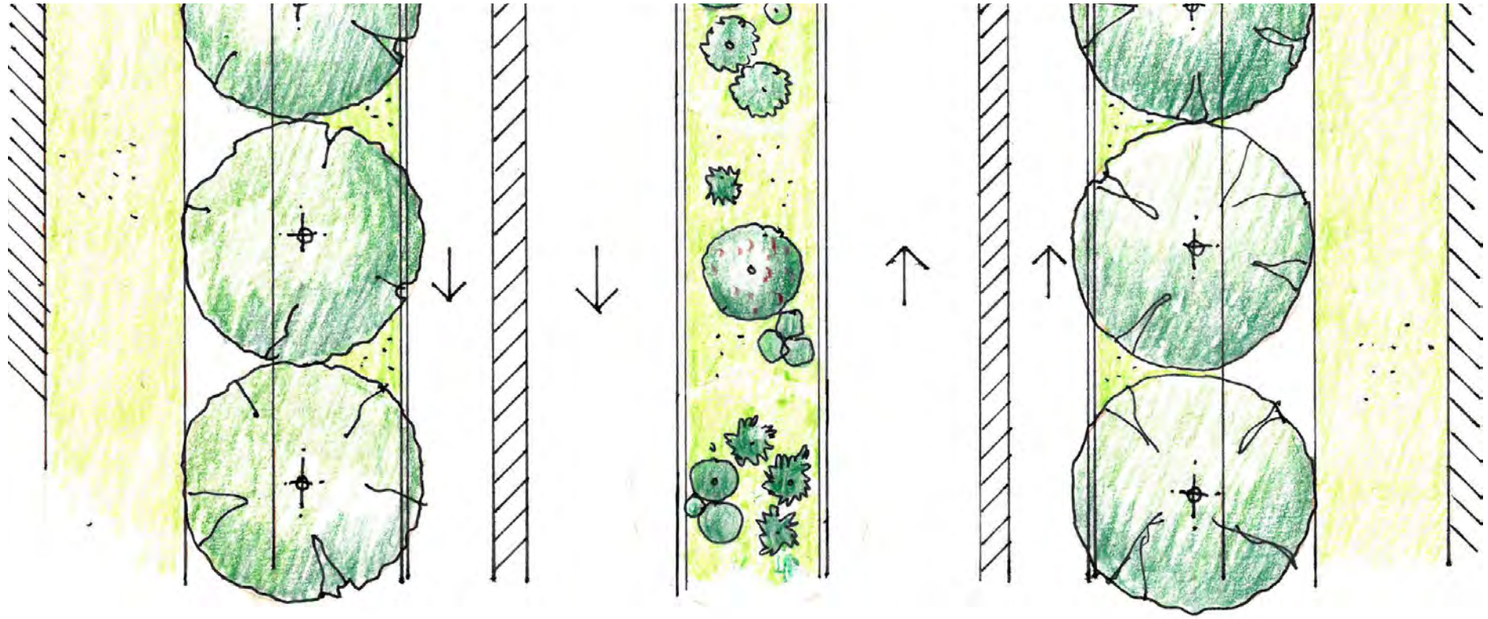
Transportation Connectivity

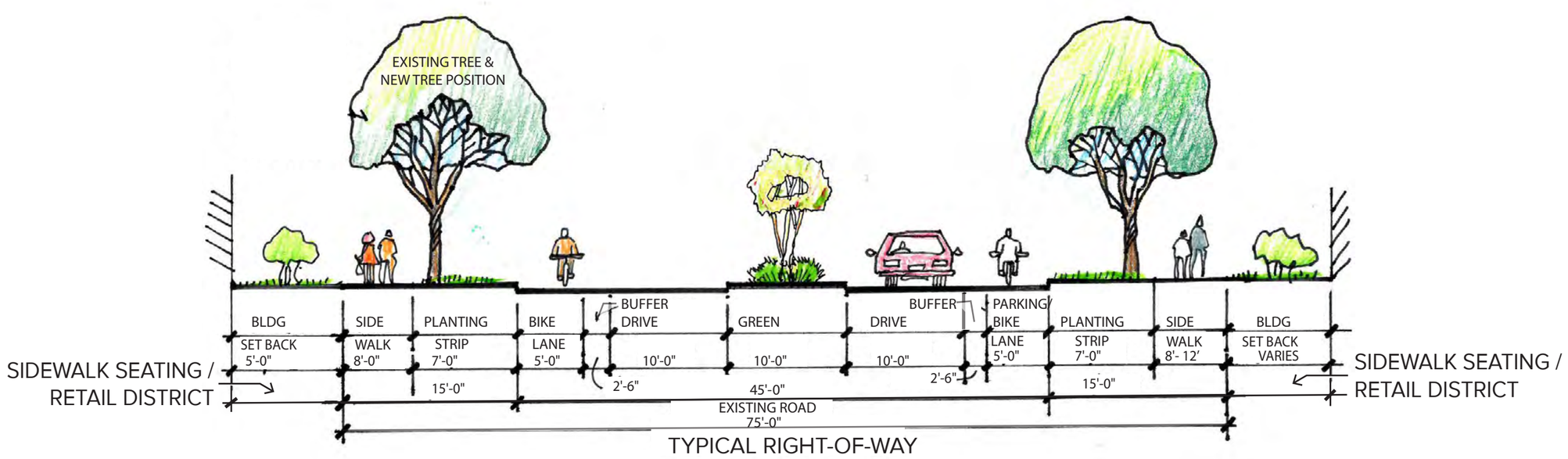
The BRT stations will become a hub around which a variety of environmentally friendly transportation modes can thrive. This includes street sections that provide safe pedestrian walks, dedicated bike lanes for larger streets, and safe street crossings for electric scooters and transport devices. Encouraging the use of micromobility devices has multiple benefits: households who regularly use the BRT to commute to work or nearby shopping destinations may be more likely to use transit and active transportation more. This may result in reduced automobile traffic and less emissions. The street sections also show slightly narrower automobile lanes, which has been demonstrated in a recent research study to increase safety and reduce accidents. Cul-de-Sacs and dead ends should be avoided in favor of through streets that help foster connectivity.

TAYLORSVILLE STATION AREA PLANS - EXPRESSWAY VIEW

PROPOSED ROAD SECTIONS - COLLECTOR ROAD

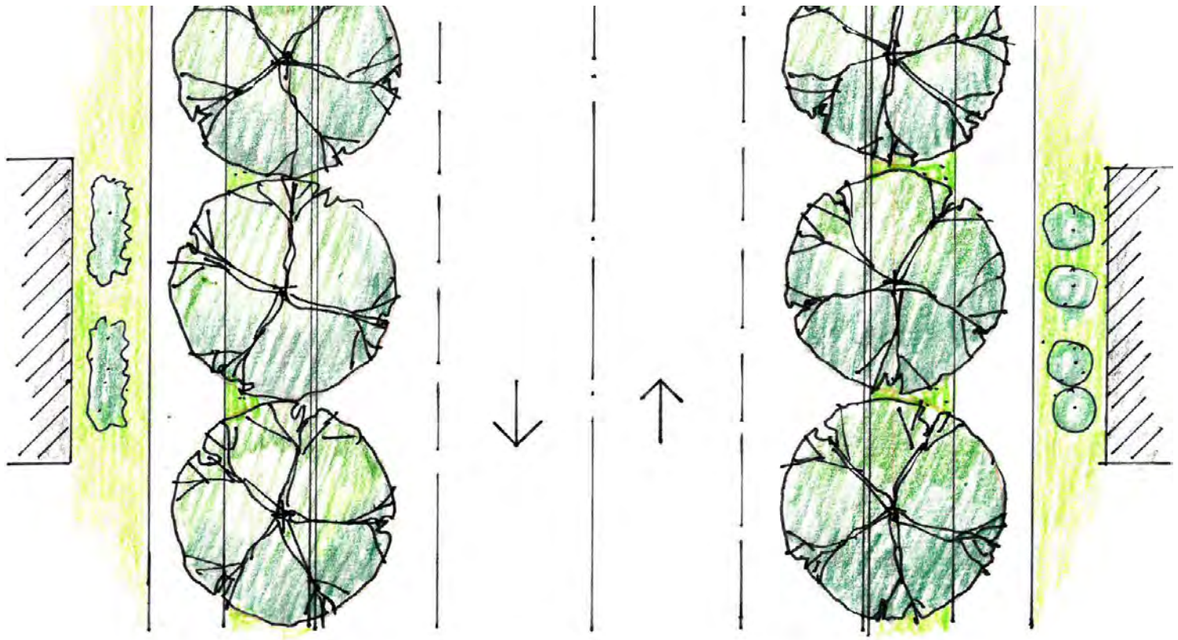
COLLECTOR ROAD
(TWO WAY W/TURN LANE AND
BIKE LANES)
(ATHERTON DR)

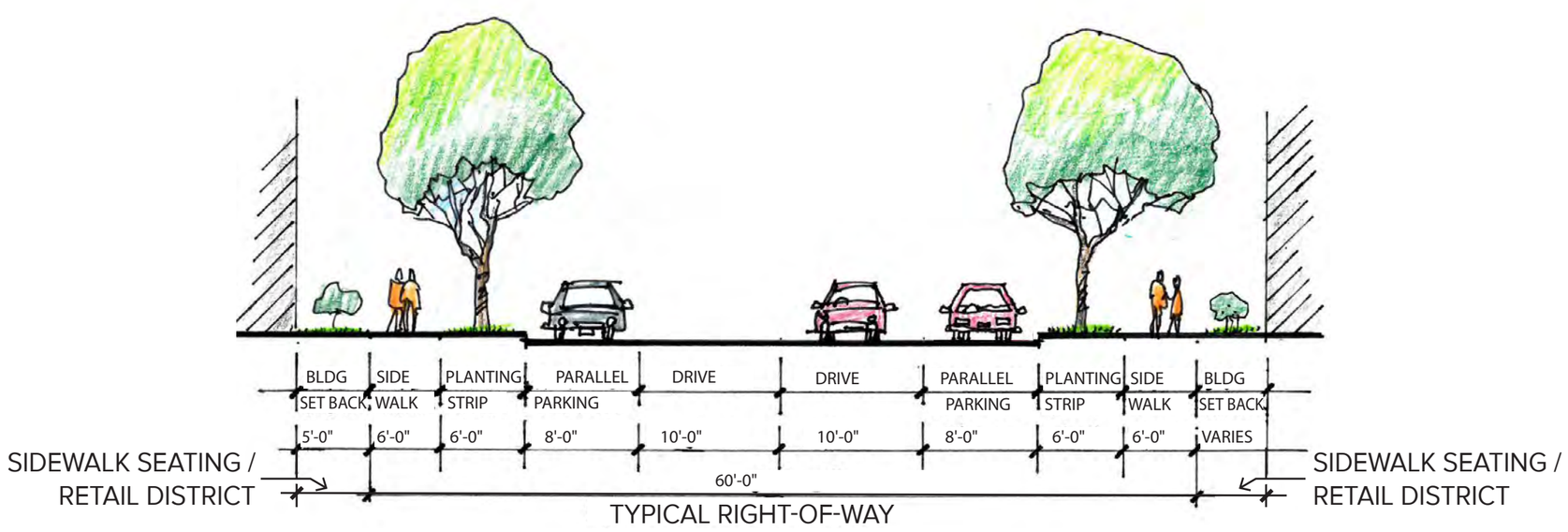




PROPOSED ROAD SECTIONS - MAJOR NEIGHBORHOOD ROAD WITH PARKING

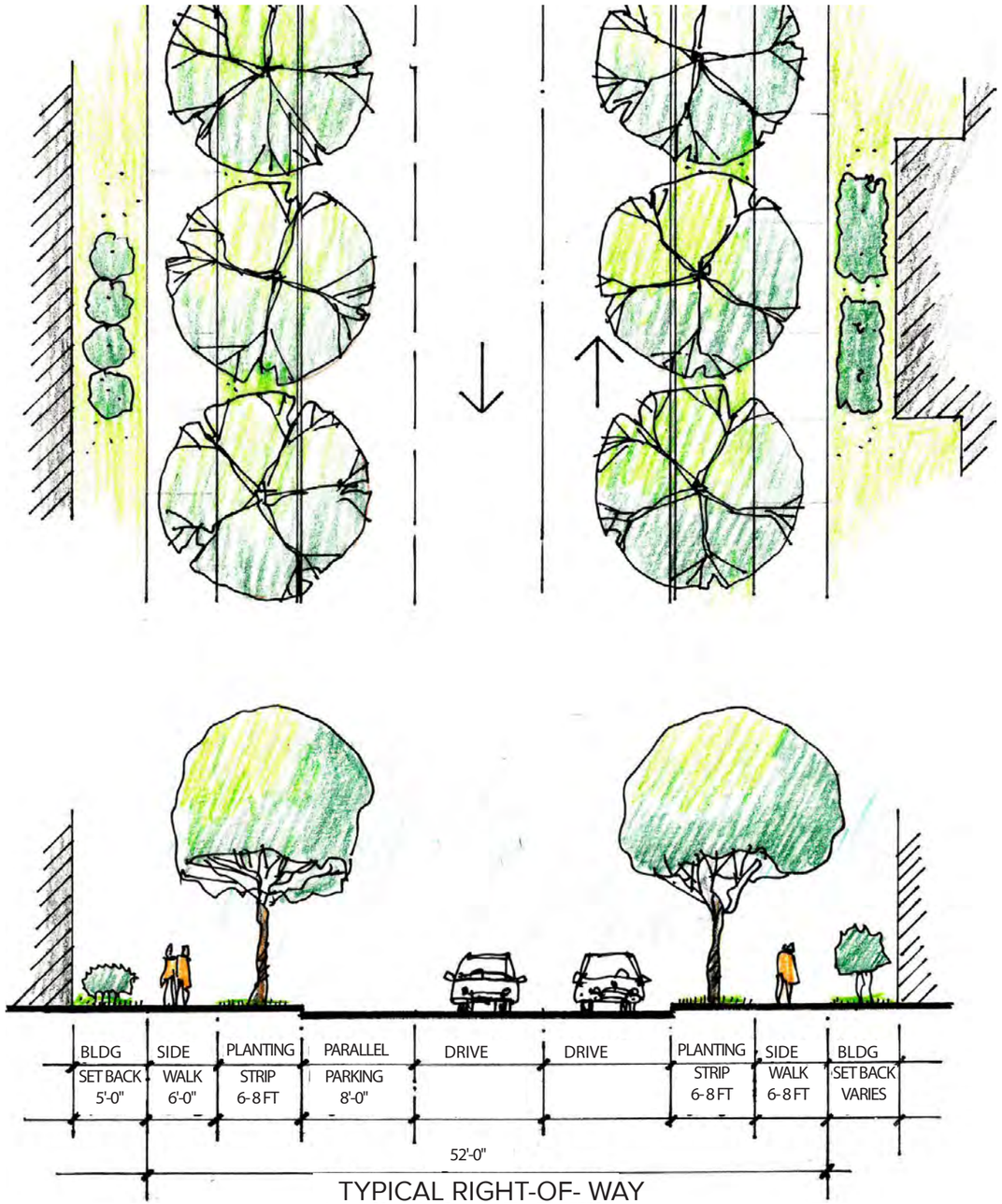
MAJOR NEIGHBORHOOD ROAD (TWO WAY)
(W LEVOY DR, TAMARACK RD, NEW EAST-WEST ROAD SOUTH OF EXPRESSWAY)





PROPOSED ROAD SECTIONS - TYPICAL NEIGHBORHOOD ROAD

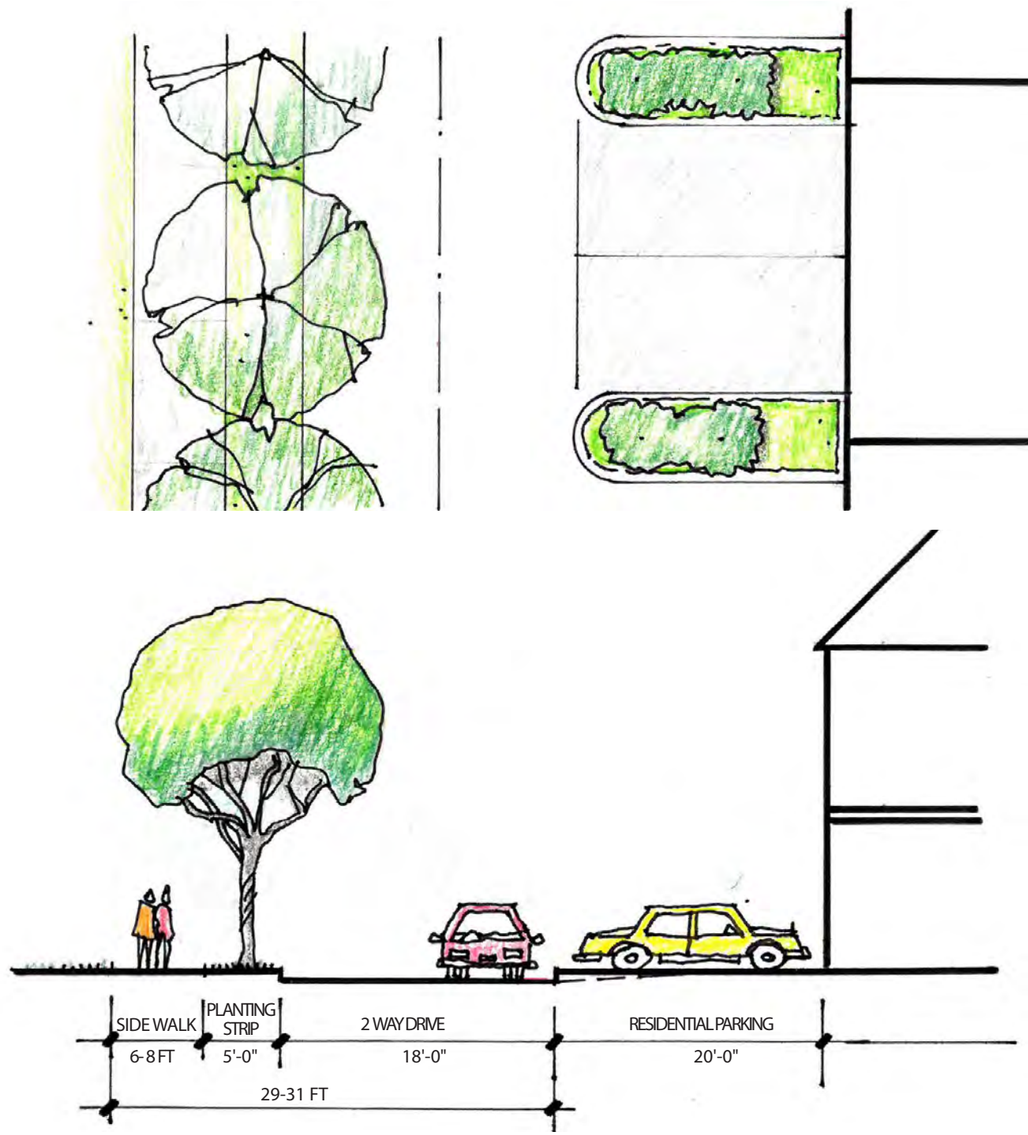
TYPICAL NEIGHBORHOOD ROAD (TWO WAY)



TYPICAL RIGHT-OF- WAY

PROPOSED ROAD SECTIONS

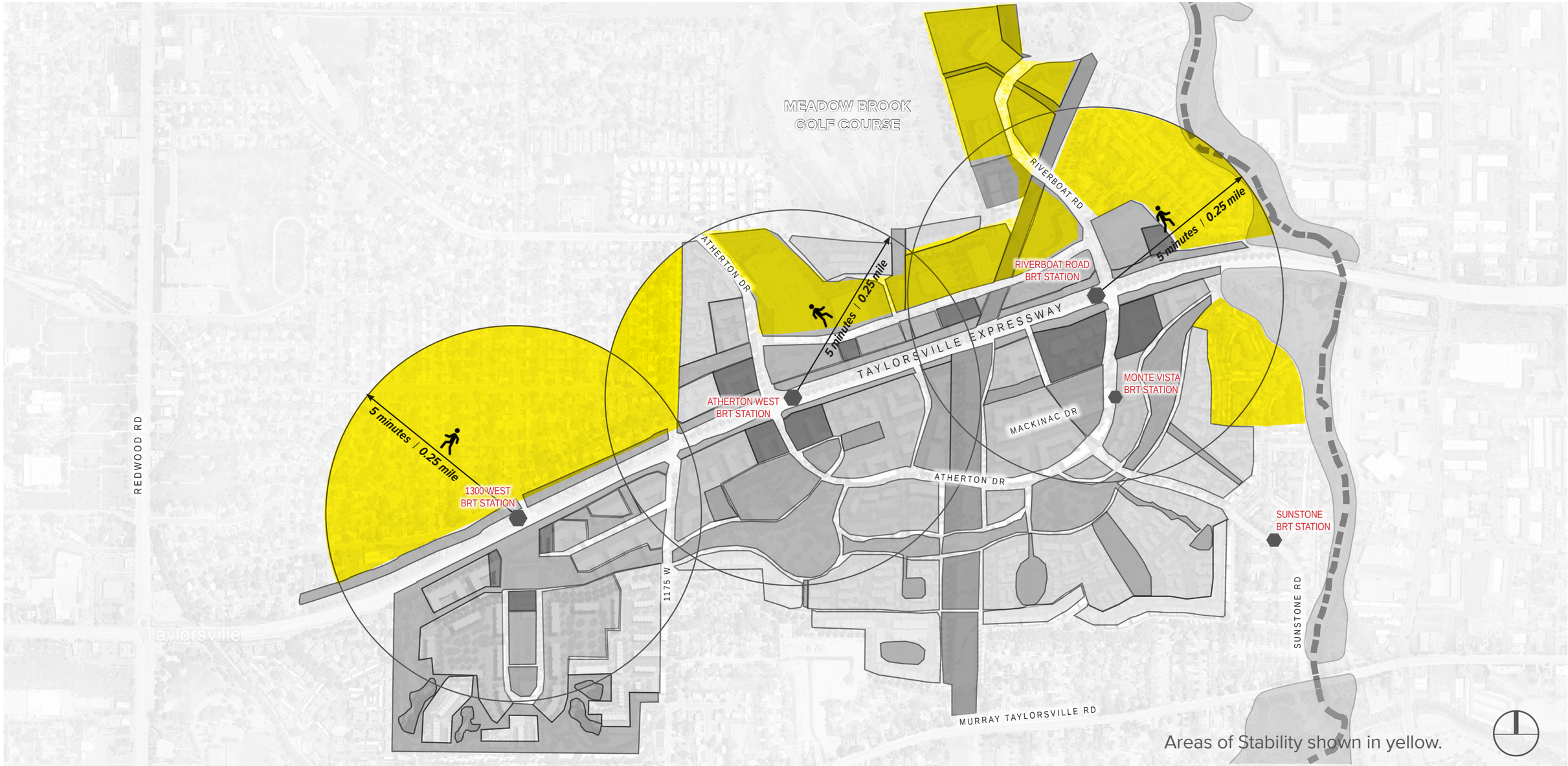
RESIDENTIAL PARKING



MASTERPLAN


MEADOW BROOK
GOLF COURSE
RIVERBOAT RD
ATHERTON DR
5 minutes | 0.25 mile
TAYLORSVILLE EXPRESSWAY
RIVERBOAT ROAD
BRT STATION
ATHERTON WEST
BRT STATION
MONTE VISTA
BRT STATION
MACKINAC DR
ATHERTON DR
5 minutes | 0.25 mile
S 1300 W
1300 WEST
BRT STATION
1175 W
REDWOOD RD
Taylorsville
SUNSTONE
BRT STATION
SUNSTONE RD
MURRAY TAYLORSVILLE RD
0' 100' 400' 800'

AREAS OF STABILITY



Areas of Stability

Based on the existing conditions analysis, there are several areas of stability within the SAP boundaries. These areas of stability are not planned to nor likely to undergo any significant changes in the foreseeable future. This can be due a number of reasons. In some cases, it is due to the numerous or small sizes of parcels in an area which would be unlikely to be assembled for a larger redevelopment. In other cases, it may be due to an existing development that is likely to not change and that supports the framework and goals of the SAP. It is also due to the City's desire to preserve certain tax bases or places of employment.

AREAS OF STABILITY

SF Neighborhoods near 1300 W

This area is an established single-family neighborhood of several hundred homes. Furthermore, it is unlikely that any significant redevelopment would even be contemplated as it would require an assemblage of many smaller single-family lots to make a parcel large enough to make the economies of scale necessary for a higher density project. The Preferred Plan recommends this northwest quadrant of the study area therefore remain as a single family neighborhood. Minor changes that the Plan recommends include:

1. Improved streetscape and sidewalks/crosswalks that need repair.
2. Improved pedestrian access from this neighborhood to the 1300 W BRT station.
3. Allow for accessory dwelling units (ADU's) as a strategy to accommodate some growth in the neighborhood without changing the detached single family residential character within the neighborhood.
4. Explore opportunities for property owners to introduce accessory dwelling units (ADU's) that are compatible with the existing single-family neighborhood character.

Maison Landing apartment community

This garden-style/surface parked apartment community has been recently renovated and sits north of the Riverboat Station and adjacent to Sorenson Office Park. It also fronts onto the Jordan River Parkway with green space adjacent to the parkway and multiple opportunities for residents to connect to the Parkway for walking or biking. This is a stable community that harmonizes with the objectives of the SAP.

AREAS OF STABILITY

Bridgeside Landing apartment community

This garden-style/surface parked community is also along the eastern edge of the SAP area. Similar to Maison Landing, it backs up to the Jordan River Parkway. Bounded by Monte Vista manufactured home community to the west, Bridgeside Landing is isolated from the rest of the SAP area. If the Monte Vista property were to be redeveloped, there would be an opportunity for Bridgeside Landing to better integrate into the adjacent neighborhoods, increasing walkability to the Riverboat Road BRT station as well as enhancing connections from the surrounding neighborhoods to the Jordan River Parkway. This area also conforms to the objectives of the SAP.

Sorenson Research Park

Having a robust employment base is an asset to the community, so the Preferred Plan does not diminish or redevelop the existing office buildings. As the SAP area grows in population with redevelopment of neighboring properties, this office park area will better attract office tenants that will include some modernization of the existing buildings. Analysis suggests the typical office park tenant has changed over the years, and proposed redevelopment of some of the excess surface parking areas to increase leaseable office square footage, would bring added value. A key goal of the SAP is to have employment close to residential, and Sorenson Research Park provides needed employment options.

1300 WEST

1300 W BRT Station Area Plan

The Preferred Plan surrounding this BRT station is predominantly formed by two areas: the large Fore Lakes golf course property directly south of the station, and the single-family neighborhood to the north, which is an area of stability. This single-family neighborhood will have better a pedestrian/bike/electric scooter connection from the BRT station to the neighborhood via the current 1300 W roadway that stops short of connecting to Taylorsville Expressway. Between Tamarack Rd and Taylorsville Expressway there could be a gateway park between the crossing to the BRT station and the neighborhood to the north.

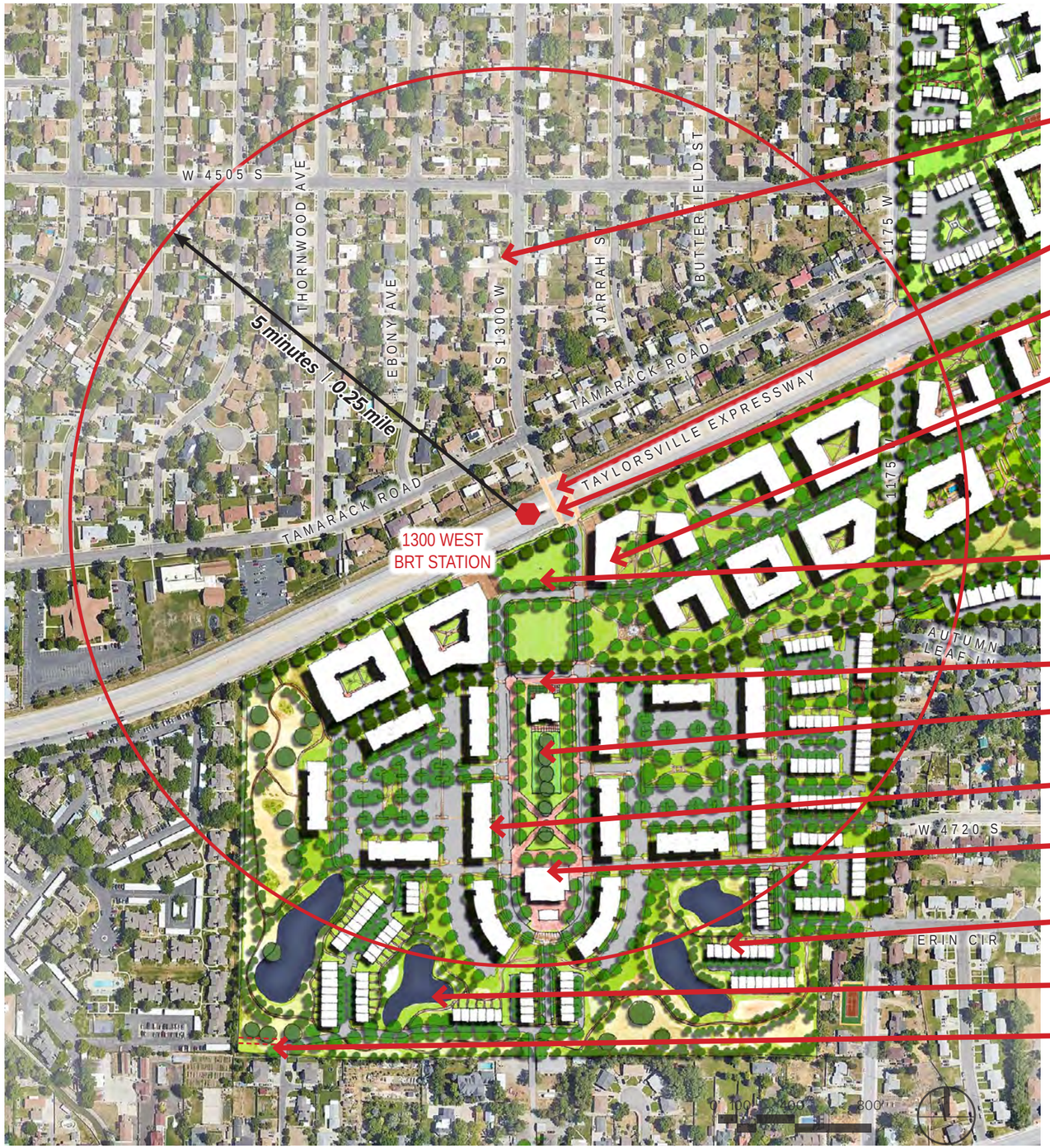
The Fore Lakes golf course property (approximately 64 acres) would be the catalyst project for the growth of this BRT station area. If it does not redevelop, then the potential for any level of heightened development around this BRT station is quite limited. However, if the parcel is to be redeveloped at some future time, the Preferred Plan creates a vibrant and layered community, with a combination of housing types and green space preservation. On axis with the BRT station intersection is a large public space/garden in a horseshoe shape extending deep into the property. This forms the heart of this plan, with mixed use/retail closer to the station, and edged by higher density 4 to 8 story buildings near the Expressway, and 3 to 4 story apartment buildings forming the edge to the horseshoe space. Two freestanding signature buildings are shown in the center space: uses could include a destination restaurant near the station and a neighborhood/community clubhouse at the southern end of the space. Careful attention should be given to the potential of saving a long line of mature trees that run north/south along the center of this green space. From this horseshoe green/commons area springs the linear park that connects all the way to the Jordan River Parkway.

The area around the Expressway, consistent with the Vision for the SAP, has higher density residential buildings for convenient access to the station and its surrounding mixed-use spaces. To the south, east, and west perimeters, the housing typology steps down to townhomes and stacked flats. The four existing lakes and much of the mature trees and grass areas around the perimeter of the property form a green buffer to the surrounding neighborhoods. To increase connectivity to the surrounding neighborhoods, there are smaller street connections to 1175 W as well as a couple potential street (or at least pedestrian path) connections to Murray Taylorsville Road to the south. By preserving the natural features of the Fore Lakes site at its perimeter, this helps preserve the visual character bordering the historic district that is immediately south of the Fore Lakes property.

A third property relatively close to the BRT station is Sienna Condominiums. The Preferred Plan shows higher density redevelopment here, but it may remain in its current condition. The Fore Lakes and Sienna properties could develop independent of each other.

The number of units and amenities that the Fore Lakes property could produce clearly make it the catalyst project for a mixed-use community around this BRT station.

1300 WEST BRT STATION AREA PLAN - ENLARGED SITE



RESIDENTIAL AREA OF STABILITY

IMPROVED CONNECTIVITY ACROSS THE EXPRESSWAY AND ACCESS TO THE SHARED BIKE LANE AND SIDEWALKS

CENTER ISLAND BRT STATION DESIGN AND CROSSWALKS

4 - 8 STORY APARTMENTS AT THE EXPRESSWAY WITH A VARIETY OF SETBACKS AND HEIGHTS, WITH GREEN CONNECTIVITY AND LIMITED GROUND FLOOR MIXED USE AT THE STATIONS.

LARGE CENTRAL GREEN SPACES FOR COMMUNITY EVENTS AND PRESERVATION OF GREEN AREAS OF PREVIOUS LAND USE.

CENTRAL NEIGHBORHOOD AMENITY, OR RETAIL USE.

CENTRAL GREEN SPACE FOR PLACE MAKING, COMMUNITY GARDENS, AND PROGRAMING

THREE STORY APARTMENTS SURFACE PARKED

POTENTIAL CLUBHOUSE, COMMUNITY BUILDING.

TOWNHOMES AND STACKED FLATS AT THE PERIMETER TO TRANSITION TO EXISTING SINGLE FAMILY HOMES

RETAIN EXISTING WATER FEATURES AND GREEN SPACE OF THE PREVIOUS LAND USE.

CONSIDER ROAD CONNETION TO SETTLER'S POINT COMMUNITY TO FACILITATE THEIR ACCESS TO TRAFFIC LIGHT AT 1300 W / TAYLORSVILLE EXPRESSWAY.

1300 WEST BRT STATION AREA PLAN - AERIAL VIEW

1300 WEST BRT STATION AREA PLAN - STATION RENDERING

ATHERTON WEST

Atherton West BRT Station Area Plan

This SAP area has multiple areas of placemaking and varied uses. To the southeast of the station is an assemblage of properties that are dated and yearn for coordinated redevelopment. As it is immediately adjacent to the BRT station, it could be the most likely candidate to be a catalyst project. The Preferred Plan shows a high number of residents through high density mixed-use development, with retail and a plaza space easily accessible from the station. This project could also set the tone for significantly enhancing the streetscape and multimodal efficacy of Atherton Drive.

South of Atherton Drive is a very large parcel, the Majestic Meadows manufactured home community. The Preferred Plan keeps the existing central green space of Majestic Meadows and makes it a hub of the Linear Park, linking it to Atherton Drive and BRT station. If this parcel were to redevelop, it would be comprised of the full spectrum of diverse housing products proposed in this Plan. Closer to the Expressway and BRT station would be the higher density podium or similar building type. Some civic or recreational buildings are shown off the main park area. South of Atherton Drive are the mid-range multifamily housing products with surface parking. And south of the linear park would be the lower intensity of townhomes and stacked flats. Much of the area south of the linear park is beyond the ¼ mile radius from the BRT station; however, the connectivity with the linear park and Atherton Drive makes multimodal transportation a more viable option to induce BRT ridership from these homes.

A potential barrier to integration, the power line corridor is incorporated into the pedestrian network with a north-south path/ trail spanning the length of the corridor, providing additional connectivity and trails for the area. Several roads cross the easement to knit together the east and west sides of the Atherton area. The easement may provide space to accommodate surface parking as sites begin to redevelop as well.

Finally, some additional surface parking could be investigated for the power line easement if that allowed for greater intensity of development in the areas north of the Preferred Plan proposes lining Atherton Drive with the higher density housing product as it is close to the BRT station and stepping down on the west side to townhomes or stacked flats to be more in scale with the adjacent single-family homes to the west. East of Atherton are some large existing business buildings that would likely remain as supporting the employment base.

Some of the excess parking between Levoy Drive and Taylorsville Expressway could be replaced with some targeted retail or service-oriented office spaces with good visibility from Taylorsville Expressway. To the far north along the Meadowbrook golf course, the excess surface parking in the Preferred Plan is converted to a small residential community of townhomes/flats that take advantage of the golf course views.

ATHERTON WEST BRT STATION AREA PLAN - ENLARGED SITE

INFILL RESIDENTIAL TOWNHOMES AT LARGE UNDER UTILIZED PARKING FIELDS.

EXISTING AREAS OF STABILITY TO TRANSITION OVER THE LONG TERM

COURTYARD TOWNHOMES AS TRANSITION TO ADJACENT SINGLE FAMILY HOMES

4 - 8 STORY APARTMENTS AT THE EXPRESSWAY WITH A VARIETY OF SETBACKS AND HEIGHTS, WITH GREEN CONNECTIVITY AND MIXED USE AT THE STATIONS.

IMPROVED CONNECTIVITY ACROSS THE EXPRESSWAY AND ACCESS TO THE SHARED BIKE LANE AND SIDEWALKS

CENTER ISLAND BRT STATION DESIGN AND CROSSWALKS

LARGE CENTRAL GREEN SPACE, PLAZAS FOR COMMUNITY EVENTS AND PLACEMAKING.

4 - 8 STORY APARTMENTS AT THE EXPRESSWAY WITH A VARIETY OF SETBACKS AND HEIGHTS, WITH GREEN CONNECTIVITY AND GROUND FLOOR MIXED USE AT THE STATION LOCATIONS.

THREE STORY APARTMENTS SURFACE PARKED

LINEAR GREEN PARK AND TRAIL NETWORK

TOWNHOMES AND STACKED FLATS AT THE PERIME-TER TO TRANSITION TO SINGLE FAMILY HOMES

EXISTING POWER LINE ROW WITH ENHANCED ROAD AND PEDESTRIAN CONNECTIONS

ATHERTON WEST BRT STATION AREA PLAN - AERIAL VIEW

ATHERTON WEST BRT STATION AREA PLAN - STATION RENDERING

RIVERBOAT ROAD

Riverboat Road BRT Station Area Plan

This SAP area has the potential for the most retail, entertainment, and diversity of uses since this station is closest to the I-15 corridor. There is already some existing retail at the southwest corner of the BRT intersection. This could be expanded on as the entire SAP area redevelops over time. The Plan shows several retail buildings, including a neighborhood-sized grocery store to anchor the retail area.

The west and south of this area is predominantly occupied by the Majestic Oaks and Majestic Meadows manufactured home communities. The city sees the existing communities as meeting an affordable housing need. However, if the manufactured homes communities do change use, the Preferred Plan shows a range of housing options, from higher density near the Expressway/north of Atherton, to some mid-range residential along Atherton, to a large area south of the linear park comprised of townhomes and stacked flats. A number of pocket parks provide local areas of greenery and gathering to help unite the smaller scale aspects of neighborhood and connect to the linear park. This Majestic Oaks and Majestic Meadows park node also becomes another crossover point to link the streetscape and activity along Atherton Drive with the Linear Park. There are BRT stops within the 1/4 radius of the Riverboat Road station along Sunstone Road. The lack of dedicated lanes puts them outside of the scope of this document. However, it is important to note that the walkability in this area is as important to the utilization of the route as with the rest of the areas in this plan.

East of Atherton Drive and north of Sunstone Road is the Monte Vista manufactured home park. The central green area of this community is also preserved as a focal point along the Linear Park. A mixture of housing types is consistent with the Preferred Plan principles, with higher intensity at the Expressway and stepping down in massing and intensity as one moves to the southern edge of this parcel. The Bridgeside Landing apartment community is at the far east of the SAP area and borders the Jordan River Parkway. As noted above, this community is considered an area of stability. The Linear Park winds through this SAP and at its northeast terminus links to the Jordan River park area and the nearby Freedom Shrine.

To the north of the Expressway is predominantly the Sorenson Office Park and Maison Landing apartment complex, both areas of stability. Maison Landing was recently renovated and has multiple pedestrian connections to the Jordan River Parkway. Most of the parcel is also within the ¼ mile radius to easily make use of the BRT transportation. For the office building north east of the intersection, there is some opportunity to replace surface parking with a mixed-use higher intensity building with visibility along the Expressway. Other areas of potential targeted redevelopment include a new office building on excess parking east of the golf course and a new office/services building along Levoy Drive—these two sites could be locations for a medical office building or emergency/immediate care facility easily accessible to the BRT neighborhood. Similar to the Atherton West SAP, there may be an opportunity to convert excess surface parking to townhomes at the northwestern edge of this SAP zone.

RIVERBOAT ROAD BRT STATION AREA PLAN

IN FILL DEVELOPMENT OF MEDICAL/OFFICE IN UNDER UTILIZED PARKING AREAS

INFILL RESIDENTIAL TOWNHOMES AT LARGE UNDER UTILIZED PARKING FIELDS.

EXISTING EMPLOYMENT AREAS ARE AREAS OF STABILITY

INFILL OPPORTUNITY FOR AMENITY FOOD AND BEVERAGE TO AMENITIZED THE AREAS OF EMPLOYMENT

IMPROVED CONNECTIVITY ACROSS THE EXPRESS-WAY AND ACCESS TO THE SHARED BIKE LANE AND SIDEWALKS

4 - 8 STORY APARTMENTS AT THE EXPRESSWAY WITH A VARIETY OF SETBACKS AND HEIGHTS, WITH GREEN CONNECTIVITY AND MIXED USE AT THE STATIONS.

EXPANSION TO EXISTING COMMERCIAL CENTER TO AMENITZE SURROUNDING AREAS

LINEAR GREEN PARK AND TRAIL NETWORK

OVERLAPPING BRT STATIONS SERVICE

THREE STORY APARTMENTS SURFACE PARKED

TOWNHOMES AND STACKED FLATS AT THE PERIMETER TO TRANSITION TO EXISTING SINGLE FAMILY HOMES

RIVERBOAT ROAD BRT STATION AREA PLAN - AERIAL VIEW

RIVERBOAT ROAD BRT STATION AREA PLAN - STATION RENDERING

RECOMMENDED DENSITY & AREA CALCULATION

DEVELOPMENT SUMMARY

TOTAL DEVELOPMENT AREA	**240.16 ACRES**	
MULTI-FAMILY podium	39.03 acres	3,474 units
MULTI-FAMILY garden apts.	24.52 acres	880 units
STACKED FLATS	18.87 acres	541 units
TOWNHOUSES	48.85 acres	749 units
TOTAL RESIDENTIAL	**131.71 acres**	**5,644 units**
TOTAL RETAIL/ AMENITY	115,000 SF	
OFFICE (e.g. Medical Offoce Buildings)	22,000 SF	
CIVIC/ EDUCATION/ RELIGIOUS	9.3 acres	
PUBLIC GREEN/ NEIGHBORHOOD PARKS	43.96 acres	
AVERAGE RESIDENTIAL DENSITY	42.85 DU/ ACRE	
NET RESIDENTIAL GAIN	**4,044 UNITS** (Assuming Existing 1,600 units)	

MEADOW BROOK GOLF COURSE

SITE AREA 2.16 acres
STACKED FLATS 58 units
AVG DENSITY 27 DU/ACRE

SITE AREA 0.91 acres
RETAIL 10,000 SF

SITE AREA 1.98 acres
STACKED FLATS. 53 units
AVG. DENSITY 26 DU/ACRE

SITE AREA 0.91 acres
RETAIL 10,000 SF

SITE AREA 3.50 acres
OFFICE 22,000 SF

SITE AREA 1.21 acres
MF RESID. 105 units
RETAIL 5,000 SF

K-1 K-2 K-3 L

RIVERBOAT RD

ATHERTON DR

RIVERBOAT ROAD BRT STATION

J-1 J-2

TAYLORSVILLE EXPRESSWAY

I E F G

ATHERTON WEST BRT STATION

D

MAGNAC DR

SITE AREA 18.66 acres

MULTI FAMILY podium	9.49 acres	852 units
TOTAL RESIDENTIAL	9.49 acres	852 units
RETAIL	40,000 SF	
CIVIC/ EDUCATION	2,33 acres	
PUBLIC GREEN	0.75 acres	
AVERAGE DENSITY	90 DU/ACRES	

SITE AREA 13.27 acres

MULTI FAMILY podium	4.00 acres	360 units
TOWNHOUSES	7.91 acres	107 units
TOTAL RESIDENTIAL	11.91 acres	467 units
RETAIL	10,000 SF	
PUBLIC GREEN	1.36 acres	
AVERAGE DENSITY	39 DU/ACRES	

SITE AREA 11.68 acres

MULTI FAMILY podium	7.17 acres	590 units
TOTAL RESIDENTIAL	7.17 acres	590 units
RETAIL	10,000 SF	
CIVIC	0.85 acres	
PUBLIC GREEN	0.64 acres	
AVERAGE DENSITY	82 DU/ACRES	

SITE AREA 24.70 acres

MULTI FAMILY podium	3.71 acres	334 unit
MULTI FAMILY garden apts.	2.9 acres	105 units
TOWNHOUSES	7.24 acres	122 units
TOTAL RESIDENTIAL	13.84 acres	561 units
RETAIL	10,000 SF	
PUBLIC GREEN	4.6 acres	
AVERAGE DENSITY	40 DU/ACRES	

SITE AREA 3.91 acres

MULTI FAMILY podium	2.29 acres	206 units
TOTAL RESIDENTIAL	2.29 acres	206 units-
PUBLIC GREEN	0.48 acres	
AVERAGE DENSITY	90 DU/ACRES	

1300 WEST BRT STATION

B

SITE AREA 64 acres

MULTI FAMILY podium	6.38 acres	574 units
MULTI FAMILY garden apts.	14.38 acres	504 units
TOWNHOUSES	16.5 acres	144 units
TOTAL RESIDENTIAL	37.26 acres	1,222 units
RETAIL	10,000 SF	
PUBLIC GREEN	16.5 acres	
AVERAGE DENSITY	32.8 DU/ACRES	

A

SITE AREA 47.87 acres

MULTI FAMILY podium	5.22 acr es	453 units
MULTI FAMILY garden apts	4.39 acres	184 units
TOWNHOUSES	4.75 acres	97 units
STACKED FLATS	10,09 acres	260 units
TOTAL RESIDENTIAL	24.37 acres	994 units
RETAIL	10,000 SF	
PUBLIC GREEN	10.8 acres	
CIVIC	3.12 acres	
AVERAGE DENSITY	40 DU/ACRES	

C

SITE AREA 3.12 acres
CIVIC 3.00 Acres

H

SITE AREA 42.28 acres

MULTI FAMILY garden Apts.	2.85 acres	87 units
STACKED FLATS	4.64 acres	170 units
TOWNHOUSES	13.03 acres	279 units
TOTAL RESIDENTIAL	20.52 acres	536 units
PUBLIC GREEN	8.62 acres	
AVERAGE DENSITY	26 DU/ACRES	

REDWOOD RD

MURRAY TAYLORSVILLE RD

1175 W

MAIN ST

0' 100' 400' 800'

HB462 ALIGNMENT

Alignment with goals and objectives of HB 462

Increase the availability and affordability of housing Including rezoning infrastructure, housing types and densities, increment tools, and partnerships.

The Preferred Plan, by providing a diversity of housing types and sizes, fosters the increase the availability and affordability of housing. By concentrating much higher densities at locations closer to the BRT station, the economies of scale distribute the project costs amongst a greater number of units, thereby increasing the affordability of the units. The variety of housing types proposed will attract a diverse population: young adults, families starting out, first home buyers, workforce housing, adults looking to downsize and take advantage of the benefits of a more tightly knit, walkable community, senior housing, and more. As discussed in the Implementation chapter, the City and participating jurisdictional entities may need to incentivize this type of density and redevelopment through strategies that help offset the cost of structured parking. This plan promotes policies that encourage quality-minded developers to choose Taylorsville and this BRT zone for their projects.

Promote sustainable environmental practices (water conservation, air quality, etc)

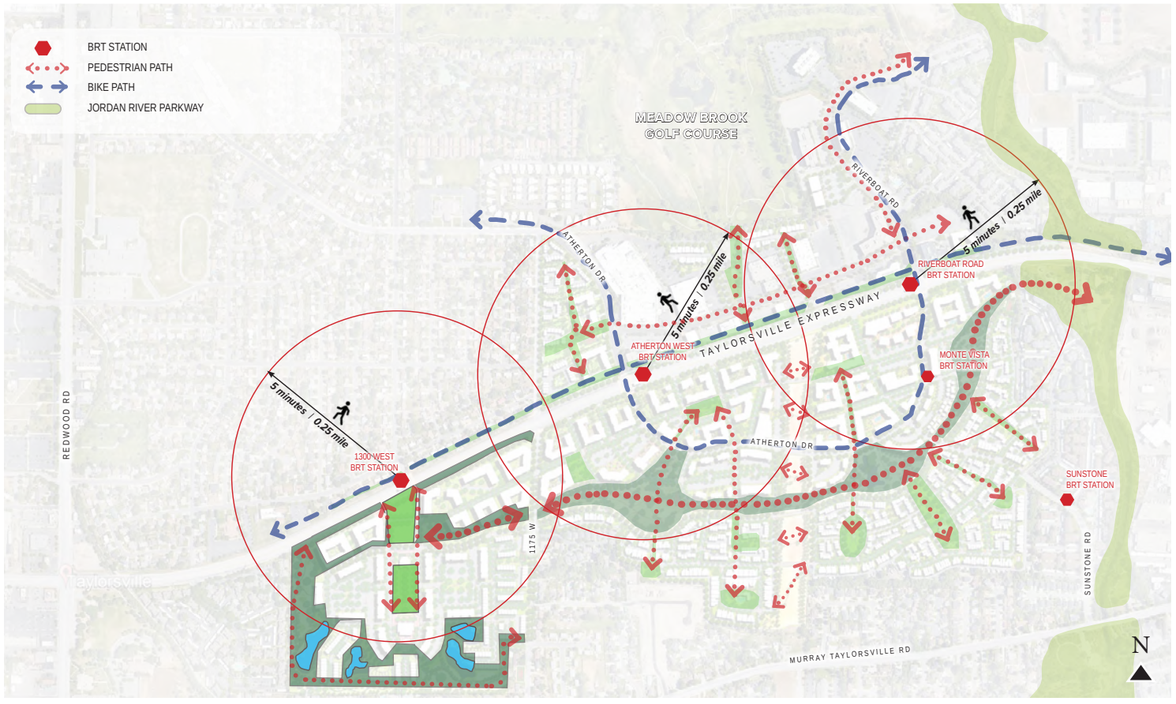
With the Preferred Plan, areas close to the BRT station result in concentrated areas of development. The proximity fosters walkability and multimodal transportation, is intended to reduce automobile usage and air pollution. The dedication of more than 40 acres to parkland promotes environmental sustainability. The connectedness of the linear park throughout the SAP area and linking to the Jordan River Parkway supports biodiversity and wildlife corridors. Careful planning of the linear park between recreational areas requiring greater irrigation and more passive areas of native plantings and less maintenance/irrigation is intended to aid in water conservation.

Enhance access to opportunity (access to jobs, shopping, education, etc)

Developing the three BRT stations next to the Sorenson Office park and its jobs provides enhanced opportunity for residents moving into the proposed developments. A greater concentration of residents within walking distance increases access to shopping within one's own neighborhood. These retail opportunities are dependent on a sufficient number of residents living close by; the Preferred Plan maximizes this opportunity by encouraging significant growth clustered around the BRT stations. Educational opportunities are enhanced as there is a college nearby connected to this area by the BRT line as well as a satellite university within the SAP zone itself. A new elementary school and preschool/daycare is planned for when sufficient residential development occurs within the SAP area.

Increase transportation choices and connectivity

The road network and walking/ biking/ micromobility path system in the Proposed Plan increases transportation choices. Encouraging density around the BRT stations will help attract transportation connecting both sides of the Expressway as well as increased use of transit and active transportation. The linear park encourages walking and biking connections throughout the neighborhood greens spaces, and ultimately connects to the virtually unlimited options of park paths via the Jordan River Parkway.



Proposed Pedestrian & Bike Path Diagram

IMPLEMENTATION PLAN

SECTION 06

INTRODUCTION

Introduction

Based on the Preferred Plan and the analysis of opportunities and constraints inherent in the existing areas of the SAP zones, the Implementation Plan focuses on those strategies that will incentivize and enable the proposed future developments to bring the Vision of the Station Area Plan to reality. Because the properties in the SAP are almost exclusively privately held, there is a fair amount of uncertainty as to if and when any, some, or all of the properties will be redeveloped. The Implementation Plan sets the framework of what can be done in the near future to prepare the City to attract new developers, engage those developers in site specific development plans that meet or exceed the goals of the Station Area Plan, and pursue tools that will make the desired building and site development products economically and commercially viable within the existing and future market conditions.

The long-term benefits of the Preferred Plan extend beyond the quality-of-life enhancements that come from a walkable community. Those enhancements include diverse housing, increased employment base, shopping and retail opportunities, education for all ages, and recreational and natural resources. The long-term economics for the City are enhanced through an increased tax base, greater employment, improved transit options and other opportunities. A high-density mixed-use community will generate increased revenues through greater property taxes and greater sales taxes year after year. Incentivizing redevelopment can be better understood when utilizing this longer-term vision for the area and the City as a whole.

This chapter will propose a 5-year Implementation plan, summary tables followed by sections detailing implementaion strategies and options.

IMPLEMENTATION CHART Five Year Implementation Plan

Category	Action Item	Project Champions	1-5 years	More than 5 years
Zoning/Regulatory				
	Adopt SAP as component of General Plan	City	Write revised plan/ordinances and secure approvals from governing entities as needed	Review on an ongoing basis based on experiences to date
	Consider updating SSD (Site Specific Development) overlay areas to help facilitate Preferred Plan. Consider reducing/eliminating minimum lot size.	City	Develop template to address overlay areas tied to Preferred Plan	Update and adopt SSD overlay zoning chapters as applicable potential redevelopment project is launched
	Define terms of Development Agreement to be applied to SSD overlay projects.	City	Develop template with key terms/features to be ready to apply	Apply to specific project as redevelopment project is launched
	Explore density bonuses and incentives for development such as Tranfer Development Rights (TDR) associated with dedicated open space/other Plan criteria	City	Incorporate into zoning regulations as applicable	Promote/highlight to potential developers
	Develop architectural, parking and site guidelines	City	Develop these guidelines	Review and update as needed
	Explore ways to streamline/expedite entitlement and zoning/regulatory process to encourage redevelopment	City	Incorporate into regulations	Advertise/promote the expedited process to potential developers
	Explore phasing and logistics strategy for displacement of residents caused by redevelopment of existing properties (particularly the Manufactured Home communities in the SAP area)	City, Developer	Develop conceptual strategy, needs, and relocation plan as warranted	Refine strategy if/when an applicable parcel expresses interest to move forward with redevelopment. Create phased development and move plans.
Economic and Market Strategies				
	Identify promising catalytic properties/development that could provide momentum to spur further redevelopment in the area	City	1. Promote Preferred Plan 2. Identify correct or needed economic and zoning incentives 3. Craft and operate a strategic marketing plan.	
	Foster incremental approach to encourage development of early projects that may not be able to economically support highest density products initially but will build momentum for future phases with higher densities.	City, Developer	1. Incorporate into SSD criteria 2. Refine objectives as market changes. 3. Seek developers and partners.	Refine and adjust as market and economic thresholds change
	Consider new CRA strategies and tools in conjunction with other entities.	City, CRA	1. Set strategy/targets 2. Recruit developers and partners	Expand capability and program as needed to support qualifying projects
	Consider Development Agreements and Public Private Partnerships (PPP) to achieve successful redevelopment of parcels	City/PPP	Recruit/promote the concept to qualified participants	Refine and adjust as needed.
	Identify most promising HTRZ parcels and pursue application process for first application.	City, Parcel Owners	Evaluate options. Approach parcel owners for participation. Submit one HTRZ application.	Pursue additional applications processing when appropriate
Housing				
	Encourage wider range of housing types, with a focus on attainable housing, including attainable home ownership strategies.	City	Incorporate into zoning and/or design criteria.	Refine and adjust as market and economic thresholds change
	Review minimum lot sizes in the plan area.	City	Incorporate into zoning and/or design criteria.	Reevaluate as needed.
	Update Moderate Income Housing Plan	City	Annually update MHIP to meet changing needs	Ongoing
	Support and encourage a mix of for sale products	City, Developer	Set minimum percent of development standards for for-sale homes	Update as needed after 5 years
	Evaluate income and ownership needs of city and SAP area	City	Designate income and mixed residential targets and objectives	Ongoing
	Provide spectrum of housing options	City, Developer	Review housing needs for income and family sizes	Implement

*Project Champions will lead/pursue funding sources for each task. See discussion of Funding Strategies on subsequent pages.

IMPLEMENTATION CHART Five Year Implementation Plan

Category	Action Item	Project Champions	1-5 years	More than 5 years
Transportation				
	Repair existing sidewalks and crosswalks within SAP area to encourage walkability	City, Developer	Identify, prioritize, and execute	Ongoing
	Enhanced streetscape for existing streets	City, Developer	Identify and prioritize	Refine and adjust as redevelopment occurs
	Enhanced streetscape for new streets	Developer	Part of new site development guidelines (see Zoning above)	Ongoing implementation
	Ensure ease and safety of pedestrian crossing of Taylorsville Expressway with dedicated walk crossing times in signal cycle	UDOT	Design and construct with BRT program and have operational when BRT starts operation	Update or modify as needed
	Provide easy access to multimodal transportation adjacent to BRT station (bike and micromobility parking)	UTA,City	Plan, implement and have operational when BRT opens.	Ongoing safety reviews
	Pursue real time information platform for BRT to maximize ridership	UTA	Planning and Implementation	Ongoing maintenance and reviews
	Advocate for Taylorsville Expressway to remain 2 lanes in each direction	City	Ongoing	Ongoing
	Investigate limited shared parking near one of the BRT stations for accessibility challenged/older residents	City, UTA, Developer	Construct as needed next to a BRT station	Ongoing review for adequacy
Utilites				
	Develop long term infrastructure upgrades and current allocation strategy with incentives to denser developments.	City, Developer, Utility companies	Work with utilities and developers to ensure that adequate utility services are in place prior to opening of new buildings or developments.	Refine and update as needed
	Explore ways to utilize land in overhead power easement to best advantage for SAP (parking, SWM, trails, street connectivity).	City, RMP	Develop strategy and feasibility of uses.	Ongoing
Open Space				
	Determine park, open space, trail and recreational needs for the SAP area, which parks need to be acquired by the City and which (smaller neighborhood) parks should remain as Developer maintained open space. Parks should be available for public use	City, Developer	1. Conduct comprehensive trail, greenbelt and recreation needs study. 2. Identify existing parks or open space that need or should be acquired by and maintained by the city 3. Identify which open space ares should remain private 4. Review need for acquisition and develop acquisition strategy or budget	Implement and revise the open space plan as needed. Design program to allow for open space acquisition by purchase, donation, or as a density bonus. Define maintenance standards for public and private opens space and public use thereof.
	Develop strategy for Linear Park acquisition/phasing as part of parcel redevelopment phasing	City, Developer		

MODERATE INCOME HOUSING STRATEGIES

The following pages of this IMPLEMENTATION PLAN - SECTION 6 expands on the objectives in the Implementation Chart and provides support and ideas.

Moderate Income Housing Strategies

Station area planning is a critical step in implementing the Moderate Income Housing Element of the Taylorsville General Plan. New rental housing and a wider variety of for-sale product types as shown in the preferred Station Area Plans will expand housing opportunities for moderate income households and many others. The significant increase in housing supply over the implementation lifespan will also generate increased housing opportunities that serve a greater variety of housing needs at a wider range of prices and rents than currently offered.

Certain strategies included in the Moderate Income Housing Plan can be helpful for spurring development in the three station areas:

- Streamline permitting process and reduce/ waive/ eliminate any development/ impact fees related to MIH.
- Create density bonuses for meeting certain affordability criteria, although this may prove less effective in higher density portions of the Station Area Plans.
- Land acquisition programs to temper housing prices.
- Mortgage assistance program for public sector employees.

In the near term, market rents and prices do not support instituting an affordability requirement while also pushing the market to deliver higher quality products and greater densities within the station areas. In the meantime, the City can encourage individual properties who would consider dedicating new units to long-term affordability with the following additional funding and tools:

- Employ affordable housing set aside allocated by a Community Reinvestment Agency (“CRA”) to develop or subsidize MIH.
- Collaborate with entities seeking state or federal funding for MIH projects.
- Collaborate with nonprofit community organizations to create attainable housing.
- Consider LIHTC development as the area south of 4700 S is listed as a qualified Census tract for LIHTC.

The greatest risk to moderate income housing in the planning area is the redevelopment of existing manufactured home communities, which are currently a large source of moderate income housing. Preservation of these units as-is will prevent the plan and densities for the station areas from materializing as shown and would limit the implementation of the Station Area Plans. It will be very difficult to replace all of these units on the same site within a future redevelopment at rents/prices that allow existing residents, especially larger family households, to stay in single-family housing. The City can employ best practices when these sites do indicate they may be interested in redevelopment to try to improve outcomes. Hence, the City should continue to develop plans for transitions to meet the needs of current and future residents of the area.

The best practice for redevelopment is a phased or “build-first” strategy within the planning area or on vacant land on-site to deliver new housing before many units are removed from the site. This allows households to move into new housing on-site rather than being displaced from their community. Notably, our research uncovered that many residents of these communities are older adults that can be well-served in the future by senior housing or other housing options of their choice. Future developers should be encouraged to accommodate existing residents on-site with new affordable senior housing while pursuing a phased site redevelopment.

For larger families or those who do not desire the type of housing recommended for the station areas, the best practice is to work with the property owners (current or future) to engage with community assistance groups who can help households who need a deeper level of affordability or prefer other housing types to identify other housing options in the area. While not all these residents may remain on site or in the immediate area, some might be able to stay as part of the redevelopment and others may be able to move to other parts of the Taylorsville community.

FUNDING OPPORTUNITIES

Funding Opportunities

Given the scope of changes and enhancements outlined in these plans—specifically new parks/open spaces, transportation upgrades, and mixed-use developments—the following steps and options can be implemented to realize this vision, especially if these changes are desired in the near term before they are truly market-viable without City incentives:

- Establish one or both of the following special districts: CRAs and Housing and Transit Reinvestment Zones ("HTRZ")

- Ensure that critical projects are included in transportation and parks impact fee studies

- Actively pursue additional funding sources (e.g., WFRC, UDOT, state, federal or private) and partnerships (e.g., UTA, for-profit and non-profit developers).

In addition to encouraging the development of small-scale projects early on to generate momentum, the City can also leverage a range of available tools to incentivize and realize a potential demonstration or catalyst project, capable of reshaping market perceptions and stimulating interest in Taylorsville's redevelopment. Several sites hold significant potential as catalysts due to their unique ability to enhance the Station Area Plans, particularly if paired with redevelopment initiatives such as an HTRZ designation.

While the densities allowed by the Station Area Plan can spur developer interest, the market may need assistance in delivering these product types in the near term. Market support is likely to grow over time. Below are several potential funding mechanisms that can facilitate the envisioned development within the station areas sooner than the market may on its own:

Special Funding Districts: HTRZ and CRA

HTRZ and CRA are two types of special funding districts that have been utilized successfully in station area plan implementation. While an HTRZ would be a more comprehensive and effective tool than a CRA, it is a competitive process to establish them and may not be feasible to secure in the near-term until one of the large property owners is ready to pursue redevelopment or property assemblage occurs.

CRAs offer the advantage of being created directly by the City's Redevelopment Agency, whereas HTRZs require state approval and oversight committee endorsement, with each county limited to a total of three BRT-adjacent HTRZs currently and a total of eight per county. One key benefit of HTRZs, established by 2021 state legislation, lies in their potential

Comparison of HTRZ to Community Reinvestment Areas (CRA)

The HTRZ bill has notable similarities and differences to existing tax increment financing tools, particularly Community Reinvestment Areas (CRA). Differences between the two tools are highlighted below:

	CRA	HTRZ (BRT Station)
Geographic Limitations	Limited to municipal boundaries	Limited to 100 acres and within ¼ mile radius from BRT station
Funding Mechanism	Tax Increment Financing	Tax Increment Financing
Taxing Entity Participation	Not required	60 percent max of 15 consecutive years/ parcel, max period-30 yrs for entire HTRZ
State of Utah Participation	No	Participation through sales tax increment of 15 percent into the Transit and Transportation Investment Fund
Governing Body	Municipal Redevelopment Agency	Municipal Redevelopment Agency
Committee Formation Required	No	Yes – representatives from multiple agencies
State Approval Required	No (state does not approve boundaries or expenditures but does require documentation filing)	Yes – Governor's Office of Economic Opportunity to review required proposals
Area of Expenditure	Within defined boundaries or for improvements that benefit the area	Within defined boundaries or for improvements that benefit the area
Zoning and Use Requirements	No requirements	For BRT stations, 39-49 units per acre over at least 51 percent of the developable ground.
Affordable Housing Requirements	No requirements for direct development; ten percent affordable set-aside for CRAs generating more than $100,000 in increment annually	Requirement of ten percent of residential units to be made affordable to those making less than 80 percent of area median income
Can be used with other tools	Yes	Yes

Comparison of CRAs and HTRZ

to generate significant revenue by capturing 60% of incremental property tax and 15% of incremental state sales tax over a period of years. While CRAs also collect incremental property and sales taxes, current regulations mandate that each taxing entity decide its contribution share and duration (as noted in the 2022 Utah TIF Audit), unlike HTRZs which do not necessitate negotiation with multiple jurisdictions for revenue sharing.

FUNDING OPPORTUNITIES

Salt Lake County policy bars contribution to incremental sales tax, and many cities prefer reserving such revenue to support services for accommodating new growth. A 2021 white paper by Zions Public Finance, Inc. estimated that a 125-acre HTRZ could potentially generate annual revenues of up to $13.2 million. For more detailed information, refer to the Wasatch Front Regional Council's (WFRC) HTRZ Overview and the 2018 Lincoln Land Institute's report on improving Tax Increment Financing for Economic Development.

City Programs

- Capital Projects Fund List: the City may be able to add some of the infrastructure improvements shown in this plan to the existing Capital Projects Fund List.

- Potential Impact Fees: Smaller properties redeveloping within the station areas could pay into an impact fee fund for parks, trails, and other station area transportation that they will benefit from on surrounding sites. Then, when larger sites redevelop, those funds can be deployed to incentivize developers to build parks and infrastructure that provide benefits to all of the surrounding properties.

- General Obligation Bonds: Although citywide general obligation bonds, supported by a temporary increase in property tax rates, are legally permissible, their use requires a public vote and places the financial burden on all city residents. This makes them more suitable for infrastructure projects with citywide benefits. It is recommended that such funding be considered only for projects of sufficient significance to provide benefits across the entire city, and only if other funding sources are unavailable.

Developer Programs

- Public-Private Partnerships ("PPPs"): the City may utilize PPPs to share costs, risks, and benefits with private developers, and PPPs can serve as revenue streams to allow developers to fund infrastructure improvements and create new housing development, typically with public benefits such as affordable housing. PPPs or grants may be used to support new structured parking within the Station Area Plans to pave the way for higher-intensity development. However, PPPs can also come with potential public financial risk if there is not a dedicated revenue stream to return the upfront costs borne by the public entity over time.

- Development Agreements: this is the primary tool that the City can employ for large redevelopment sites within the station areas. These agreements can ensure the delivery of the public infrastructure as shown in the Station Area Plans by negotiating for these necessary improvements and/or additional benefits. The current city ordinance section allows the creation of Site Specific Development Zones that can prove their uniqueness and benefits to the city and area. Those SSD Zones include the requirement for development agreements.

- Special Assessment Districts ("SAD"): could be created per state code to fund some infrastructure costs by raising new revenue from the property owners who benefit. However, it would require 60% of property owners to agree to the SAD and to an assessment method.

Federal, State, and Regional Programs

- Community Development Block Grants: These federal funds are awarded to cities annually or biannually and can support a variety of projects. Currently, the City is using these funds for affordable housing rehabilitation, public services, and façade improvements (according to the 2020-2024 Consolidated Plan). They could also potentially be used for some of the pedestrian and bike improvements identified in this plan.

- New Market Tax Credits: This program attracts capital for the revitalization of low-income communities in qualified Census tracts (the station areas south of 4700 S are part of a qualified Census tract) and utilizes intermediaries known as community development entities to receive and disburse funds for projects that help create new jobs. They are most frequently used for retail and mixed-use real estate development as well as community facilities (including parks with a jobs/revenue component).

FUNDING OPPORTUNITIES

Transportation Programs

- Securing adequate funds for active transportation infrastructure and related programs is essential for achieving the Taylorsville SAP goals and addressing local needs. The City can build on its prior success in securing partnerships with UDOT and UTA and other stakeholders to fund improvements to the Taylorsville Expressway and the BRT. Communities that successfully expand their walking and biking systems consistently leverage funds from multiple sources and make regular investments in capital and maintenance projects year after year.

- Potential federal, state, regional, and locally administered funds for active transportation infrastructure that may be effective strategies for this location are listed below. Many funding sources identified rely on federal funds; federally administered sources are allocated directly by the federal government (USDOT). State and regionally administered sources are allocated by the State, metropolitan planning organizations, and other agencies.

Federally Administered Funding

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Reconnecting Communities and Neighborhoods Grant
- Mega Grant
- Safe Streets and Roads for All

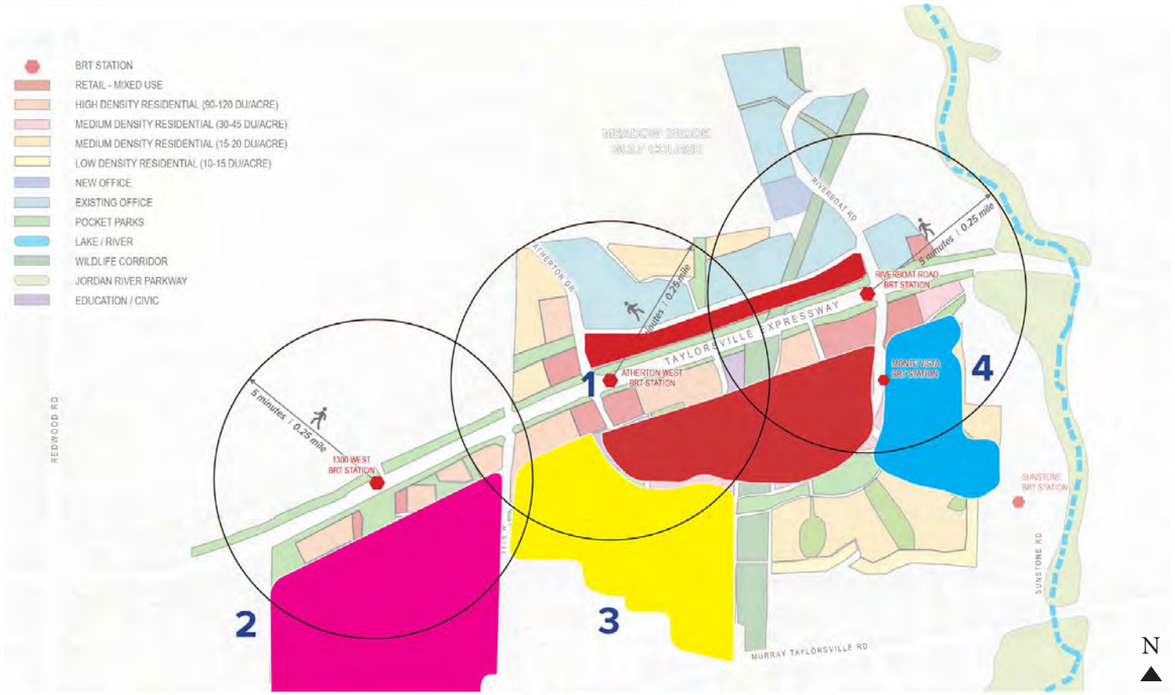
State Administered Funding

- Class B & C Road Funds
- Transportation Investments Funds
- Transit Transportation Investment Funds
- Utah Outdoor Recreation Grant
- UORG Mini-Grant
- UORG Recreation Restoration Infrastructure
- UDOT Safe Sidewalk Program
- Surface Transportation Improvement Program
- Highway Safety Improvement
- Safe Routes to School
- UDOT Maintenance Program
- Utah Trail Network Funds

Regionally Administered Funding

- WFRC Surface Transportation Program
- WFRC Congestion Mitigation Air Quality (CMAQ)
- WFRC Transportation Alternatives Program

CATALYST SITES & POTENTIAL HTRZ ZONE OPTIONS



Potential Catalyst Sites/Projects

The City should use all tools at its disposal to investigate how to best support and promote projects which could be brought to fruition as a demonstration or catalyst project that can reset market perceptions of the development opportunity in Taylorsville and spur interest in the redevelopment of other properties. Other sites that have not expressed any interest yet in redeveloping their property are nonetheless potential catalyst sites because of the unique impact they could bring to the success of the Station Area Plans should they decide to initiate redevelopment plans.

As mentioned in the Funding discussion, the benefits of securing a HTRZ zone designation are significant. The application process is competitive, and there are specific requirements that potential applicants must meet. The specific sizes and areas of the HTRZ will be more complicated and will follow specific property lines as they are created.

Within the SAP zones of the BRT areas, there are a number of potential HTRZ overlays.

The following potential HTRZ zones are potentially worth evaluating (see attached diagrams):

1. The semicircular area bounded to the north of Atherton Drive and to the south of Taylorsville Expressway, including the strip north or Levoy Drive. This has the advantage of having a potential landowner/developer interested in developing a high-density mixed-use project near the Atherton West BRT station. In addition, a portion of the zone includes part of the Majestic Oaks property. This could allow for some phased development that would allow for a strategy for displacement and relocation of residents. Finally, it includes parcels close to the Riverboat Road BRT station, which would be a high priority to create the thriving community around two of the BRT stations in one HTRZ zone.

2. The Fore Lakes property (with possible addition of Sienna Condominiums). While no property owners have expressed any interest in redevelopment, the Fore Lakes property is the single greatest opportunity for maximum impact towards a mixed-use transit-oriented design community. The natural features of the site and the direct axial connection to the 1300 W BRT station are also factors that could enhance the success of the project. Potential water sources for irrigation as the Linear Park gets created is a plus, too, since the golf course currently consumes more water than the Linear Park and remaining green areas at the southern and western perimeter would require.

3. The Majestic Meadows manufactured home property. This parcel provides a microcosm of the potential diversity of housing, mixed-use, commercial, educational and institutional uses as the parcel stretches from Taylorsville Expressway and the Atherton BRT station to the southern perimeter of the BRT study area with lower density housing options. It also potentially links the natural green areas of Fore Lakes and the walkability of Atherton Drive with an important segment of the Linear Park..

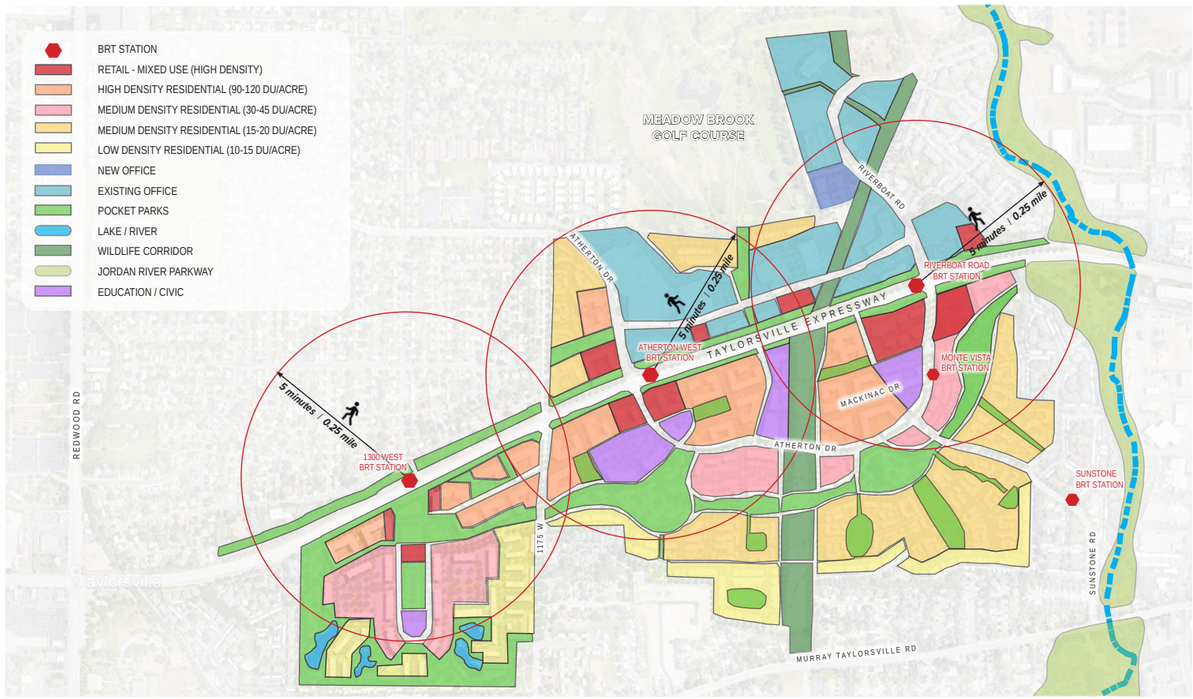
4. The Monte Vista manufactured home property. This parcel may want to be grouped with another parcel for the HTRZ zone as the acreage is less than the above options. It has good adjacency to the Riverboat BRT station as well as providing the extended connection directly to the Jordan River Parkway.

ZONING & REGULATIONS

Zoning regulations should consider increasing building heights and densities to accommodate the goals of the Preferred Plan. The proposed implementation of the redevelopment of the sites within the SAP area can fall within the Site Specific Development (SSD) District zoning regulations currently within the Taylorsville zoning code (Section 13.19). This is flexible zoning category that allows for the overlay of architectural and site guidelines to be developed for a particular site in accordance with the goals of this Station Area Plan. The SSD typically allows exceeding the city's normal density maximums in exchange for the other design/economic/quality of life benefits developed as part of the guidelines for that parcel. The mechanism for generating the entitlement for a given redevelopment would be the creation of the SSD zone accompanied by a Development Agreement to ensure the proposed redevelopment stays within the bounds of the Preferred Plan criteria. The city uses SSD's for parcels larger than 2 acres, but consideration could be given to lowering this minimum lot size when the parcel is within the SAP zone.

Zoning features that should be considered like articulation of building massing, zero-line lot setbacks to engage the streetscape and pedestrian activity, and reduced parking requirements should be considered. Parking requirements may be reduced significantly from the current zoning which requires 1.75 parking space per 1 Bedroom unit, 2.25 parking spaces for 2 Bedroom units, and 2.75 parking spaces for 3 Bedroom units (includes guest parking). With the proximity of the BRT stations and more walkability for conveniences within the neighborhood, it is anticipated that many residents in the SAP areas may not have a need for a second car for the dwelling unit. In addition, the proposed streetscape sections accommodate additional parking along the street. Mixed-use properties should use shared parking to better right size the parking needs. UTA should consider selective parking programs which could add parking in the developments immediately adjacent to the BRT stations.

One of the recommendations is for the City to hire a consultant to develop a more detailed document of Architectural and Site Guidelines that will regulate how properties develop. This will enable the design qualities showcased in the Preferred Plan to be incorporated in the final plans for each parcel as it develops.



TRANSPORTATION & MICRO MOBILITY

Transportation Plan Implementation

Transportation plan improvements fall into several categories:

1. Fix and repair the existing pedestrian sidewalks and road crossings within the neighborhoods of the SAP areas as part of the city's ongoing programs.

2. Existing street section redesign enhancements and new streetscape requirements should be implemented according to the architectural & site guidelines.

3. Funding for streetscape and walkability improvements: evaluate applying for grants from the Safe Streets and Roads for All (SS4A Grant for Action Plan Funding). New redevelopment of property within the SAP will need to negotiate responsibility for these improvements as part of the developer agreement during the SSD zoning approval process.

4. Work with UTA to finish BRT.

5. Work with UTA and businesses to develop circulator, collector vehicles or other transit improvements for the area.

TRANSPORTATION & MICRO MOBILITY

Micro Mobility Accommodation Plan

Micro mobility refers to small, lightweight vehicles operating at speeds typically below 15 mph. This category includes:

- Bicycles
- Electric scooters
- Electric bikes
- Other compact shared vehicles

The increasing popularity of micro mobility is driven by;

- Its efficiency for short trips
- Environmental benefits
- Potential to alleviate urban traffic congestion

Increased pedestrian connectivity and safety Goals and objectives for the micro mobility plan include;

- Enhance Connectivity: Improve first and last-mile connectivity to public transit
- Promote Sustainability: Reduce carbon emissions by encouraging the use of eco-friendly transportation.
- Improve Safety: Ensure the safe integration of micro mobility with existing transportation infrastructure.
- Increase Accessibility: Provide equitable access to micro mobility options for all residents.

Strategies for Integration for the micro mobility plan;

1. Dedicated Lanes:
- Construct dedicated bike and scooter lanes to ensure the safety of users.

2. Parking Solutions:
- Implement designated parking areas for micro mobility devices to prevent clutter.
- Use geofencing technology to manage parking compliance.

3. Maintenance and Upkeep:
- Regularly maintain micro mobility lanes and parking areas.
- Implement quick-response teams for the removal of obstructions and repairs.

TRANSPORTATION & MICRO MOBILITY

Policy and Regulation

1. Regulatory Framework:
- Develop comprehensive regulations for the operation of micro mobility devices.
- Investigate speed limits, define operational zones, and establish age and helmet requirements.

2. Licensing and Permits:
- Evaluate implementing a licensing system for micro mobility service providers.
- Promote permits for docking stations and ensure compliance with local regulations.

3. Data Sharing and Privacy:
- Pursue data sharing between micro mobility providers and municipalities to enhance planning.
- Prioritize that the privacy of users is protected in all data sharing agreements

Safety measures to be implemented:

1. Education and Awareness:
- Launch campaigns to educate the public on the safe use of micro mobility devices.
- Promote awareness about the rights and responsibilities of all road users.

2. Enforcement:
- Investigate enhancements to enforcement of traffic laws related to micro mobility.
- Consider personnel to monitor high-use areas and ensure compliance with safety regulations.

3. Safety Infrastructure:
- Conduct a site survey to identify needs and locations for micro mobility signage.
- Promote advanced safety features like automated emergency braking systems in vehicles interacting with micro mobility lanes.

Community Engagement Strategies:

1. Public Participation:
- Involve the community in the planning process through surveys, workshops, and public hearings.
- Encourage feedback from micro mobility users to improve services.

2. Partnerships:
- Partner with local businesses and organizations to promote micro mobility.
- Collaborate with transit agencies to integrate micro mobility with public transportation networks.

3. Initiatives:
- Explore ways micro mobility options are accessible to all communities and residents.
- Evaluate need for subsidized access or discounts for low-income residents.

Mobility Implementation Plan

Phase 1: Planning and Pilot Programs (0-12 Months)
- Conduct feasibility studies and public consultations.
- Develop regulatory frameworks and safety guidelines.

Phase 2: Infrastructure Development and Expansion (12-36 Months)
- Begin construction of dedicated lanes and parking infrastructure.
- Implement regulatory measures and licensing systems.
- Roll out educational campaigns and safety enforcement. Working with providers to implement programs in selected areas. Then gather data and assess impacts.

Phase 3: Evaluation and Optimization (36+ Months)
- Evaluate the impact of micro mobility integration.
- Optimize infrastructure based on data analytics and public feedback.
- Expand successful programs to additional areas as available and in conjunction with businesses.

MAXIMIZE BRT RIDERSHIP

Implementation Recommendations to maximize ridership of BRT

There are techniques designed to enhance the walkability and overall accessibility of neighborhoods by integrating and improving access to transit services. Some of these recommendations are planned for and will be built during the BRT route and stations construction.

- Real-Time Transit Information
- Dynamic Transit Schedules Providing real-time updates on bus and train schedules through a user-friendly mobile app or interactive kiosks placed at key locations within the neighborhood.
- Live Tracking: Offering live tracking of transit vehicles so residents can see exact arrival times and plan their trips accordingly.
- Service Alerts: Sending notifications about delays, route changes, and service Interruptions to minimize waiting times and inconvenience.
- Work with UTA to ensure frequent and reliable BRT service.

Transit Stop Enhancements

- Shelters and Seating: Installing well-designed, comfortable shelters with seating to protect passengers from the elements while they wait.
- Accessibility Features Ensuring all transit stops are accessible to people with disabilities, including features like ramps, tactile paving, and audio-visual aids for the visually and hearing impaired.
- Safety Measures: Improving lighting and surveillance at transit stops to enhance safety, particularly during night-time hours. Real and perceived safety

Integrated Multimodal Transportation:

- Bicycle and Scooter Sharing: Providing easy access to shared bicycles and electric scooters near transit stops to facilitate first and last mile convenience and usage.

BRT Station Development immediately adjacent

- Destination programing events and place making should occur off a transit stop to increase ridership.
- Direct Retail and public uses in redevelopments should be located at the corners closest.

WATER / SEWER UPGRADES

Water/Sewer upgrades and implementation

Given the water and sewer capacity for development/redevelopment, the line and facilities in place is limited to about 900 additional residential units. In the near term, the City should pursue an understanding with Taylorsville-Bennion Improvement District (TBID) for the timing and improvement of capacities to the system to be ready for future redevelopment in the SAP area. Currently, the TBID application and implementation process takes approximately three years.

Water usage is a factor of domestic/culinary water and irrigation usage. For those areas of stability that will likely not be redeveloped, implementing education programs on water conservation can reduce irrigation usage and water consumption. For redevelopment areas, higher density development often results in less irrigation as those open space/green spaces can have more focused irrigation and/or water conservation strategies. Architectural and site guidelines should be developed per the Implementation Plan to reinforce plant material choices that require less water consumption.

Park/Open space (Ownership, Maintenance, and Water Consumption criteria)

The Preferred Plan recommends a significant amount of open parks/recreational space. The landscape architectural design will need to carefully allocate focused areas of planting emphasis and/or recreational fields that require more irrigation. Other passive landscape areas should consider limiting water consumption. Architectural/Site Guidelines should address the use of permeable pavers, no-mow grass areas, and native vegetation as components of the Linear Park and smaller neighborhood / pocket parks. Note that Fore Lakes golf course utilizes significant irrigation to maintain the golf course vegetation, with existing access to a private well as well as water rights. If that property redevelops, the water consumption needed for that property would inevitably decrease and would potentially allow for irrigation supply for other areas of the Linear Park.

Ownership and Maintenance of these parks/open spaces should be explored as a near term task of the Implementation Plan. The policy should consider the costs/benefits of the City acquiring the land for the Linear Park and other civic open spaces. This could be part of a property transfer to the City in exchange for density bonuses and other features for redevelopments as outlined in the Preferred Plan. For neighborhood and pocket parks, consider whether they should be owned/maintained by the City or by a privately held Home Owner Association (HOA) governed by a development agreement that is aligned with the template to be developed in the Implementation Plan. Either way, the expectation is that these open spaces will be accessible to the public.

APPENDIX

SECTION 07

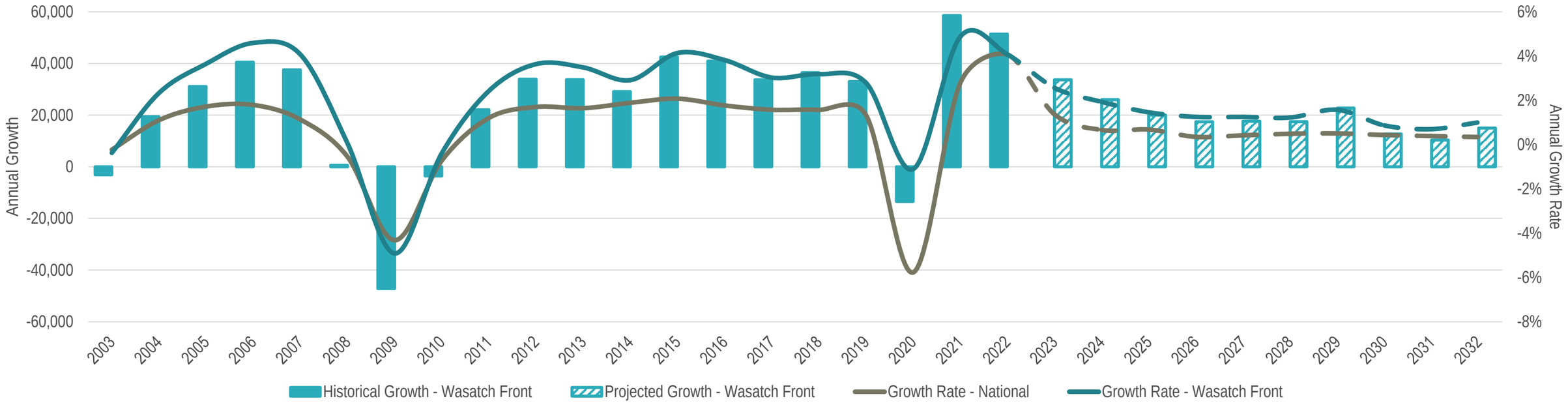
REGIONAL OVERVIEW

REGIONAL EMPLOYMENT GROWTH

THE WASATCH FRONT HAS CONSISTENTLY OUTPERFORMED THE NATION IN TERMS OF EMPLOYMENT GROWTH, WHICH IS EXPECTED TO CONTINUE EVEN AS GROWTH IS PROJECTED TO MODERATE AFTER A POST-PANDEMIC REBOUND

- The Wasatch Front—defined in this report as Davis, Salt Lake, Utah, and Weber counties—added 346,000 jobs between 2013 and 2022, with relatively minor pandemic-related job losses in 2020. This robust growth in the region translates to an overall employment growth of 31.0%, which is more than double the pace at which the national economy expanded during this time (12.9%).
- This trend demonstrates the extent to which the Wasatch Front is emerging as a top-tier economic engine in the country. Much of this growth is driven by a rapidly expanding Professional and Business Services sector, which is attracting companies of all ages and sizes due to the favorable business climate, attractive lifestyle, young and educated workforce, and strong start-up culture of the area.
- However, after a period of strong post-pandemic growth in 2021 and 2022, employment growth is expected to moderate in 2023 and beyond. Projected growth rates over the next five years average 1.7% annually---still outpacing national projections of 0.7% annually for the same time period.

Historical and Projected Employment Growth
Wasatch Front; 2003-2032



RCLCO REAL ESTATE CONSULTING

Source: BLS; Moody's Analytics; University of Utah; RCLCO

REGIONAL HOUSEHOLD GROWTH

RCLCO
REAL ESTATE CONSULTING

DRIVERS OF REGIONAL GROWTH

DRIVERS OF POPULATION GROWTH	PERSISTENCE & RISKS
Growing Employment & Wages • The Wasatch Front added more than 346,000 jobs from 2013 to 2022, during which time its employment base grew by 3.1% per year, more than twice the national average of 1.3% per year during this time. • Utah saw a 9% increase in average weekly wages from September 2021 to September 2022, tying for the 10th largest wage increase of all 50 states.	Cyclical The economic composition & strength is likely to fluctuate over time, but the market has established itself as one of the fastest-growing regions
Relative Affordability • In March 2023, the median sales price for a single-family detached home in the Salt Lake City & Orem-Provo MSAs were $446,000 & $519,000, respectively. These prices are still lower than the median listing prices in other major markets. • According to the U.S. Bureau of Economic Analysis, the Salt Lake City & Orem-Provo MSAs have regional price parities of 96.2 & 95.8, meaning that the cost of its goods & services are 3.8% & 4.2% lower, respectively, than national averages.	Structural & Cyclical Prices will rise over time, but the Wasatch Front is more affordable than larger coastal markets
Outdoor & Recreational Amenities • The Wasatch Front is bordered by the Wasatch Mountain, the Oquirrh Range, & the Great Salt Lake, which provide natural amenities that are not present in most major metropolitan areas. Several state/national parks, & hiking trails are also nearby. • Residents of Utah enjoy year-round outdoor/recreational activities, ranging from skiing & snowboarding to hiking & golfing.	Structural The physical location of the region affords it a variety of natural amenities that are not present in many areas
Quality of Life & Other Amenities • The Wasatch Front has a vibrant entertainment industry, with a new performing arts center & a variety of sports teams. • The region is home to a diversity of neighborhoods, ranging from trendy urban neighborhoods to family-friendly suburbs.	Structural Quality of life is a differentiating factor in the Wasatch Front
DRIVERS OF EMPLOYMENT GROWTH	**PERSISTENCE & RISKS**
Favorable Business Climate • Utah is currently ranked as the eighth best state for business environment, second for employment, & third for economic growth according to US News & World Report's 2022 rankings. • Utah has a pro-business climate & companies benefit from lower energy costs that are 32% below the national average.	Structural & Cyclical Policies will likely remain attractive compared to other major metropolitan areas, but are subject to change
Educational Anchors & Well-Educated Workforce • The Wasatch Front is home to major universities like the University of Utah, Brigham Young University, & Utah Valley University. These three universities serve more than 100,000 students, many of whom choose to remain in the area after graduation.	Structural These educational institutions are & will remain key anchors of the region
Booming Technology Sector • The U.S. Chamber of Commerce recently ranked Utah #1 in innovation & entrepreneurship, #2 in high-tech performance, & #3 in economic performance in a study of all 50 states.	Structural & Cyclical Strength may change over time, but the culture of innovation will endure
Investment in Infrastructure • Salt Lake City is undergoing a $4.1 billion airport expansion, which will include the first new hub airport in the U.S. in this century. • The region is also home to light-rail, commuter rail, & bus rapid transit systems. • The Utah Inland Port is a proposed dry port that—if completed—would cover more than 16,000 acres to the north of Daybreak.	Cyclical Region has kept up with infrastructure as it has grown, but must continue to do so over time

RCLCO REAL ESTATE CONSULTING

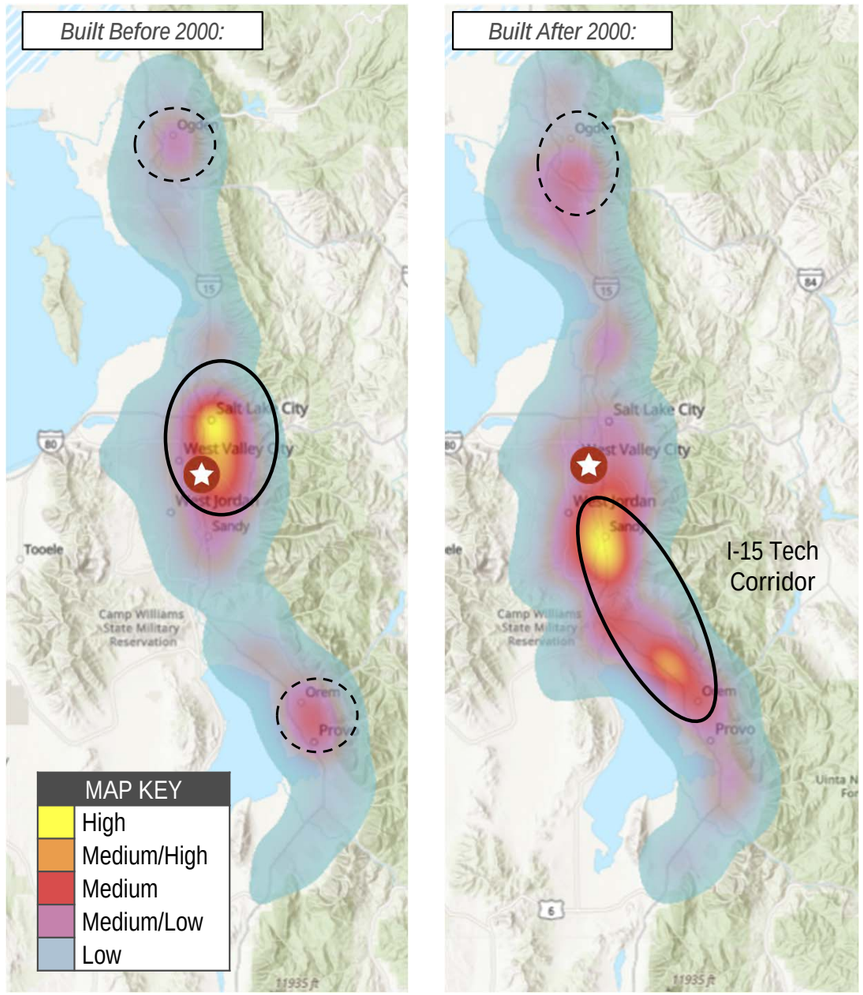
Source: Deseret News Moody's Analytics; U.S. Census Bureau; Bureau of Labor Statistics; Redfin Bureau of Economic Analysis; Utah Inland Port Authority

RECENT DEVELOPMENT TRENDS

ROBUST HOUSEHOLD GROWTH AND NEW INFRASTRUCTURE HAVE ENABLED THE RAPID GROWTH OF AREAS OUTSIDE OF CENTRAL SALT LAKE CITY, LIKE THE I-15 TECH CORRIDOR

- High-wage jobs tend to follow executive housing development, which has led to the emergence of new employment cores in southern Salt Lake County and northern Utah County over the last 15 years, merging the Salt Lake City and Provo office markets.
- "Employment Cores" are clusters of jobs, often in the favored direction(s) of city growth. These cores contain the majority of "export-oriented" industries and thrive off higher concentrations of employment, such that the total number of job cores in a region is often constrained by the total employment base and pace of growth.

Concentrations of Office by Year Built
Wasatch Front; 2023

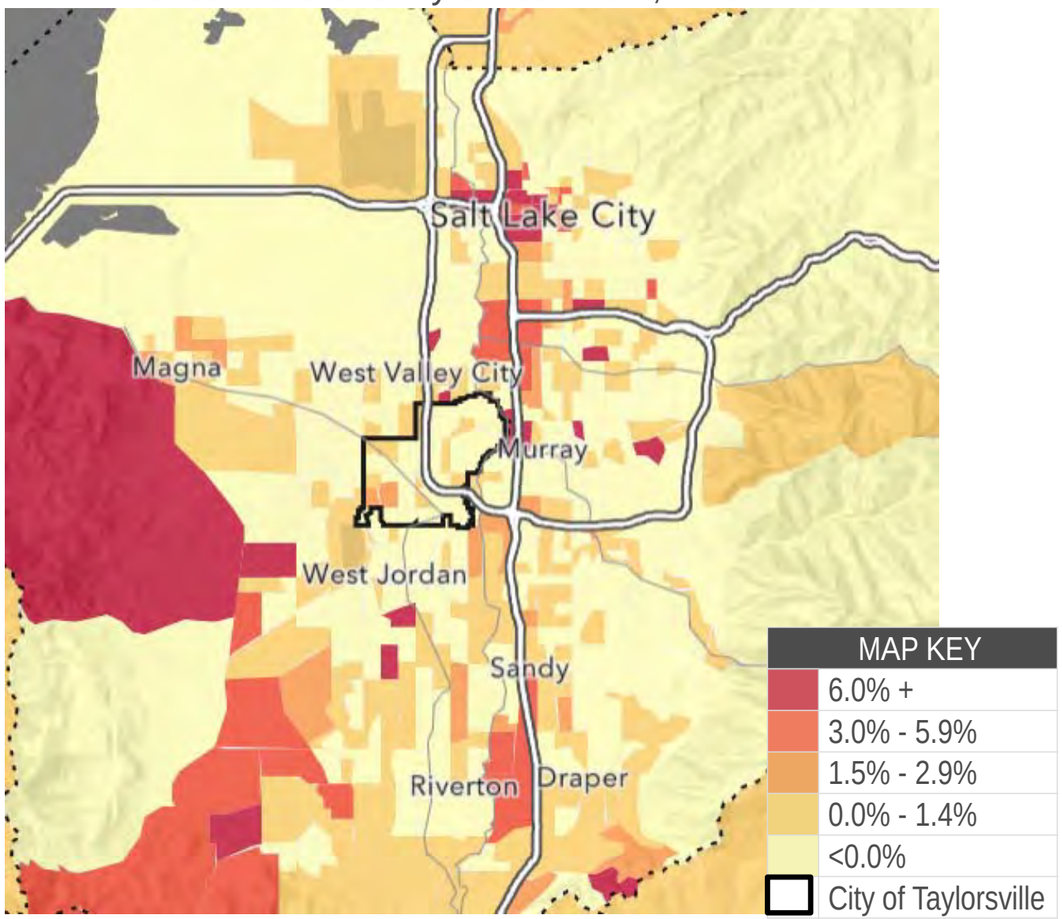


Source: Esri; CoStar; RCLCO

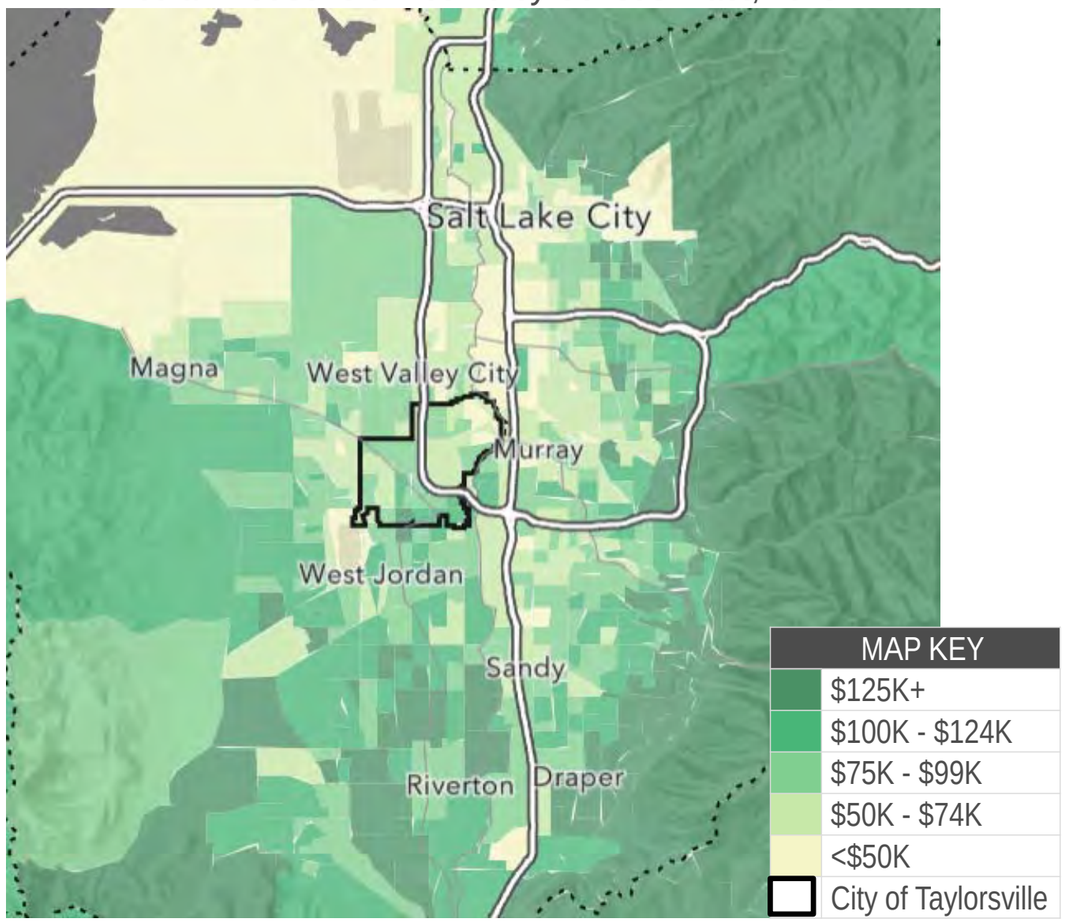
TAYLORSVILLE'S ESTABLISHED CHARACTER AND DEMOGRAPHICS

TAYLORSVILLE IS AN ESTABLISHED MIXED-INCOME COMMUNITY, POSITIONED TO GROW MODERATELY

Household Growth by Census Tract; 2023-2028



Median Household Income by Census Tract; 2023



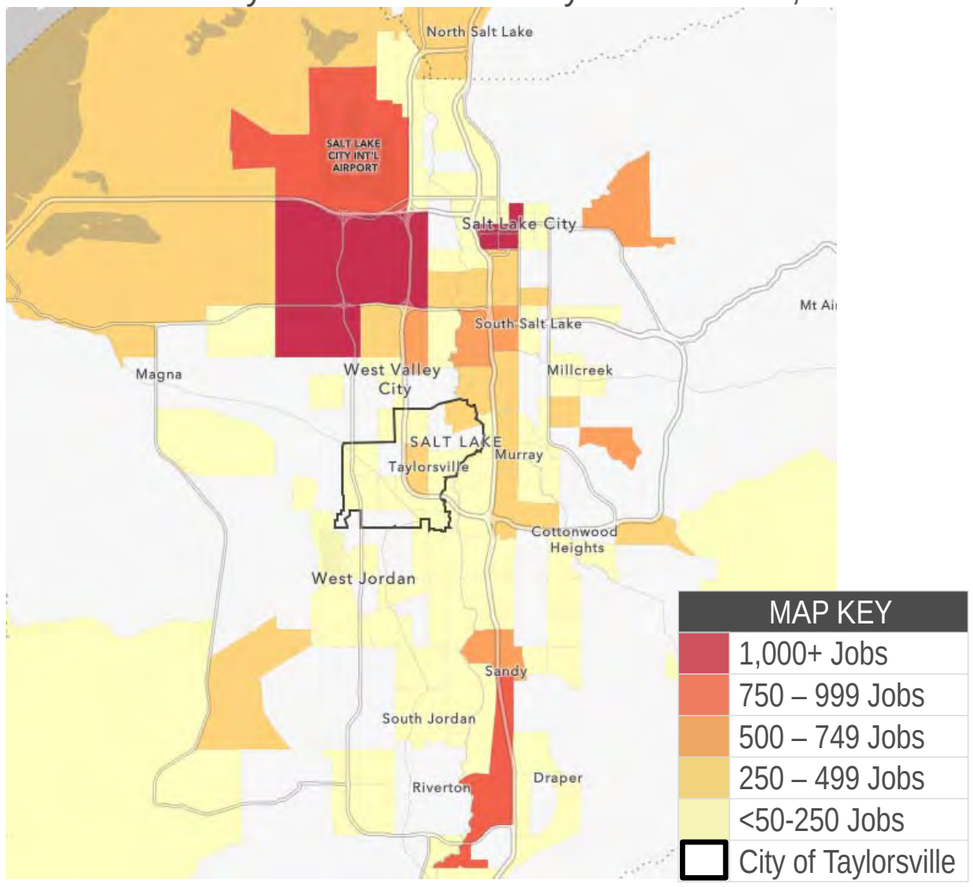
RCLCO REAL ESTATE CONSULTING

Source: Esri; RCLCO

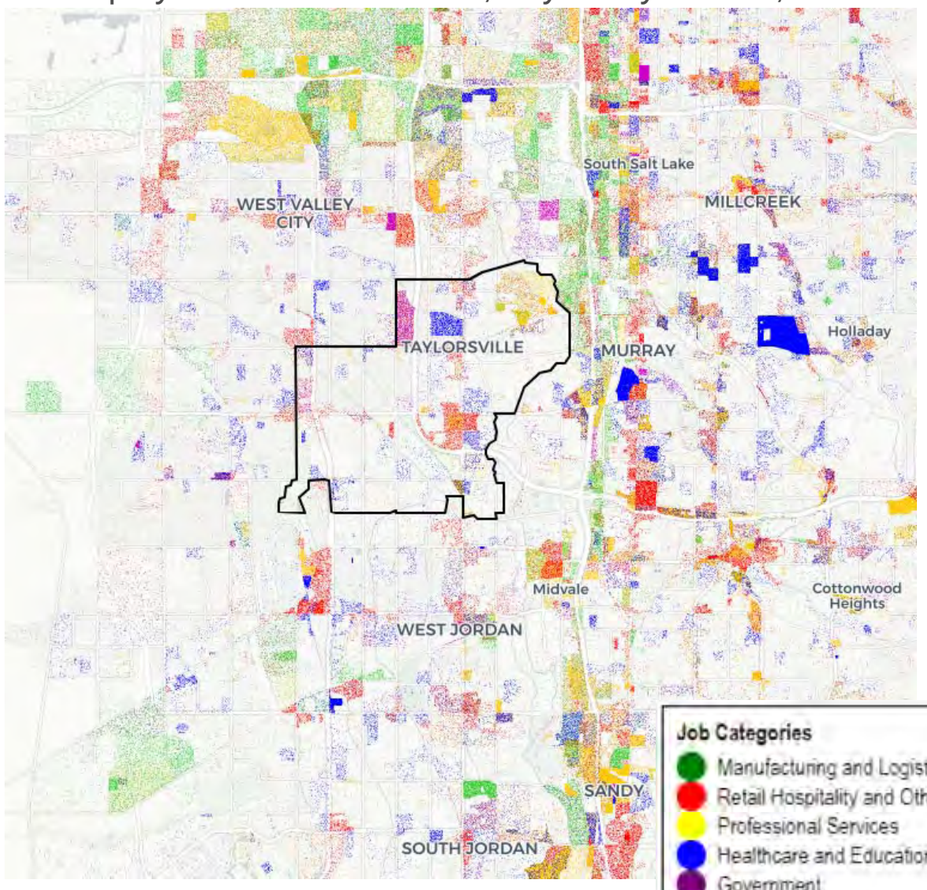
TAYLORSVILLE'S STRONG REGIONAL ACCESS FOR JOBS

TAYLORSVILLE'S CENTRAL LOCATION ALLOWS RESIDENTS TO COMMUTE THROUGHOUT THE VALLEY WHILE ATTRACTING JOBS, PRIMARILY IN HEALTHCARE, EDUCATION, AND PROFESSIONAL SERVICES

Work Destinations of Taylorsville Residents by Census Track; 2019

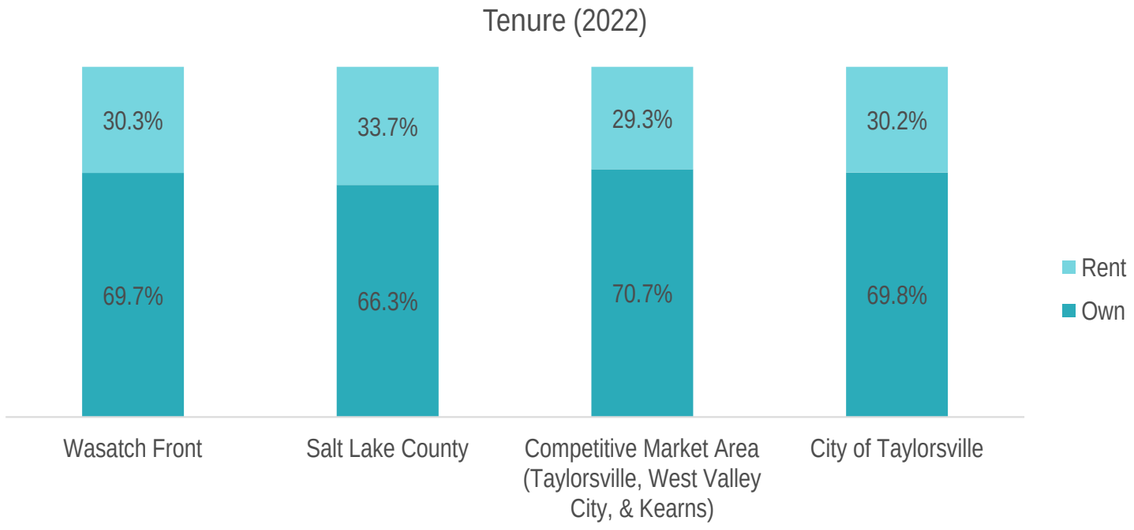


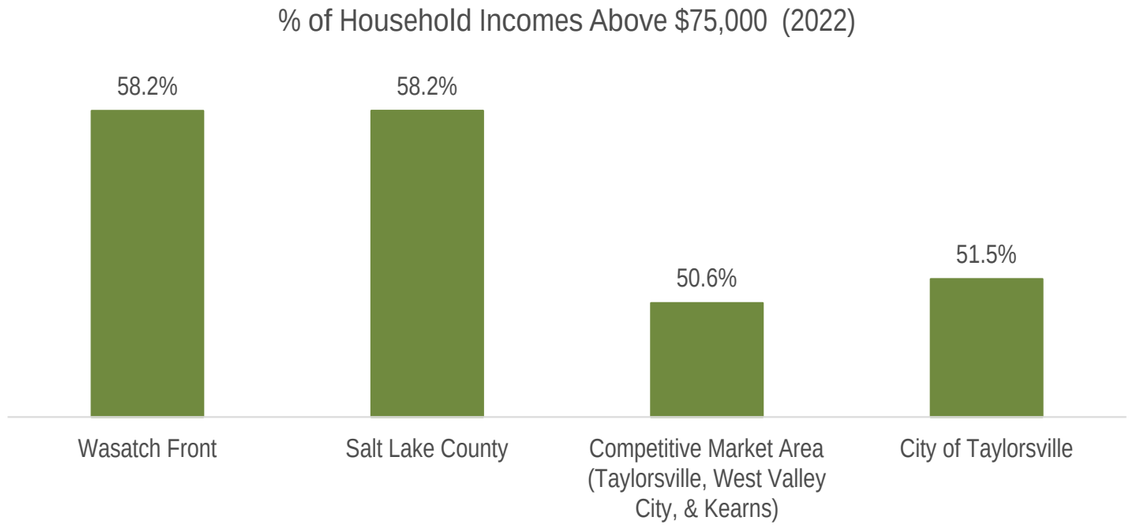
Employment Concentrations; City of Taylorsville; 2019

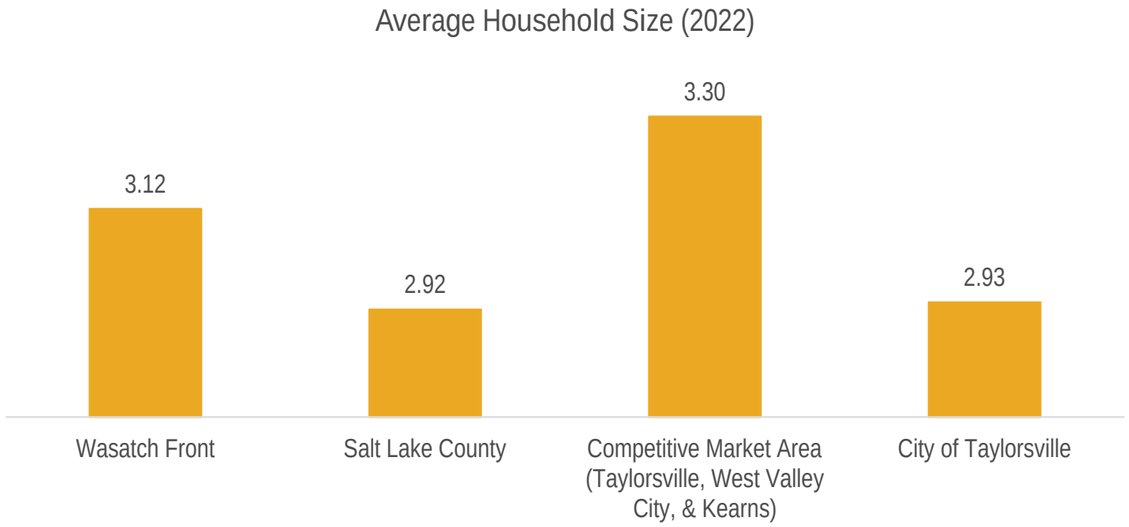


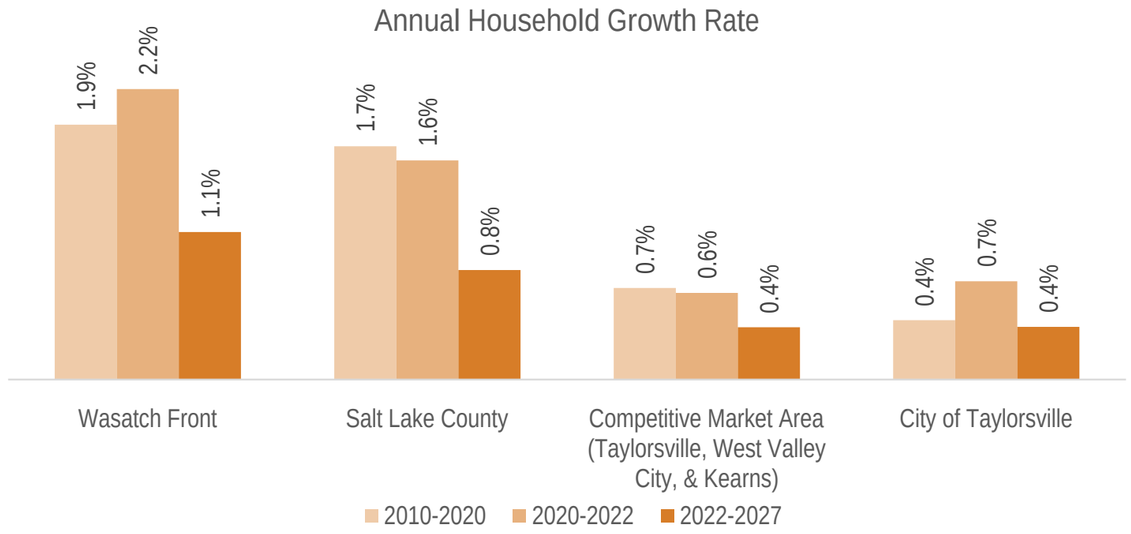
Source: Census OnTheMap; RCLCO

KEY DEMOGRAPHIC CHARACTERISTICS





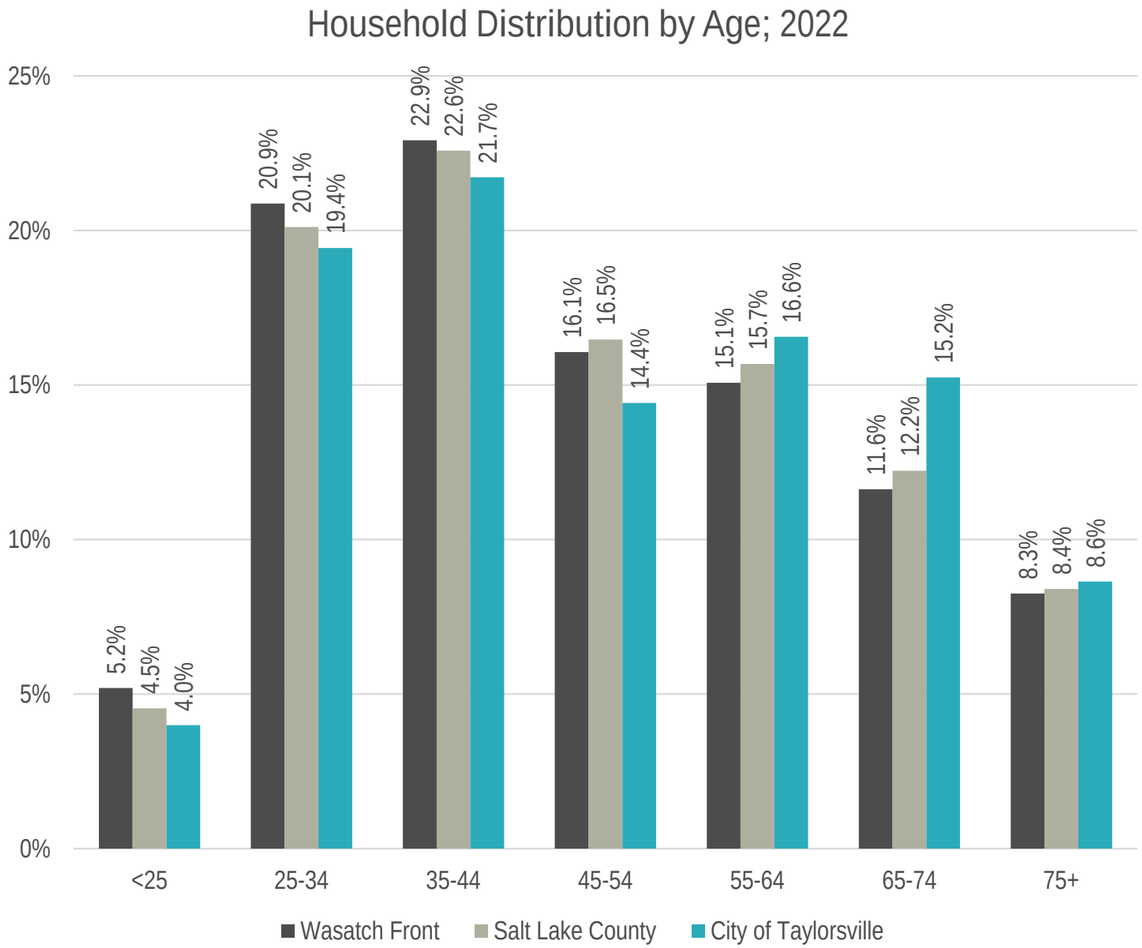


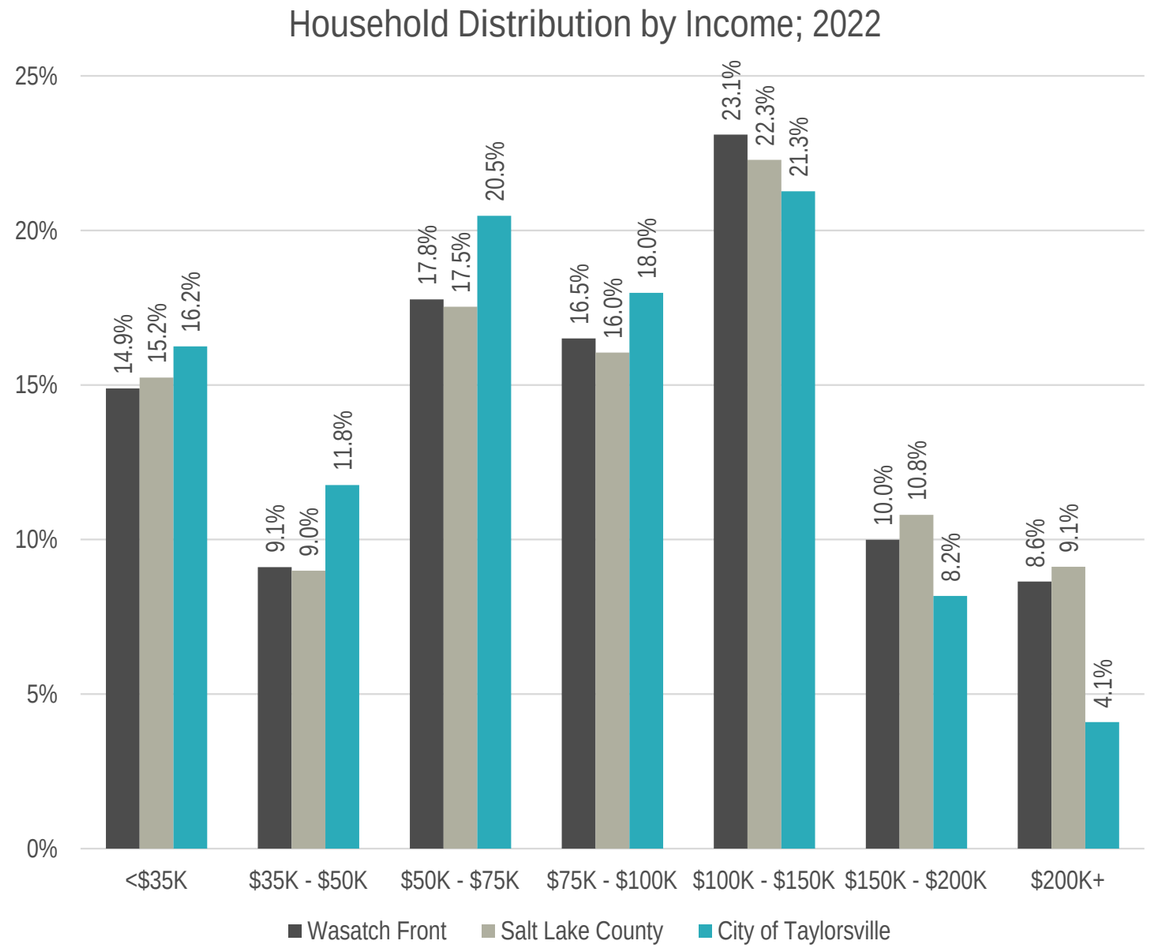


RCLCO
REAL ESTATE CONSULTING

Source: Esri; RCLCO

KEY DEMOGRAPHIC CHARACTERISTICS



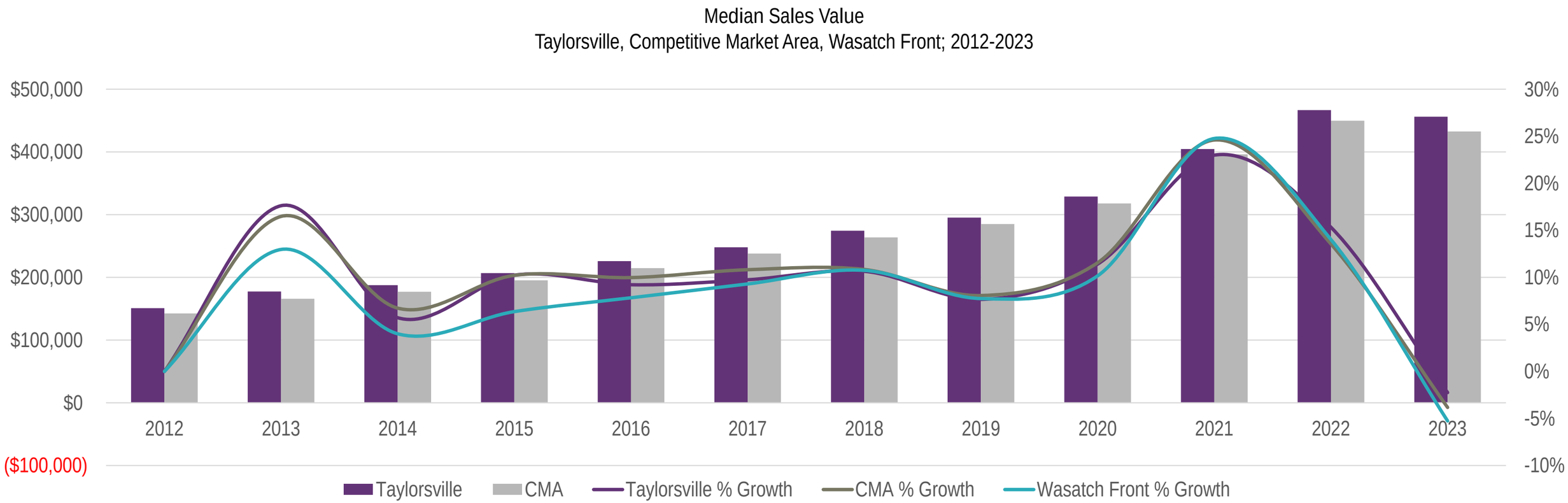


RCLCO
REAL ESTATE CONSULTING

Source: Esri; RCLCO

RESIDENTIAL SUPPLY ANALYSIS

COMPETITIVE MARKET MEDIAN HOME VALUE



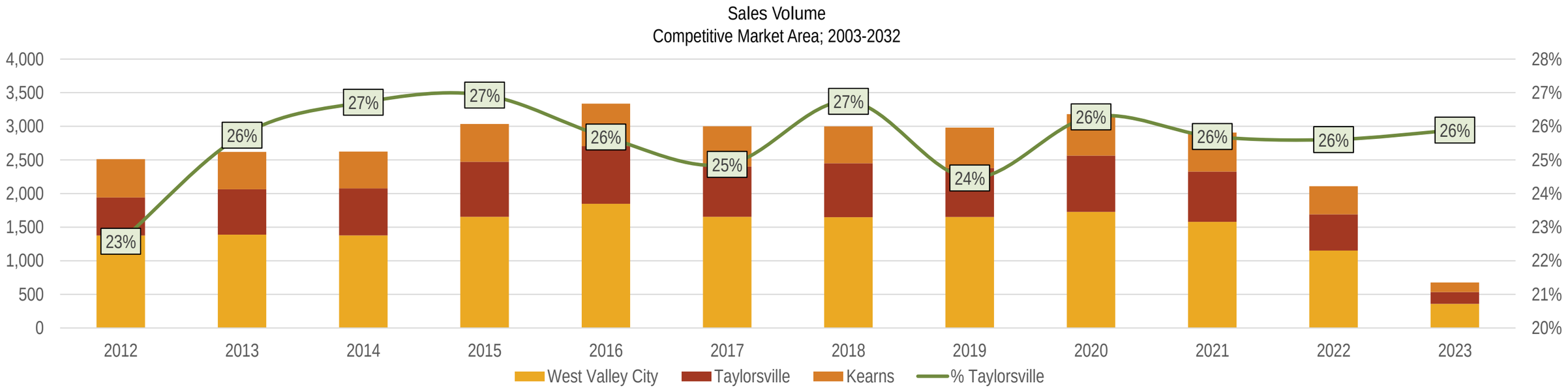
GEOGRAPHY	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Taylorsville	$150,894	$177,479	$187,613	$206,815	$225,878	$247,885	$274,270	$295,271	$328,953	$404,602	$466,620	$456,157
CMA	$142,471	$165,951	$177,120	$195,214	$214,688	$237,908	$263,692	$284,978	$317,917	$396,132	$449,802	$432,596
Wasatch Front	$186,780	$210,996	$219,432	$233,382	$251,655	$275,054	$304,619	$328,207	$361,565	$451,081	$514,314	$487,255
Taylorsville % Growth	-	18%	6%	10%	9%	10%	11%	8%	11%	23%	15%	-2%
CMA % Growth	-	16%	7%	10%	10%	11%	11%	8%	12%	25%	14%	-4%
Wasatch Front % Growth	-	13%	4%	6%	8%	9%	11%	8%	10%	25%	14%	-5%

RCLCO
REAL ESTATE CONSULTING

Source: Redfin; RCLCO

COMPETITIVE MARKET SALES VOLUME

SALES VOLUME IN THE CMA HAS SUBSIDED FOLLOWING THE PANDEMIC, SUSPECTED BY INTEREST RATE HIKES IN 2022



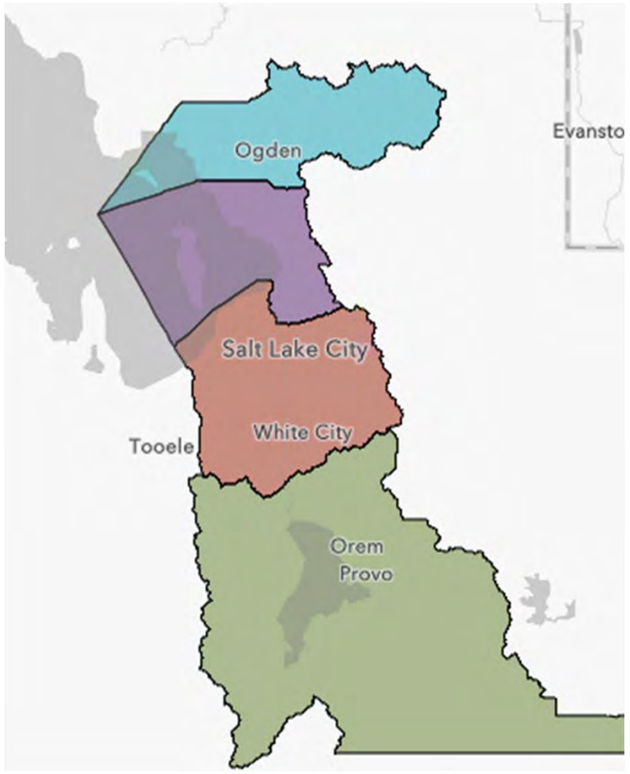
CITY	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
% Taylorsville	23%	26%	27%	27%	26%	25%	27%	24%	26%	26%	26%	26%
% Kearns	23%	21%	21%	19%	19%	20%	18%	20%	19%	20%	20%	21%
% West Valley City	55%	53%	52%	55%	55%	55%	55%	55%	54%	54%	55%	53%
Taylorsville Sales Volume	567	674	701	817	857	746	802	729	836	747	540	175
CMA sales volume	2,511	2,619	2,624	3,034	3,337	3,000	2,999	2,980	3,181	2,907	2,109	676

RCLCO REAL ESTATE CONSULTING

Source: Redfin; RCLCO

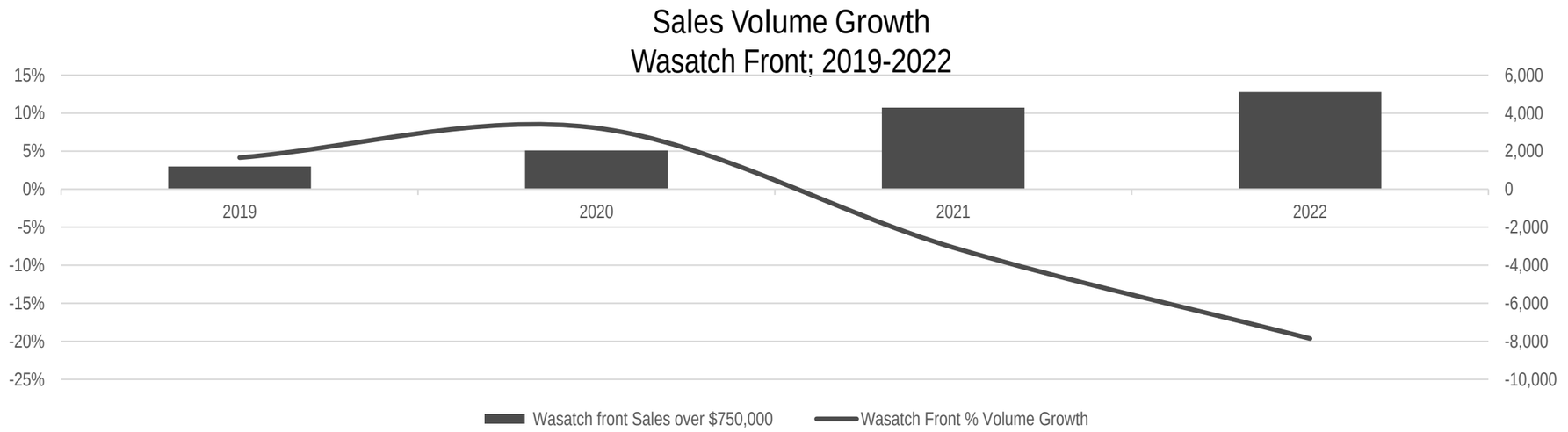
WASATCH FRONT SALES VOLUME

ALTHOUGH TOTAL SALES VOLUME IN WASATCH FRONT DECREASED FOLLOWING THE PANDEMIC IN 2020, SALES OVER $750,000 HAVE CONSISTENTLY INCREASED



Sales Distribution
Wasatch Front Counties ; 2022

Price Band	Weber County	Davis County	Salt Lake County	Utah County	Wasatch Front
$149,999 and Below	2%	2%	2%	0%	1%
$150,000 to $199,999	1%	0%	0%	0%	0%
$200,000 to $299,999	8%	3%	3%	2%	3%
$300,000 to $499,999	58%	40%	38%	41%	42%
$500,000 to $749,999	22%	43%	38%	40%	37%
$750,000 and Above	10%	13%	19%	16%	16%
Total	100%	100%	100%	100%	100%

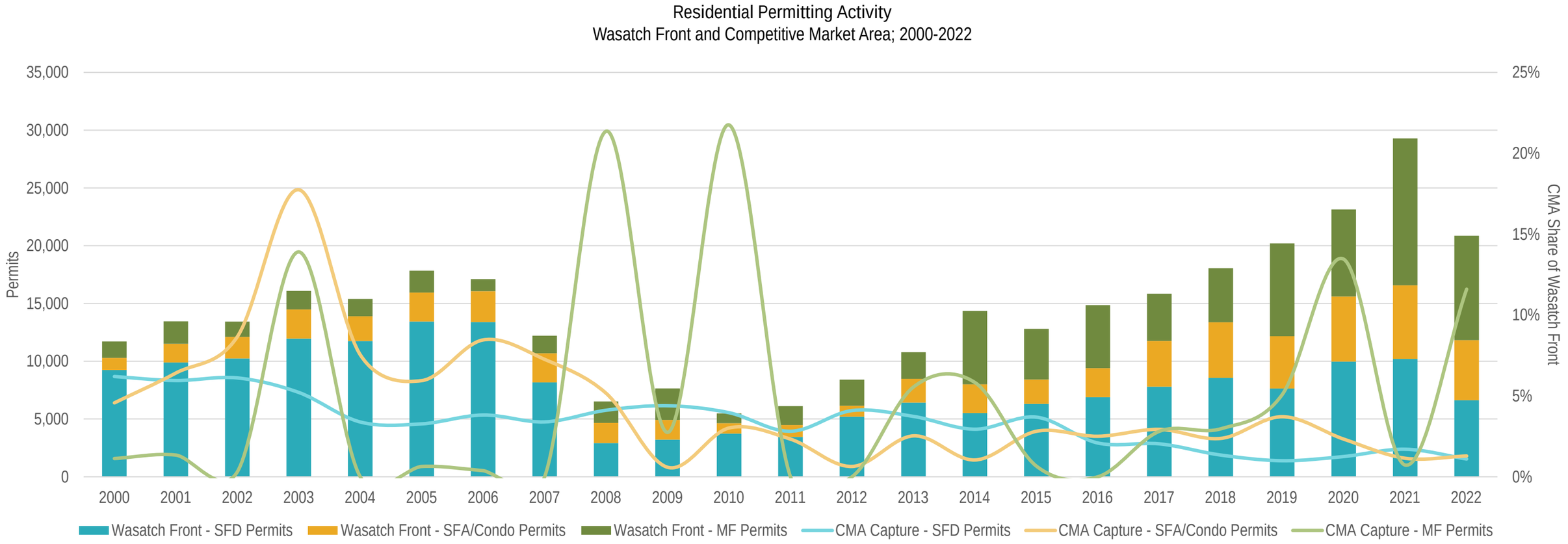


RCLCO
REAL ESTATE CONSULTING

Source: CoStar; Esri

PERMIT TRENDS

THE PACE OF RESIDENTIAL CONSTRUCTION IN THE WASATCH FRONT PEAKED IN 2021, LARGELY DUE TO THE PACE OF MULTIFAMILY CONSTRUCTION

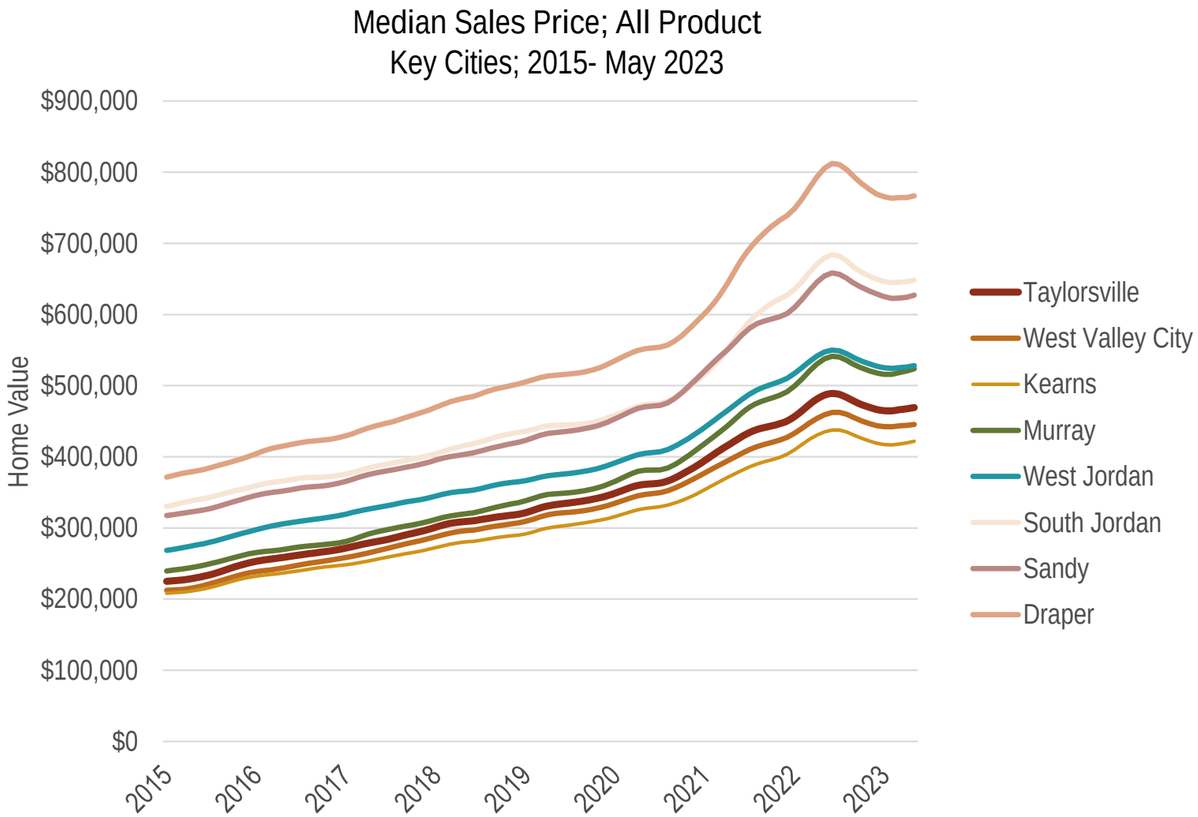


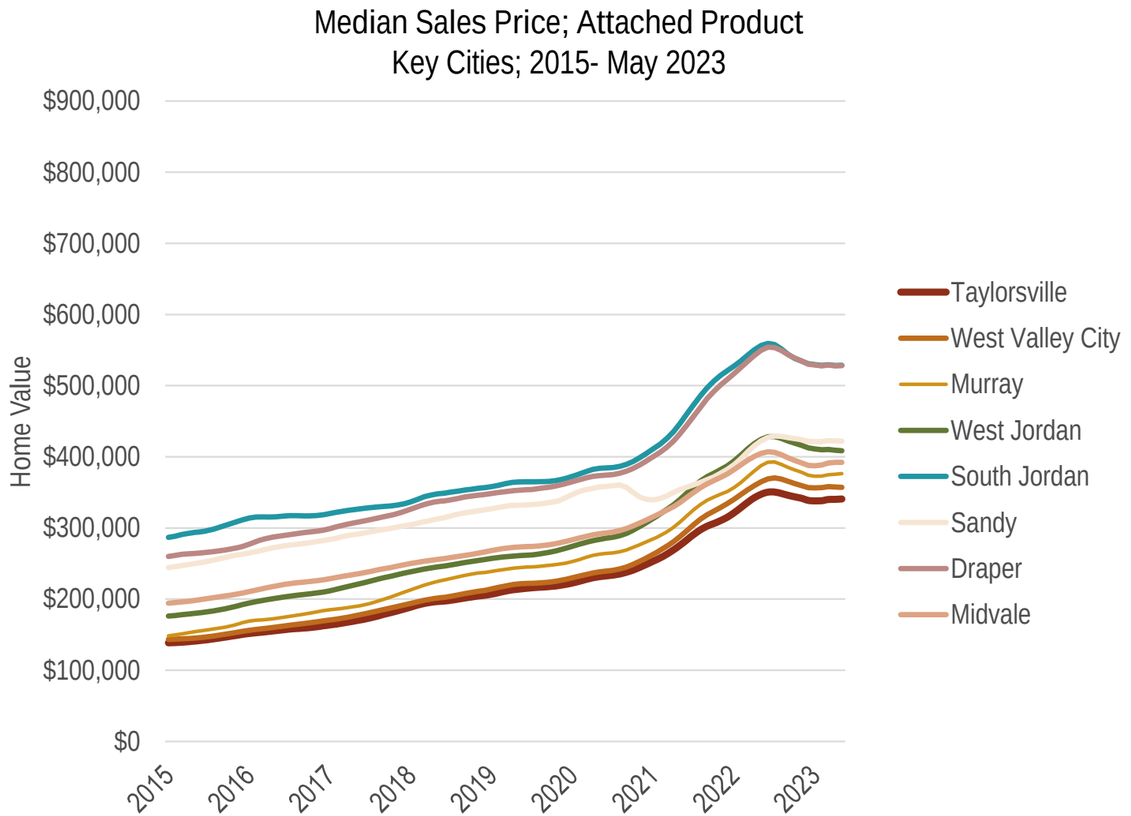
RCLCO REAL ESTATE CONSULTING

Source: Redfin; RCLCO

REGIONAL MEDIAN HOME VALUE APPRECIATION

TAYLORSVILLE HAS EXPERIENCED SIMILAR GROWTH TRAITS TO NEIGHBORING CITIES, BUT MAINTAINS A RELATIVE LEVEL OF AFFORDABILITY



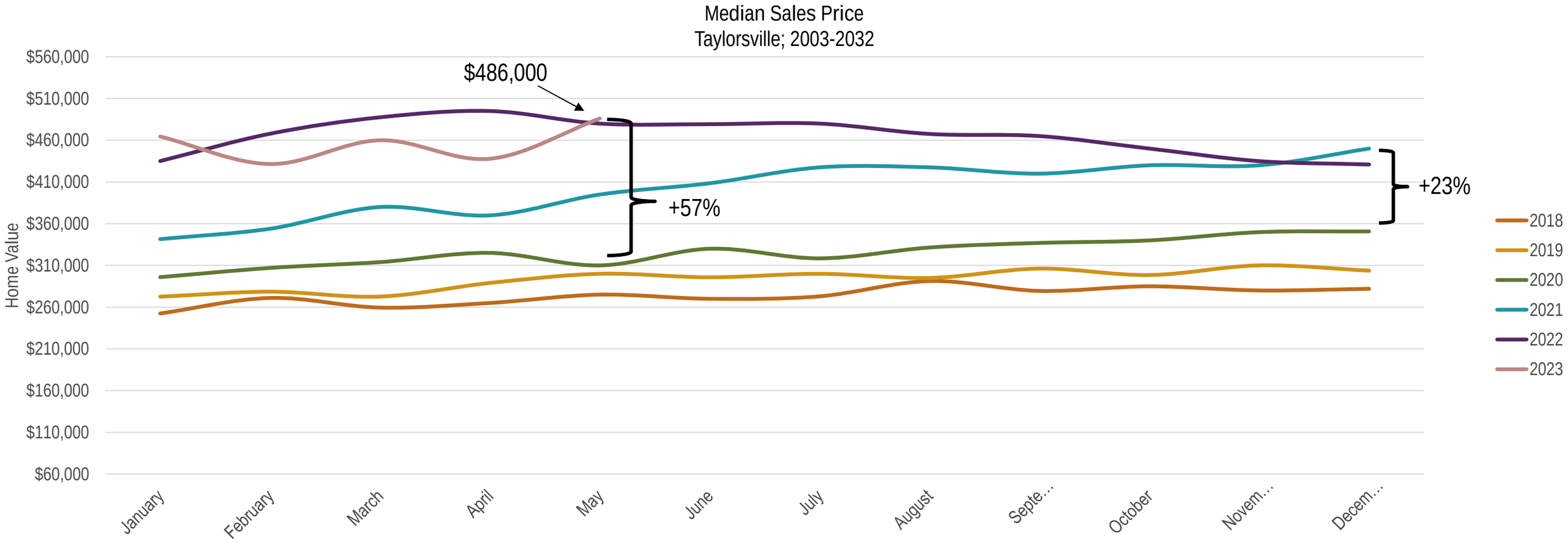


RCLCO REAL ESTATE CONSULTING

Source: Zillow

TAYLORSVILLE MEDIAN HOME VALUE APPRECIATION

FOLLOWING THE HEIGHT OF THE PANDEMIC IN 2020, HOME VALUES IN TAYLORSVILLE EXPERIENCED ROBUST GROWTH, INCREASING 23% BETWEEN 2020-2022. HOME VALUES HAVE REMAINED STEADY IN 2023



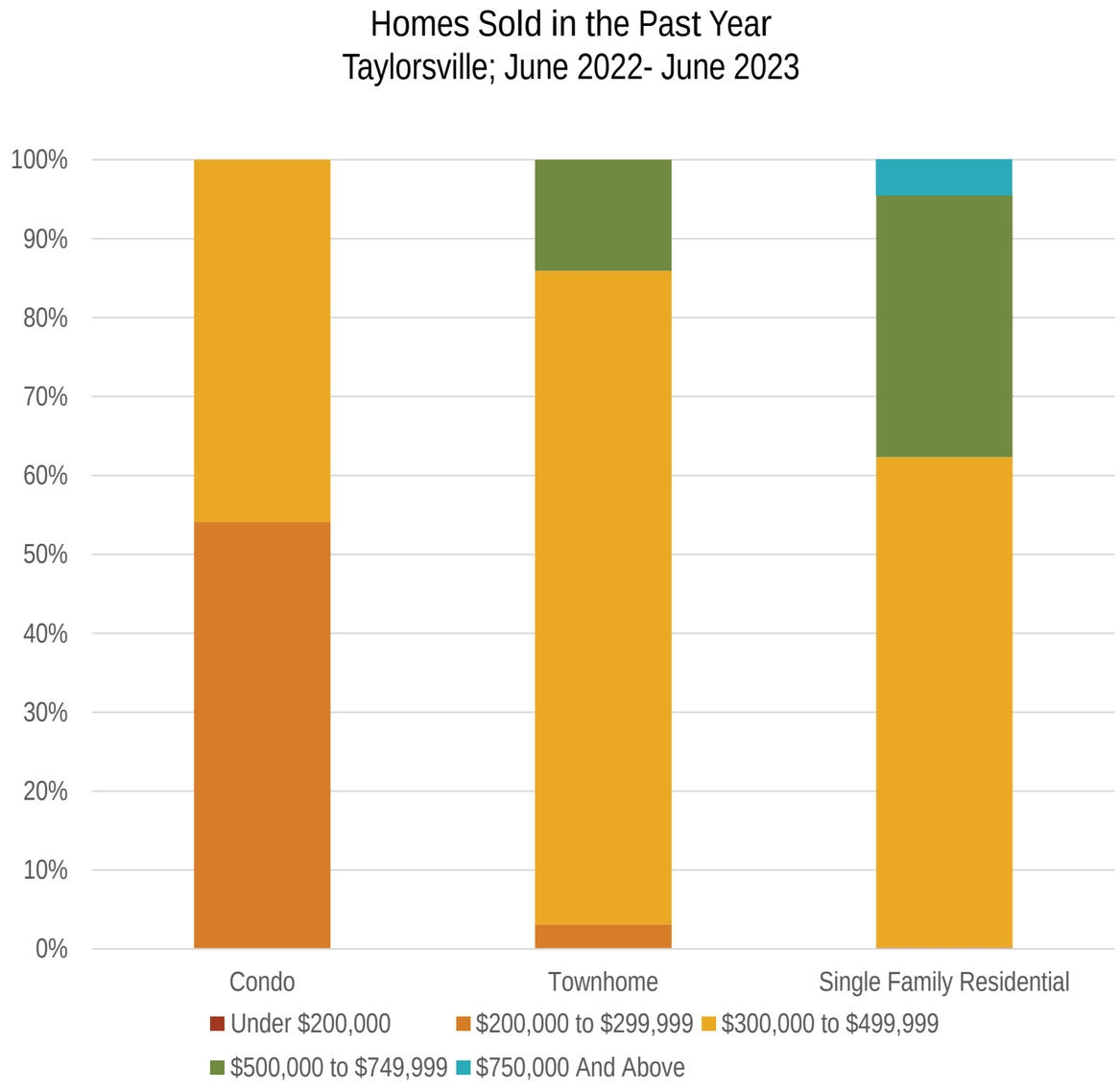
RCLCO REAL ESTATE CONSULTING

Source: Redfin; RCLCO

TAYLORSVILLE HOME SALES

MOST HOMES WITHIN TAYLORSVILLE ARE CONCENTRATED WITHIN THE $300,000 TO $500,000 PRICE RANGE

	Condo	Townhome	Single Family Residential
Under $200,000	0%	0%	0%
$200,000 to $299,999	54%	3%	0%
$300,000 to $499,999	46%	83%	62%
$500,000 to $749,999	0%	14%	33%
$750,000 And Above	0%	0%	5%
Total	100%	100%	100%

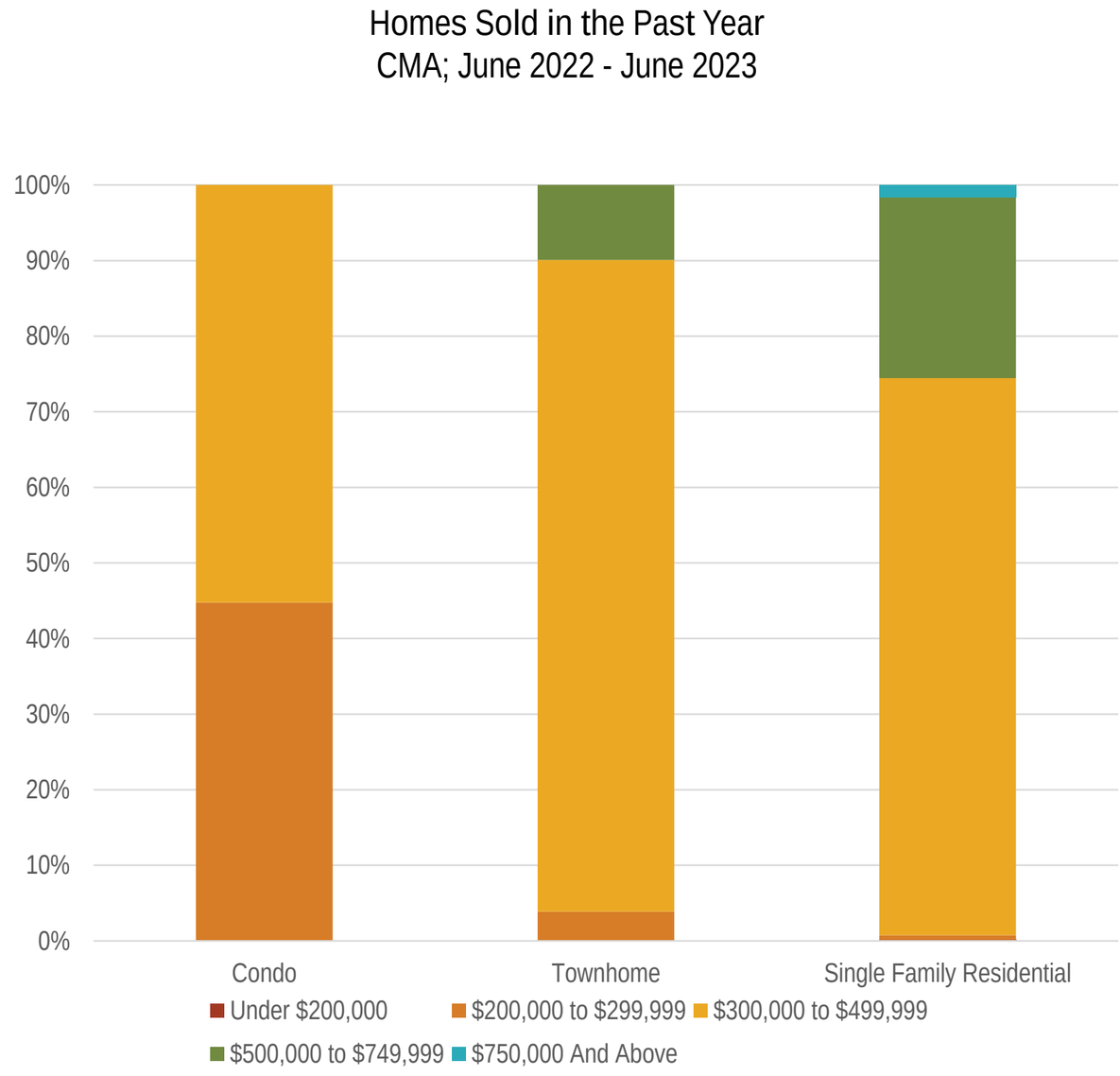


Source: CoStar; Esri

CMA HOME SALES

MOST HOMES WITHIN TAYLORSVILLE ARE CONCENTRATED WITHIN THE $300,000 TO $500,000 PRICE RANGE

	Condo	Townhome	Single Family Residential
Under $200,000	0%	0%	0%
$200,000 to $299,999	45%	4%	1%
$300,000 to $499,999	55%	86%	74%
$500,000 to $749,999	0%	10%	24%
$750,000 And Above	0%	0%	2%
Sales	100%	100%	100%

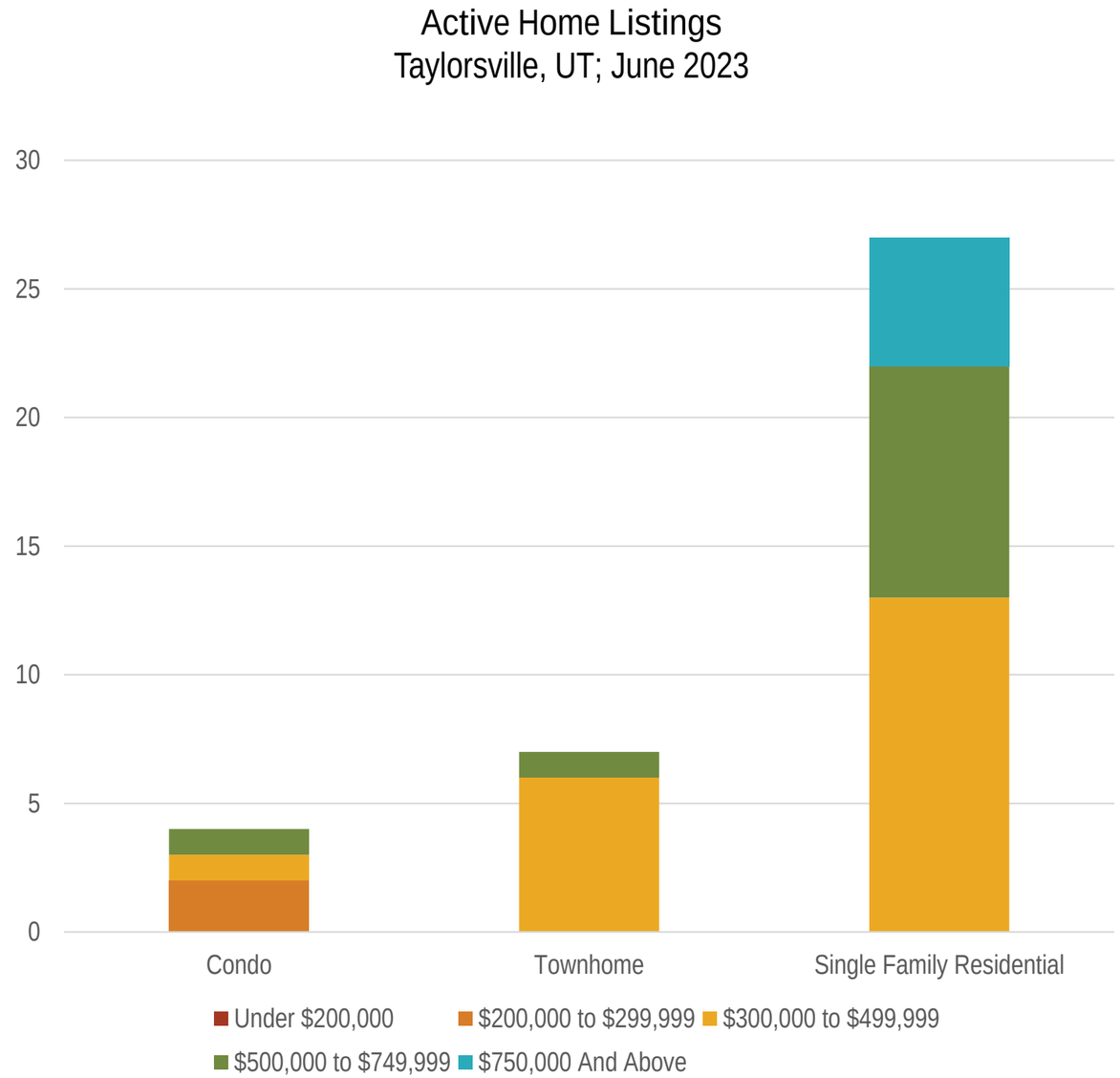


Source: CoStar; Esri

ACTIVELY SELLING HOMES IN TAYLORSVILLE

TAYLORSVILLE LACKS A SUPPLY OF NEW AND HIGH-DENSITY HOMES, WITH THE MAJORITY OF ACTIVE LISTINGS BEING SINGLE-FAMILY RESIDENCES CONSTRUCTED BEFORE THE YEAR 2000

	Condo	Townhome	Single Family Residential
Under $200,000	0	0	0
$200,000 to $299,999	2	0	0
$300,000 to $499,999	1	6	13
$500,000 to $749,999	1	1	9
$750,000 And Above	0	0	5
Total Listings	4	7	27
Average Listing Price	$342,500	$461,857	$602,950
Average Size (SF)	1,197	2,003	2,676
Average $/SF	$286	$231	$225
Year Built	1976	1979	1979

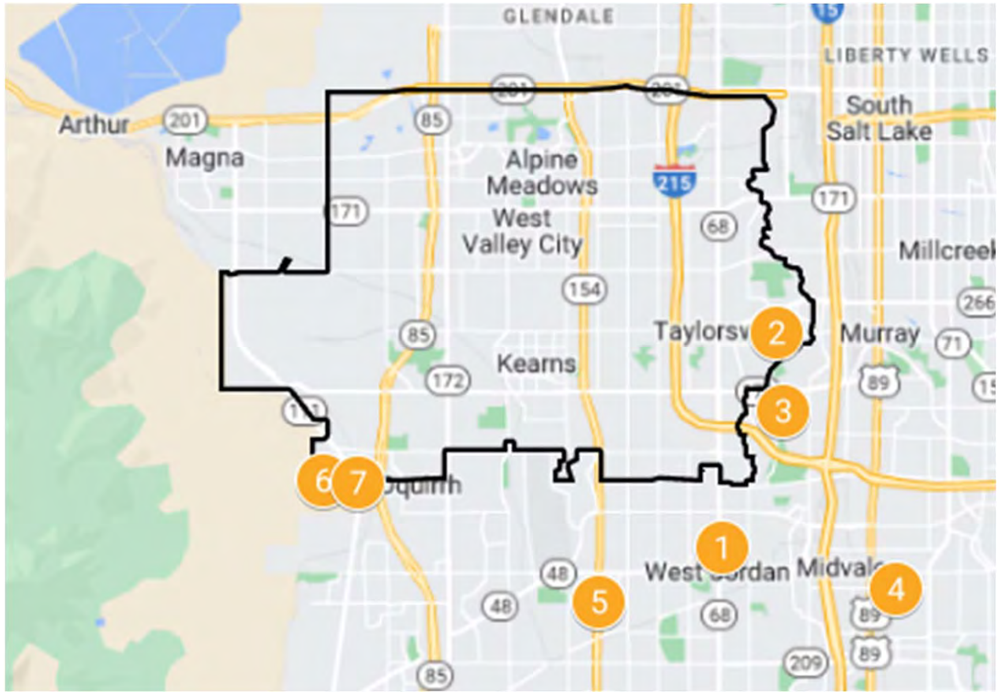


Source: CoStar; Esri

FOR-SALE SINGLE FAMILY DETACHED COMMUNITIES

SINGLE FAMILY DETACHED COMMUNITIES WITHIN AND SURROUNDING TAYLORSVILLE AVERAGE BETWEEN $230 – $365 PER SQUARE FOOT

Competitive Set Map and Summary
Salt Lake County; June 2023



MAP KEY	PROPERTY	BUILDER	PRODUCT TYPE	YEAR BUILT	TOTAL UNITS	DU/AC	AVG. PRICE	AVG. SIZE	AVG. $/SF
1	Sequoia Cottages	Ivory Homes	SFD	2023	24	7	$529,255	1454	$364
2	Meadows at 48th	Brad Reynolds Construction	SFD	2023	33	4	$783,278	3220	$243
3	Bullion Place	Brodsky Built	SFD	2023	20	5	$674,490	2721	$248
4	The Mill	Garbett Homes	SFD	2023	24	5	$718,713	3005	$239
5	Aurora Heights	Garbett Homes	SFD	2023	78	8	$649,900	2843	$229
6	Sunset Hills	Lennar	SFD	2023	25	4	$744,233	2789	$267
7	Boulder at Sky Ranch	Woodside Homes	SFD	2023	48	-	$531,657	1803	$295

KEY
SFD

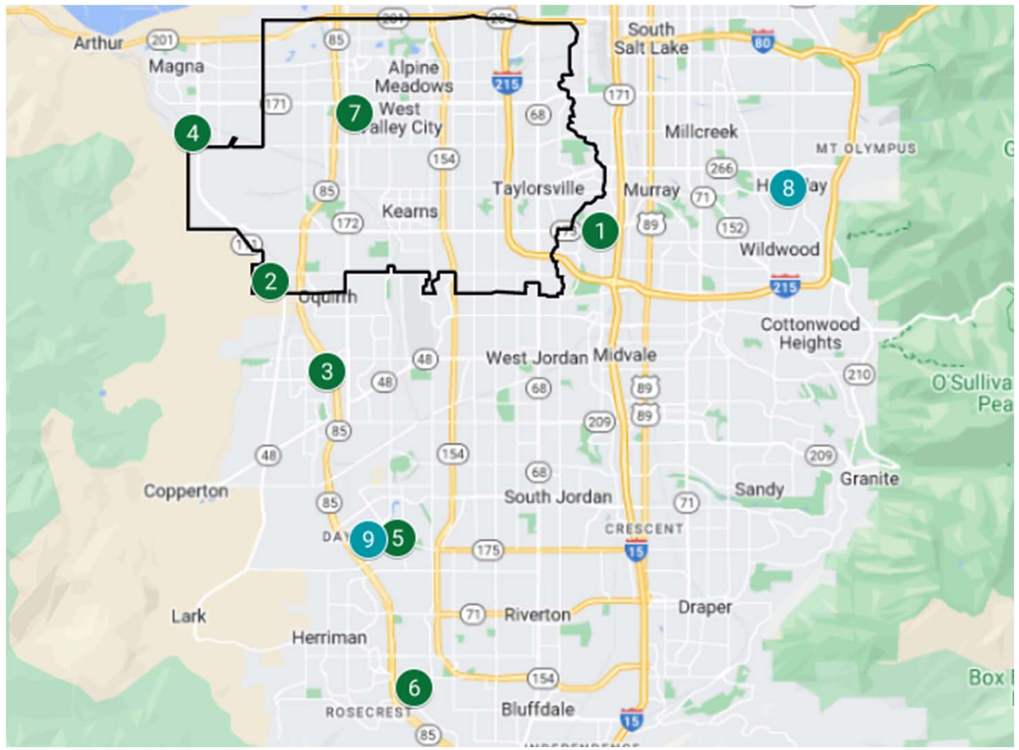
RCLCO
REAL ESTATE CONSULTING

Source: Redfin; RCLCO

FOR-SALE TOWNHOME AND CONDOMINIUM COMMUNITIES

FOR SALE TOWNOME COMMUNITIES WITHIN AND SURROUNDING TAYLORSVILLE AVERAGE BETWEEN $175 – $300 PER SQUARE FOOT

Competitive Set Map and Summary
Salt Lake County; June 2023



MAP KEY	PROPERTY	BUILDER	PRODUCT TYPE	YEAR BUILT	DU/AC	AVG. PRICE	AVG. SIZE	AVG. $/SF
1	Murray Heights	Ivory Homes	Townhome	2023	11	$561,850	1,979	$284
2	Sky Ranch	Woodside Homees	Townhome	2023	19	$446,759	1,667	$268
3	Addenbrook Townhomes	Garbett Homes	Townhome	2023	11	$477,366	1,708	$280
4	Little Valley Gateway	D.R. Horton	Townhome	2023	12	$477,051	2,697	$177
5	Marina at Daybreak Village	Ivory Homes	Townhome	2023	-	$592,325	1,968	$301
6	Mountain Ridge Townhomes	Edge Homes	Townhome	2023	-	$457,400	1,966	$233
7	Erin Hill Estates	Erin Hill Estates	Townhome	2023	-	$466,718	1,814	$257
8	Apollo Square	Solstice Homes	Condominium	2023	-	$1,251,488	1,872	$669
9	Daybreak	Holmes Homes	Condominium	2023	-	$346,139	1,364	$254

KEY
Townhome
Condominium

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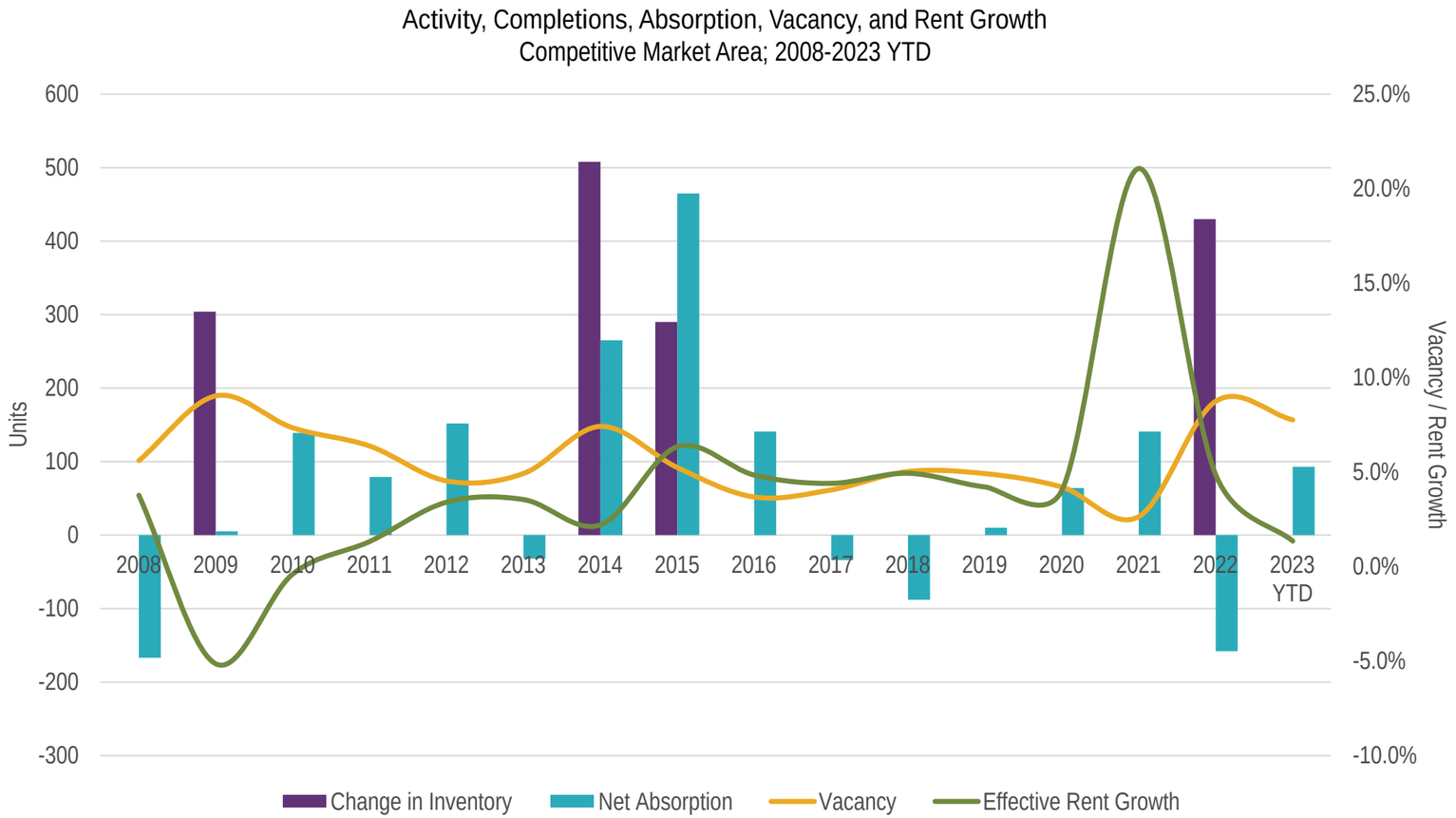
Source: Redfin; RCLCO

CMA & WASATCH FRONT RENTAL TRENDS



	CMA	WASATCH FRONT
CURRENT CHARACTERISTICS (2023 YTD)		
Properties	46	893
Units	9,454	118,493
Avg. Effective Rent	$1,424	$1,546
Vacancy	7.8%	11.3%
SHORT-TERM TRENDS (2018-2022)		
Avg. Rent Growth	7.6%	5.6%
Avg. Vacancy	5.1%	7.9%
Avg. Net Absorption	-6	5,100
Avg. Completions	86	6,291
LONG-TERM TRENDS (2008-2022)		
Avg. Rent Growth	4.1%	2.9%
Avg. Vacancy	5.6%	7.4%
Avg. Net Absorption	65	3,248
Avg. Completions	102	3,868

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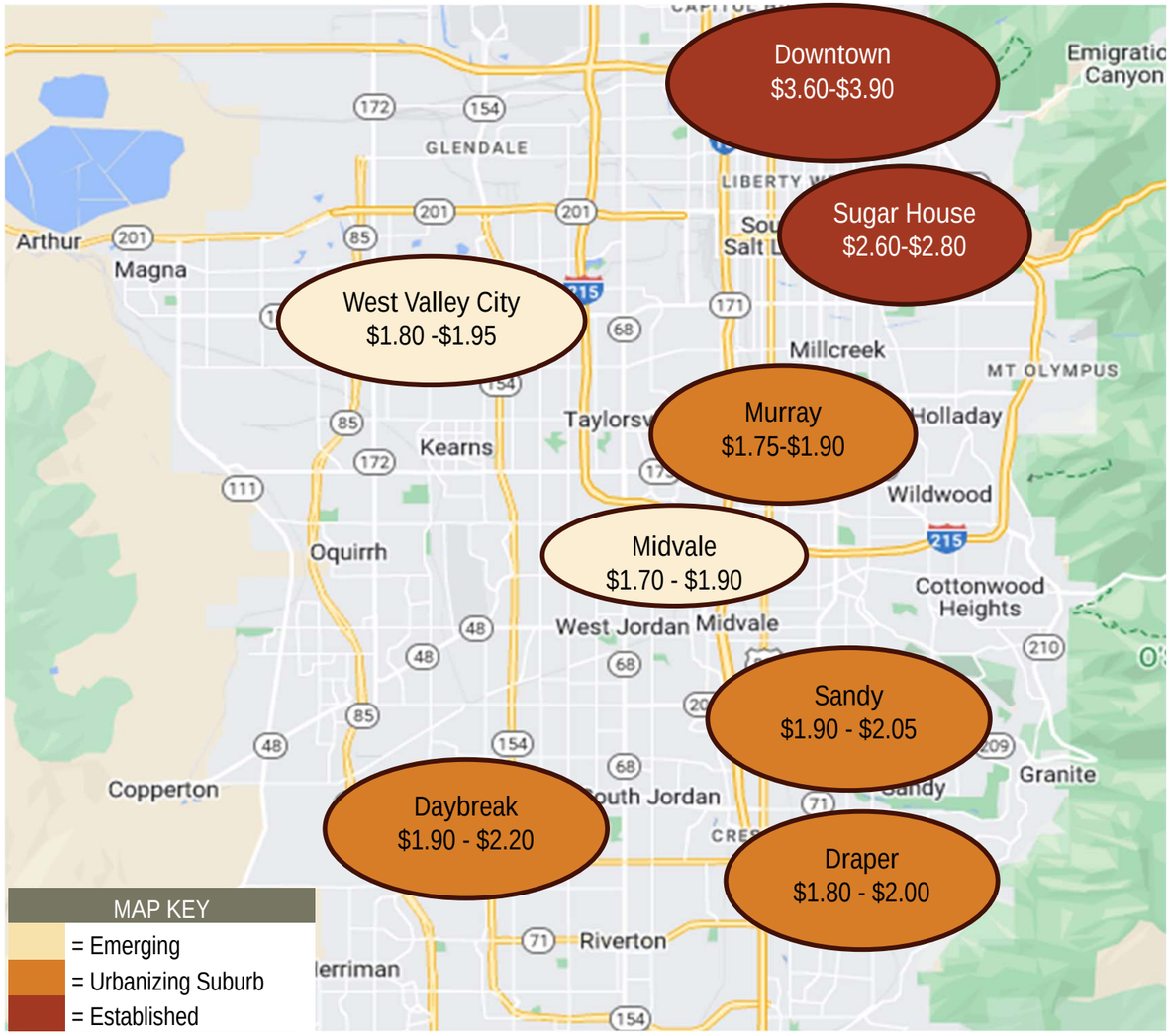
RENTAL MARKET

- Product and achievable rents are intricately linked and beg the question in Taylorsville not of affordability, as many multifamily renters can afford much higher rents than what they currently pay, but of quality and location.
- The rental inventory in Taylorsville is predominantly composed of units built before 2000 and characterized by a garden-style feel. However in recent years, there has been an influx of mid-rise construction within surrounding cities, suggesting pent-up demand for more urban-style living.

Multifamily Submarket	Min	Max	Avg Rent
Downtown Salt Lake City	$1.60	$3.90	$2.50
Sugar House	$1.85	$2.80	$2.33
Daybreak	$1.85	$2.20	$2.00
West Valley City	$1.80	$1.95	$1.93
Draper	$1.60	$2.00	$1.80
Sandy	$1.40	$2.05	$1.72
Murray	$1.50	$1.90	$1.69
Midvale/Bingham Junction	$1.40	$1.90	$1.69

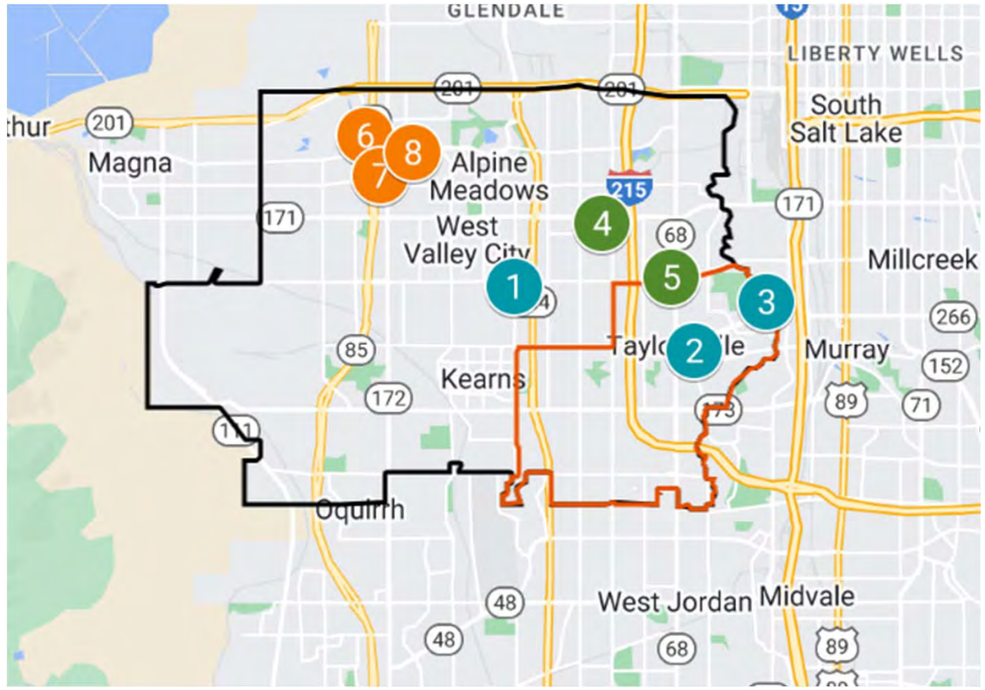
Salt Lake City Multifamily Clusters



Note: Table filtered by 20+ units and built since 2015
Map includes ranges for top-performing properties in their respective submarket
Source: CoStar; Esri

COMPETITIVE MARKET RENTAL COMPS

RENTAL COMMUNITIES WITHIN TAYLORSVILLE AND WEST VALLEY CITY PRIMARILY CONSIST OF GARDEN STYLE PRODUCT, AND AVERAGE BETWEEN $1.60 AND $1.90 PER SQUARE FOOT



Competitive Set Map and Summary
Salt Lake County; June 2023

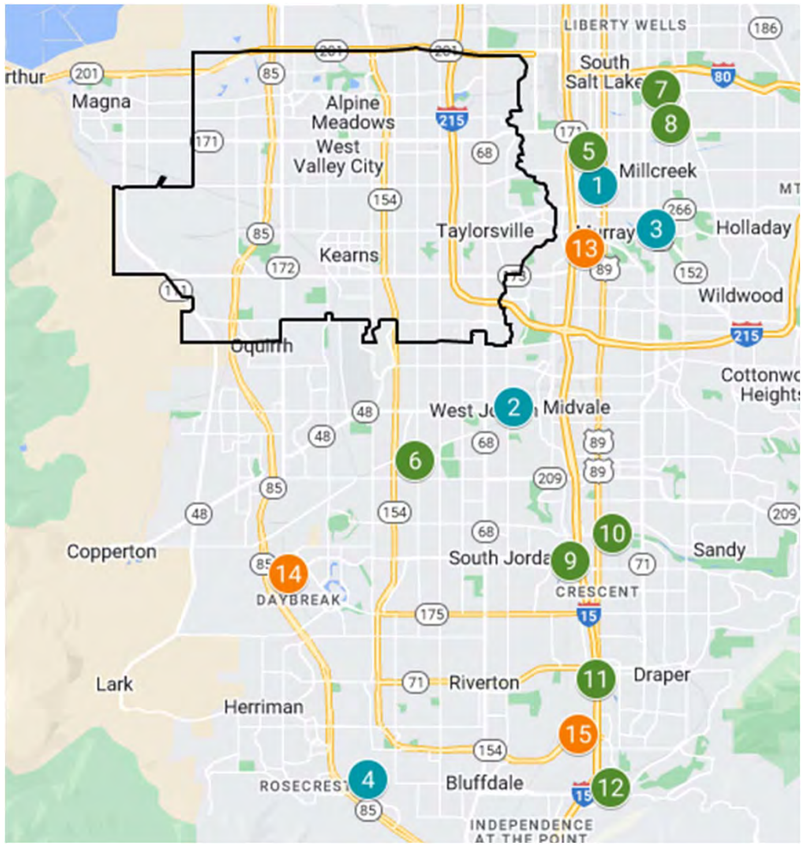
MAP KEY	COMMUNITY NAME	YEAR BUILT	YEAR LAST RENOVATED	NUMBER OF STORIES	MARKET RATE UNITS	OCC. RATE	AVG. SIZE (SF)	AVG. ASKING RENT	AVG. ASKING $/SF	DENSITY (DU/AC)	0.5 MILE FROM RAIL?
1	Aspenwood	1964	2021	2	172	90%	856	$1,396	$1.63	19	NO
2	47 Seventy Settlers Point	1986	2019	2	416	97%	879	$1,467	$1.67	18	NO
3	Maison's Landing	1998	2022	3	492	94%	952	$1,628	$1.71	16	NO
4	ICO Fairbourne Station	2021	N/A	4	225	94%	894	$1,595	$1.79	70	YES
5	Sage Valley	2023	N/A	5	430	27%	975	$1,834	$1.88	66	NO
6	Sandalwood Apartments	2015	N/A	4	283	92%	1,138	$1,842	$1.62	23	NO
7	Liberty Commons	2008	N/A	2	208	96%	963	$1,651	$1.71	17	NO
8	Pinnacle Highbury	2015	N/A	3	290	94%	986	$1,759	$1.78	23	NO
	AVERAGE	2004	2021	3	315	94%	958	$1,659	$1.73	32	-
	SURFACE PARKING AVERAGE	1983	2021	2	360	94%	909	$1,529	$1.68	18	-
	PODIUM/STRUCTURED PARKING AVERAGE	2022	N/A	5	328	N/A	947	$1,752	$1.85	68	-
	TUCKUNDER/SLIPDECK AVERAGE	2013	N/A	3	260	94%	1,035	$1,760	$1.70	21	-

RCLCO REAL ESTATE CONSULTING

Source: Redfin; RCLCO

BROADER MARKET RENTAL COMPS

RESIDENTIAL COMMUNITIES OUTSIDE THE COMPETITIVE MARKET AREA ARE NEWER AND MORE DENSE



Competitive Set Map and Summary
Salt Lake County; June 2023

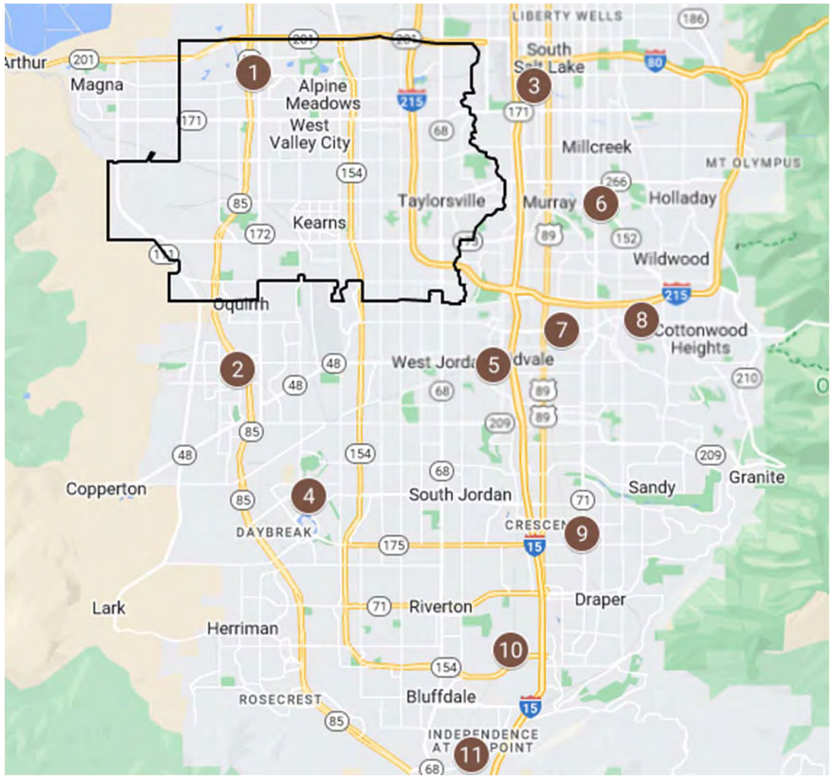
MAP KEY	COMMUNITY NAME	YEAR BUILT	NUMBER OF STORIES	MARKET RATE UNITS	OCC. RATE	AVG. SIZE (SF)	AVG. ASKING RENT	AVG. ASKING $/SF	DENSITY (DU/AC)	0.5 FROM RAIL?
1	Harmony 3900	2021	5	285	94%	815	$1,597	$1.96	57	YES
2	Gardner Station	2020	4	277	98%	1,035	$1,712	$1.65	48	NO
3	The Royce on 9th	2023	5	421	10%	1,033	$2,008	$1.94	51	YES
4	Sorella	2023	4	219	1%	936	$1,777	$1.90	15	YES
5	VIA Apartments II	2017	4	59	95%	686	$1,417	$2.07	88	YES
6	Upper West	2021	4	207	97%	848	$1,698	$2.00	83	NO
7	27 Nine Flats	2021	2	32	100%	607	$1,599	$2.63	64	NO
8	The Stack	2023	5	254	32%	964	$2,124	$2.20	91	NO
9	Jordan Station Apartments	2016	4	539	94%	843	$1,502	$1.78	55	YES
10	Seven Skies	2023	5	287	76%	883	$1,806	$2.05	32	YES
11	Canyon Vista	2022	6	434	78%	794	$1,618	$2.04	63	NO
12	Point of View	2021	4	324	94%	916	$1,745	$1.91	72	NO
13	Seasons at Murray Crossing	2020	6	293	95%	851	$1,591	$1.87	73	NO
14	NOVEL Daybreak	2023	4	400	4%	811	$1,801	$2.22	31	NO
15	Anthology at Vista Station	2020	4	242	94%	837	$1,677	$2.00	35	NO
	AVERAGE	2021	4	269	96%	886	$1,742	$1.97	57	-
	SURFACE PARKING AVERAGE	2022	5	301	98%	964	$1,800	$1.87	52	-
	PODIUM/STRUCTURED PARKING AVERAGE	2021	4	237	96%	863	$1,725	$2.00	66	-
	TUCKUNDER/SLIPDECK AVERAGE	2021	5	312	N/A	831	$1,703	$2.05	46	

RCLCO REAL ESTATE CONSULTING

Source: Redfin; RCLCO

TOWNHOME RENTAL COMPS

TOWNHOME COMMUNITIES IN SALT LAKE COUNTY ARE BECOMING INCREASINGLY PREVALENT, INDICATING A GROWING MARKET PREFERENCE FOR THIS TYPE OF HOUSING



Competitive Set Map and Summary
Salt Lake County; June 2023

MAP KEY	COMMUNITY NAME	YEAR BUILT	NUMBER OF STORIES	MARKET RATE UNITS	OCC. RATE	AVG. SIZE (SF)	AVG. ASKING RENT	AVG. ASKING $/SF	DENSITY (DU/AC)	0.5 MILES FROM RAIL?
1	Sandalwood TH	2014	2	82	96%	1,578	$2,505	$1.59	21	NO
2	Gladstone Place Apartments	2019	3	187	92%	1,264	$1,951	$1.54	15	NO
3	Hawthorne	2019	2	218	94%	1,281	$2,563	$2.00	15	NO
4	The Pearl TH	2022	3	20	67%	1,403	$2,633	$1.88	16	NO
5	Parc View TH	2019	3	50	95%	1,577	$2,518	$1.60	21	YES
6	Moda Spring Run Apartments	2019	3	48	99%	1,572	$2,400	$1.53	20	NO
7	The Lofts at Fort Union	2021	2	33	99%	1,527	$2,244	$1.47	23	NO
8	23 Views Townhomes	2022	3	23	86%	1,680	$2,606	$1.55	26	NO
9	The Orchard	2023	2	96	25%	1,728	$2,836	$1.64	10	YES
10	The Austin Townhomes	2022	3	122	50%	1,416	$2,427	$1.71	6	NO
11	Banner Hill	2022	2	87	75%	1,057	$2,094	$1.98	8	NO
	TOWNHOME AVERAGE	2020	3	88	94%	1,395	$2,388	$1.71	40	-

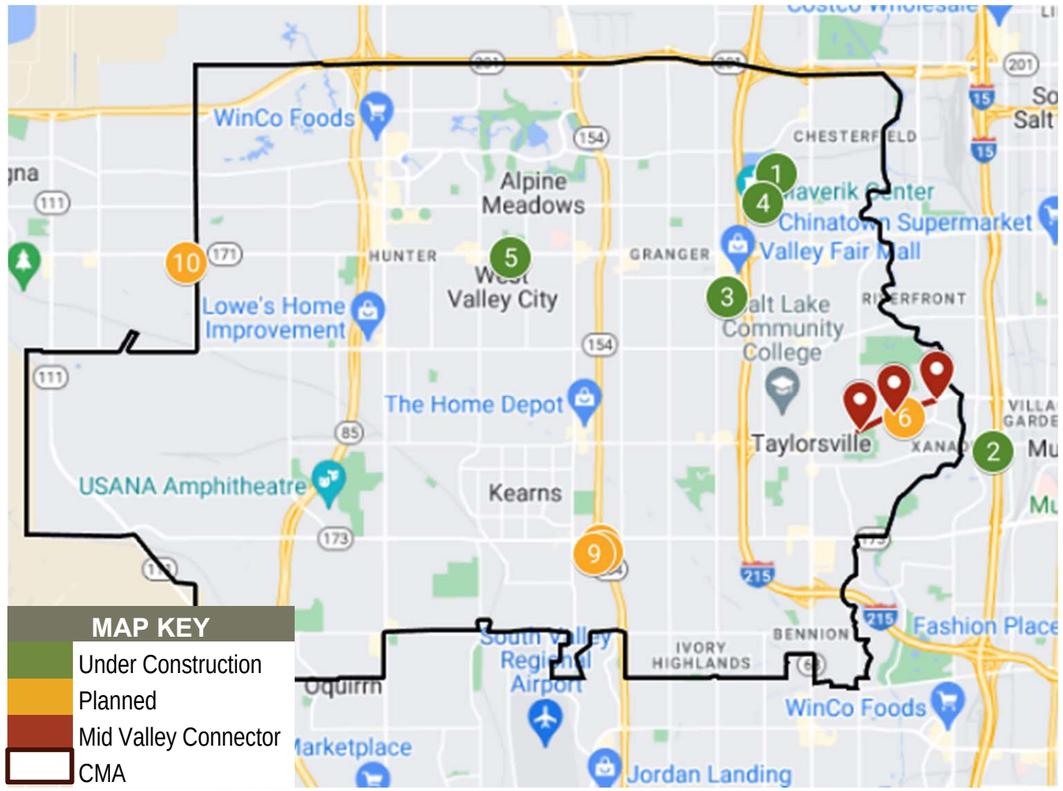
RCLCO REAL ESTATE CONSULTING

Source: Redfin; RCLCO

RENTAL DEVELOPMENT PIPELINE

THE RENTAL DEVELOPMENT PIPELINE WITHIN THE CMA IS GROWING

Map and Summary of Rental Pipeline
Competitive Market Area; July 2023



MAP KEY	PROJECT	DEVELOPER	EST. OPENING	TOTAL UNITS
	UNDER CONSTRUCTION			
1	H2O Townhomes	DAI Utah	2023	286
2	4800 Lofts	Next Level Homes	2024	371
3	Back 9	Timberlane Partners	2024	262
4	Decker Station	Rockworth Companies	2024	219
5	Lofts on 35th	Hallmark Homes and Development	2024	50
	Under Construction Totals			1,188
	PLANNED/PROPOSED			
6	Atherton Place	Not Available	Not Available	547
7	Volta I	Thackeray	Not Available	351
8	Volta II	Thackeray	Not Available	148
9	Volta III	Thackeray	Not Available	148
10	Malhi	Wright Development Group	Not Available	28
	Planned Totals			1,222

RCLCO REAL ESTATE CONSULTING

Source: Redfin; RCLCO

HOUSING SPECTRUM

Meadows on 48th
Taylorsville, UT
Density: 4 DU/AC

Murray Heights
Murray, UT
Density: 11 DU/AC

Mountain Ridge
Condominiums
Herriman, UT
Density: 24 DU/AC

The Royce on 9th
Murray, UT
Density: 51 DU/AC

Seasons at Murray Crossing
Murray, UT
Density: 73 DU/AC

SINGLE-FAMILY DETACHED | SMALL LOT SFD | SINGLE-FAMILY ATTACHED | LOW-DENSITY CONDOMINIUMS | GARDEN-STYLE APARTMENTS | URBAN GARDEN | HYBRID | PODIUM APARTMENTS

Sequoia Cottages
West Jordan, UT
Density: 7 DU/AC

Gladstone Place Apartments
West Jordan, UT
Density: 15 DU/AC

Sorella
Herriman, UT
Density: 16 DU/AC

Harmony 3900
Millcreek, UT
Density: 57 DU/AC

The Stack
Sugar House, UT
Density: 91 DU/AC

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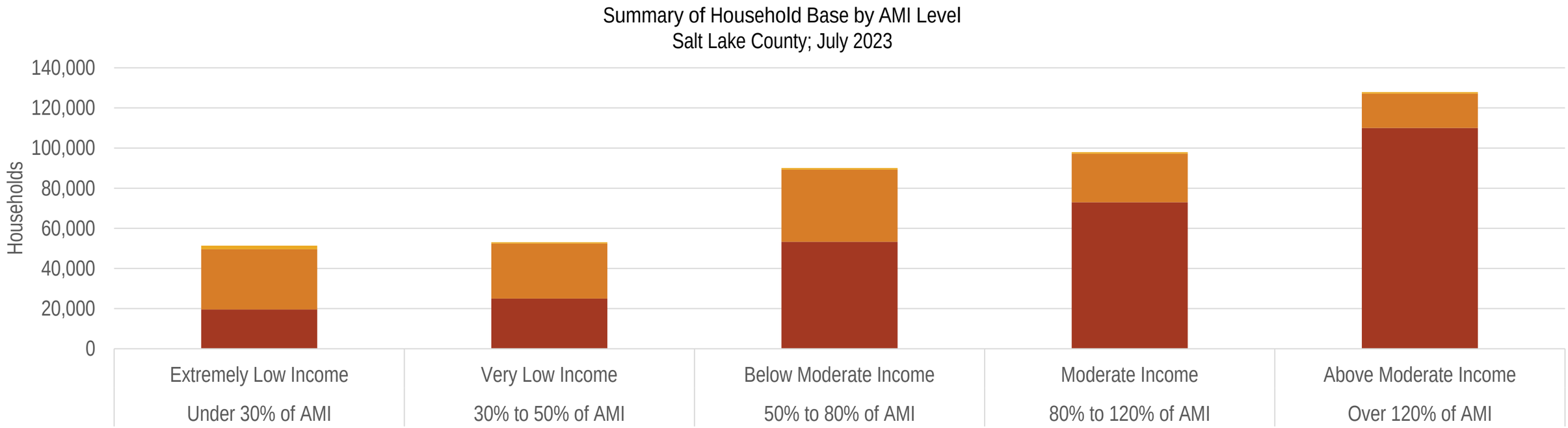
AFFORDABILITY



		OWNER	RENTER	OTHER	TOTAL
Under 30% of AMI	Extremely Low Income	19,568	29,964	1,825	51,356
30% to 50% of AMI	Very Low Income	25,002	27,431	589	53,022
50% to 80% of AMI	Below Moderate Income	53,270	35,952	829	90,051
80% to 120% of AMI	Moderate Income	72,982	24,250	715	97,947
Over 120% of AMI	Above Moderate Income	110,015	17,101	753	127,869
TOTAL		280,836	134,699	4,711	420,245

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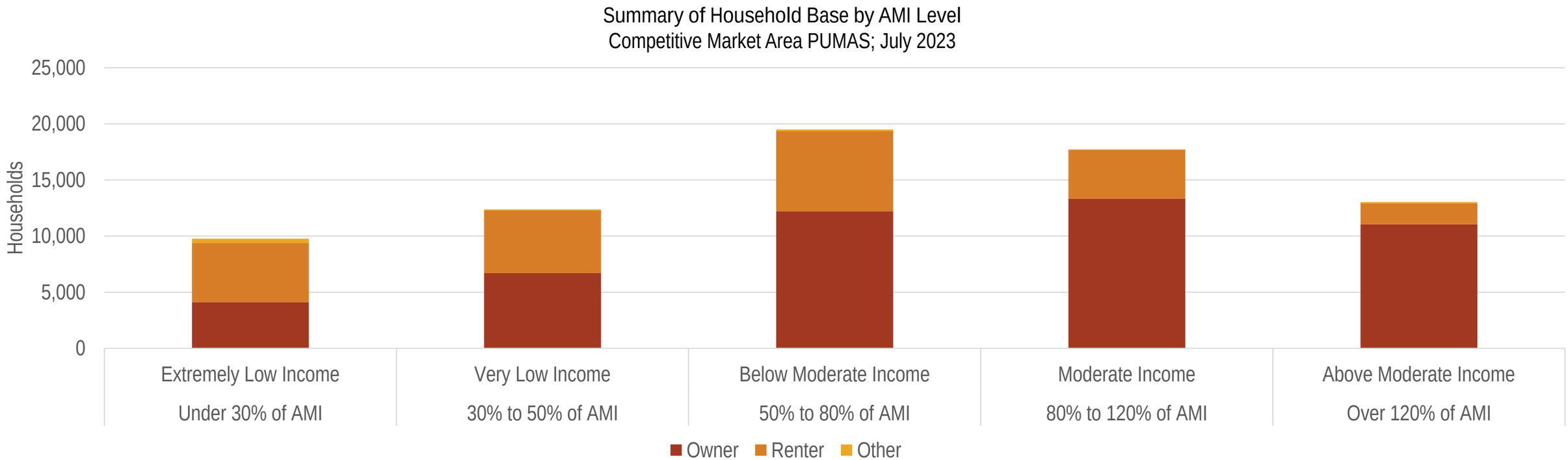
AFFORDABILITY



		OWNER	RENTER	OTHER	TOTAL
Under 30% of AMI	Extremely Low Income	4,098	5,284	388	9,770
30% to 50% of AMI	Very Low Income	6,703	5,571	100	12,375
50% to 80% of AMI	Below Moderate Income	12,210	7,150	140	19,499
80% to 120% of AMI	Moderate Income	13,333	4,355	43	17,731
Over 120% of AMI	Above Moderate Income	11,048	1,874	115	13,037
TOTAL		47,391	24,235	786	72,411

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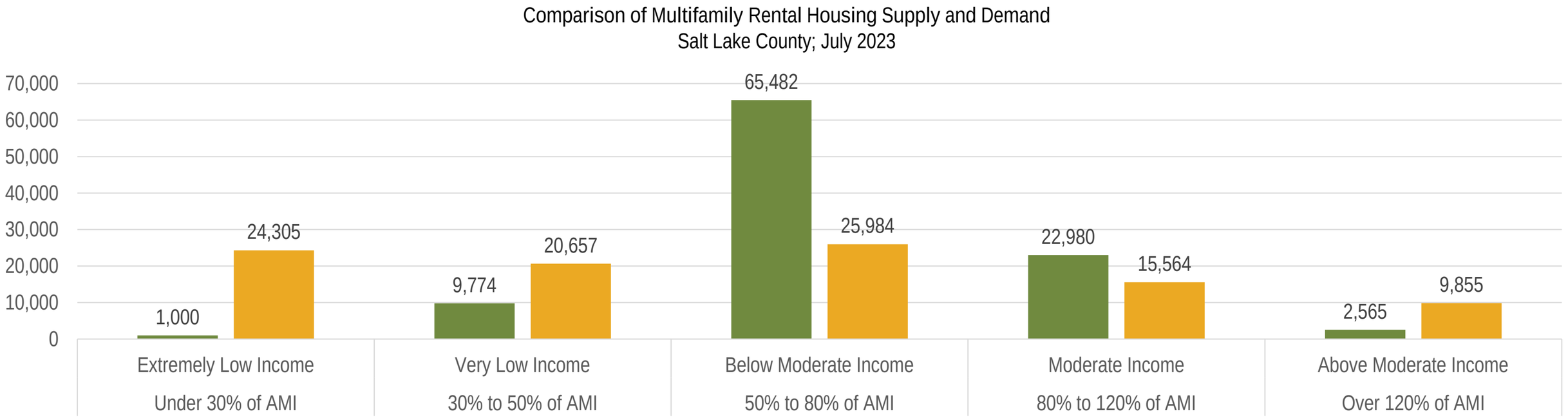
RENTAL AFFORDABILITY



		SUPPLY	DEMAND
Under 30% of AMI	Extremely Low Income	1,000	24,305
30% to 50% of AMI	Very Low Income	9,774	20,657
50% to 80% of AMI	Below Moderate Income	65,482	25,984
80% to 120% of AMI	Moderate Income	22,980	15,564
Over 120% of AMI	Above Moderate Income	2,565	9,855
TOTAL		101,801	96,366

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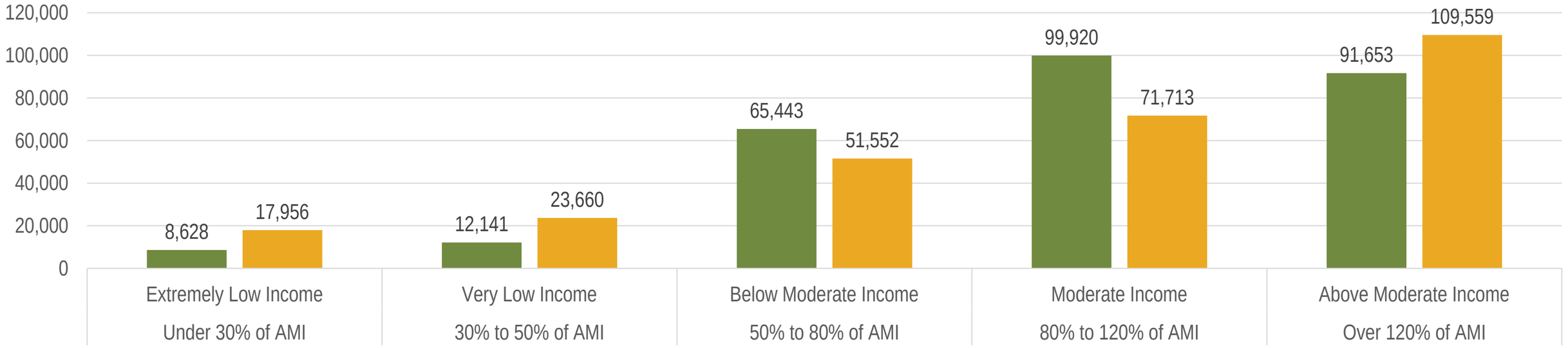
FOR-SALE AFFORDABILITY

Comparison of Owner Housing Supply and Demand
Salt Lake County; July 2023



		SUPPLY	DEMAND
Under 30% of AMI	Extremely Low Income	8,628	17,956
30% to 50% of AMI	Very Low Income	12,141	23,660
50% to 80% of AMI	Below Moderate Income	65,443	51,552
80% to 120% of AMI	Moderate Income	99,920	71,713
Over 120% of AMI	Above Moderate Income	91,653	109,559
TOTAL		277,785	274,441

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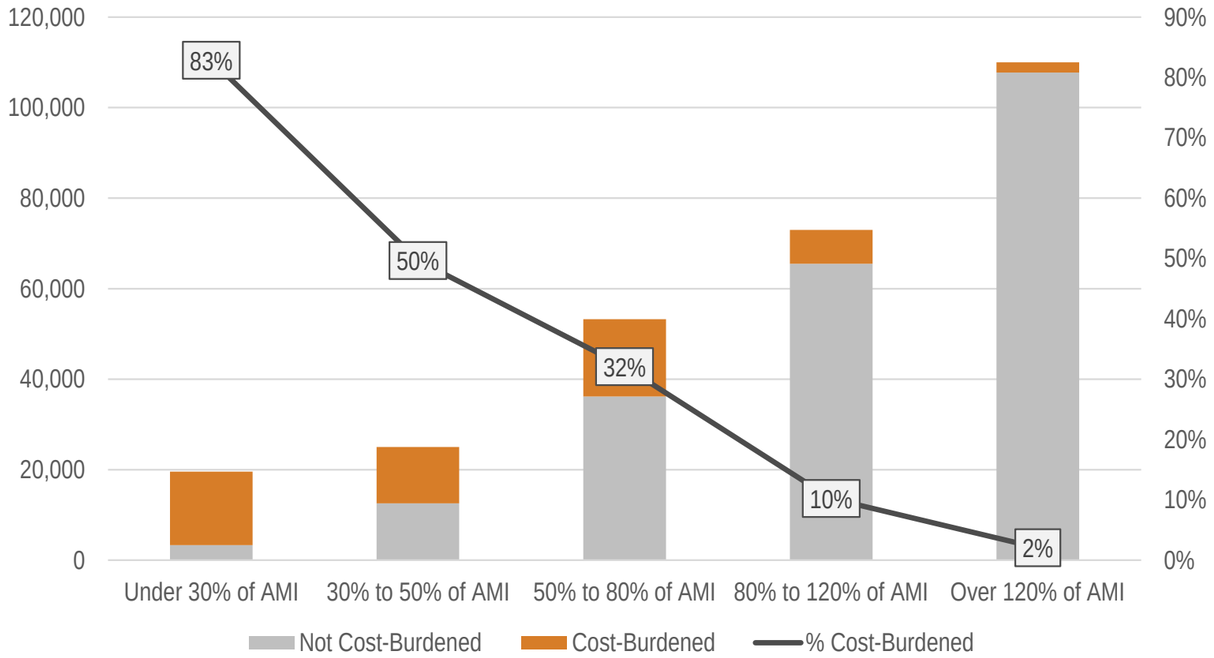
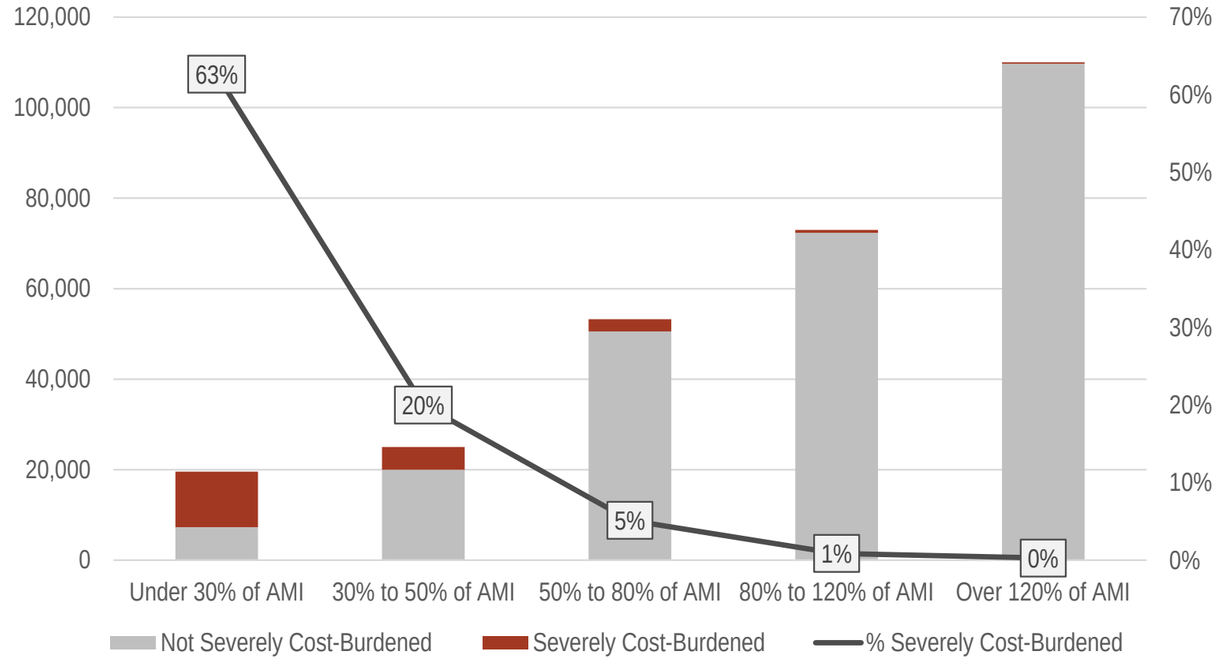
COST-BURDENED OWNER HOUSEHOLDS – SALT LAKE COUNTY





COST-BURDENED 30%+ Of Income Spent on Housing

		COST-BURDENED	NOT COST-BURDENED	TOTAL	% COST-BURDENED
Under 30% of AMI	Extremely Low Income	16,212	3,356	19,568	83%
30% to 50% of AMI	Very Low Income	12,419	12,583	25,002	50%
50% to 80% of AMI	Below Moderate Income	17,091	36,179	53,270	32%
80% to 120% of AMI	Moderate Income	7,468	65,514	72,982	10%
Over 120% of AMI	Above Moderate Income	2,277	107,737	110,015	2%
TOTAL		55,466	225,370	280,836	19.8%

SEVERELY COST-BURDENED 50%+ Of Income Spent on Housing

		SEVERELY COST-BURDENED	NOT SEVERELY COST-BURDENED	TOTAL	% SEVERELY COST-BURDENED
Under 30% of AMI	Extremely Low Income	12,259	7,308	19,568	63%
30% to 50% of AMI	Very Low Income	5,001	20,001	25,002	20%
50% to 80% of AMI	Below Moderate Income	2,739	50,531	53,270	5%
80% to 120% of AMI	Moderate Income	643	72,338	72,982	1%
Over 120% of AMI	Above Moderate Income	308	109,707	110,015	0%
TOTAL		20,951	259,885	280,836	7.5%

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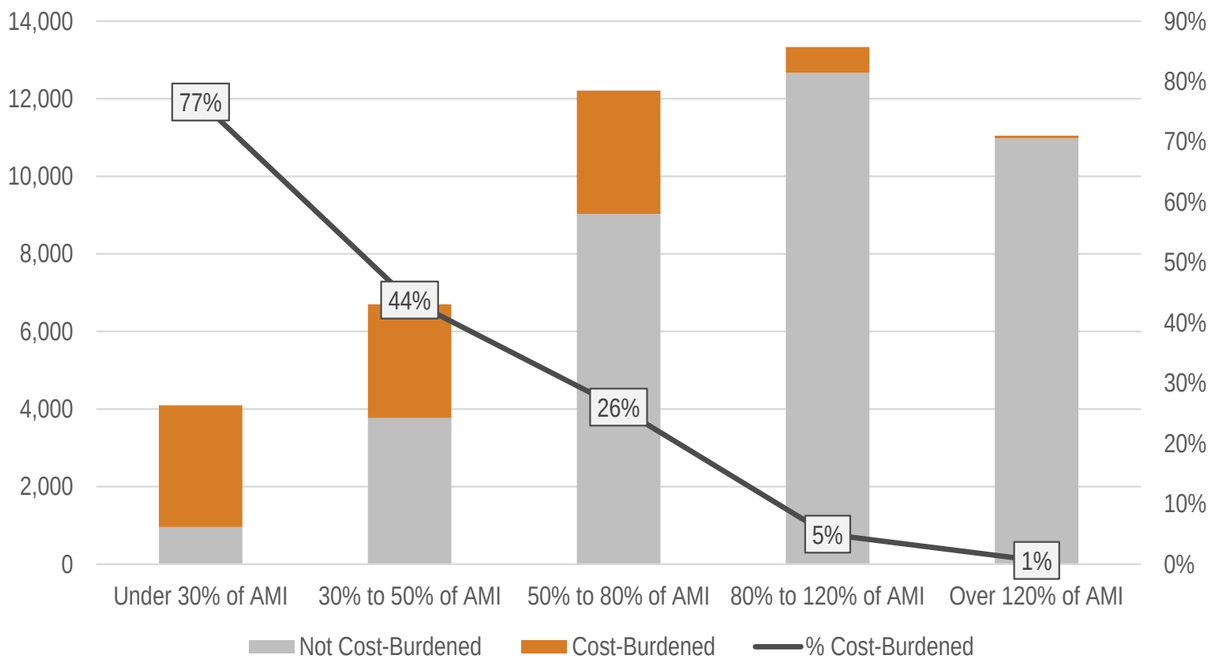
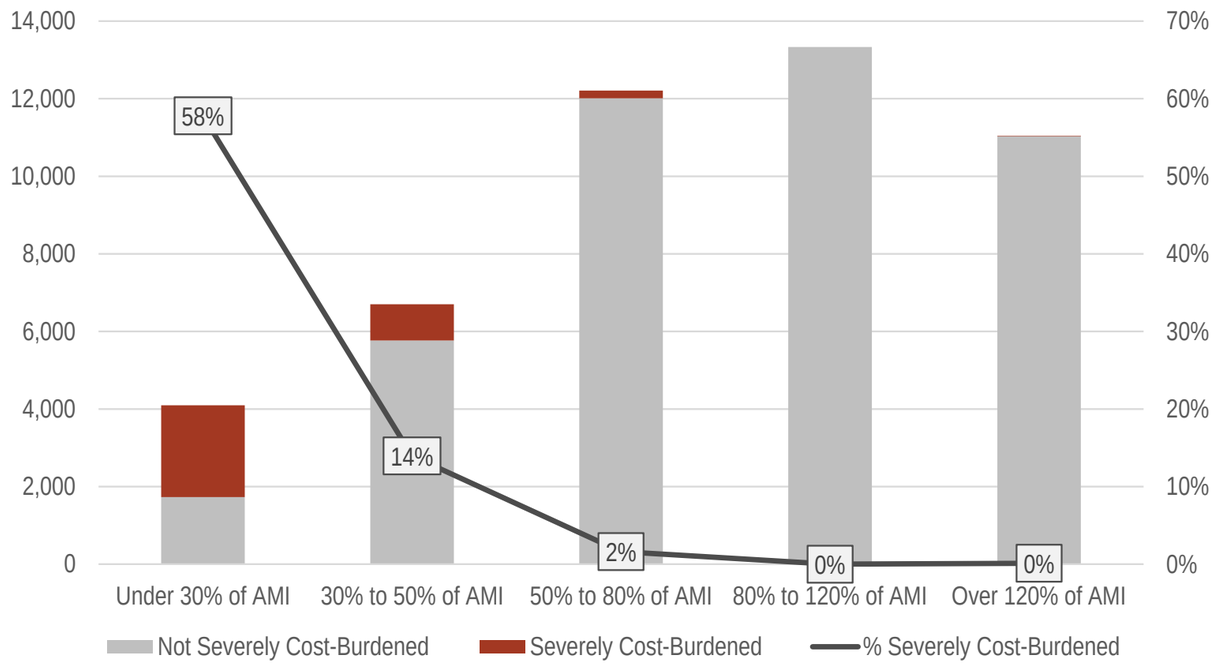
COST-BURDENED OWNER HOUSEHOLDS – CMA





COST-BURDENED 30%+ Of Income Spent on Housing

		COST-BURDENED	NOT COST-BURDENED	TOTAL	% COST-BURDENED
Under 30% of AMI	Extremely Low Income	3,139	959	4,098	77%
30% to 50% of AMI	Very Low Income	2,934	3,769	6,703	44%
50% to 80% of AMI	Below Moderate Income	3,180	9,030	12,210	26%
80% to 120% of AMI	Moderate Income	665	12,668	13,333	5%
Over 120% of AMI	Above Moderate Income	68	10,979	11,048	1%
TOTAL		9,986	37,405	47,391	21.1%

SEVERELY COST-BURDENED 50%+ Of Income Spent on Housing

		SEVERELY COST-BURDENED	NOT SEVERELY COST-BURDENED	TOTAL	% SEVERELY COST-BURDENED
Under 30% of AMI	Extremely Low Income	2,368	1,729	4,098	58%
30% to 50% of AMI	Very Low Income	936	5,767	6,703	14%
50% to 80% of AMI	Below Moderate Income	199	12,011	12,210	2%
80% to 120% of AMI	Moderate Income	0	13,333	13,333	0%
Over 120% of AMI	Above Moderate Income	15	11,033	11,048	0%
TOTAL		3,518	43,872	47,391	7.4%

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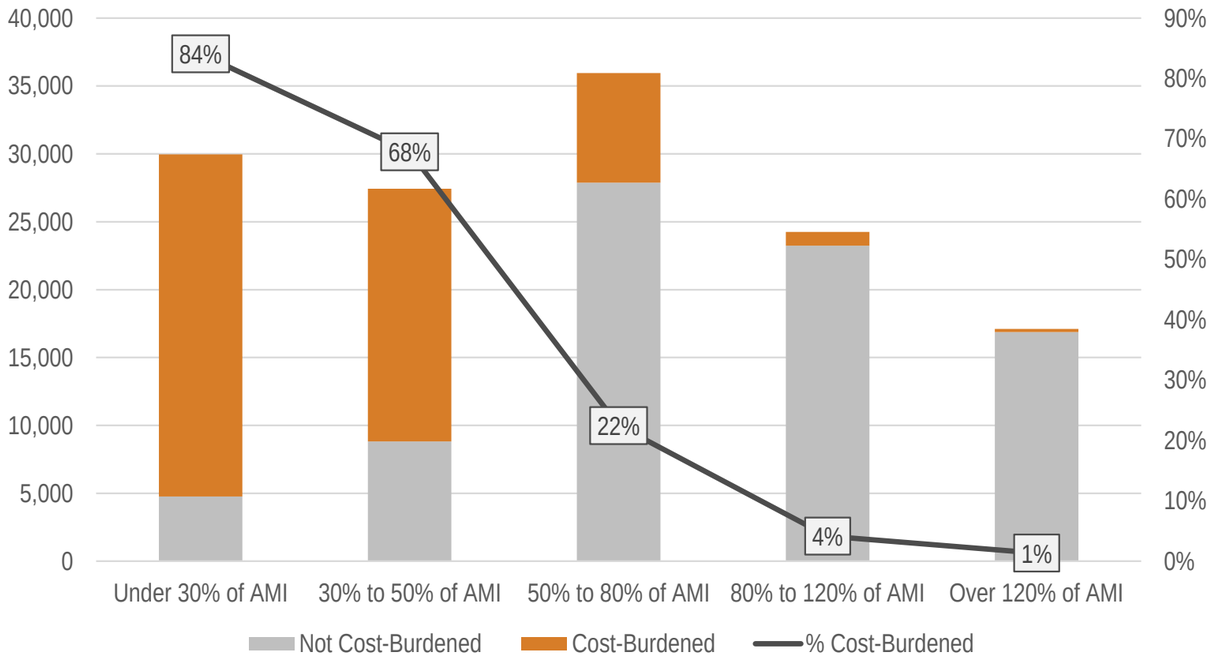
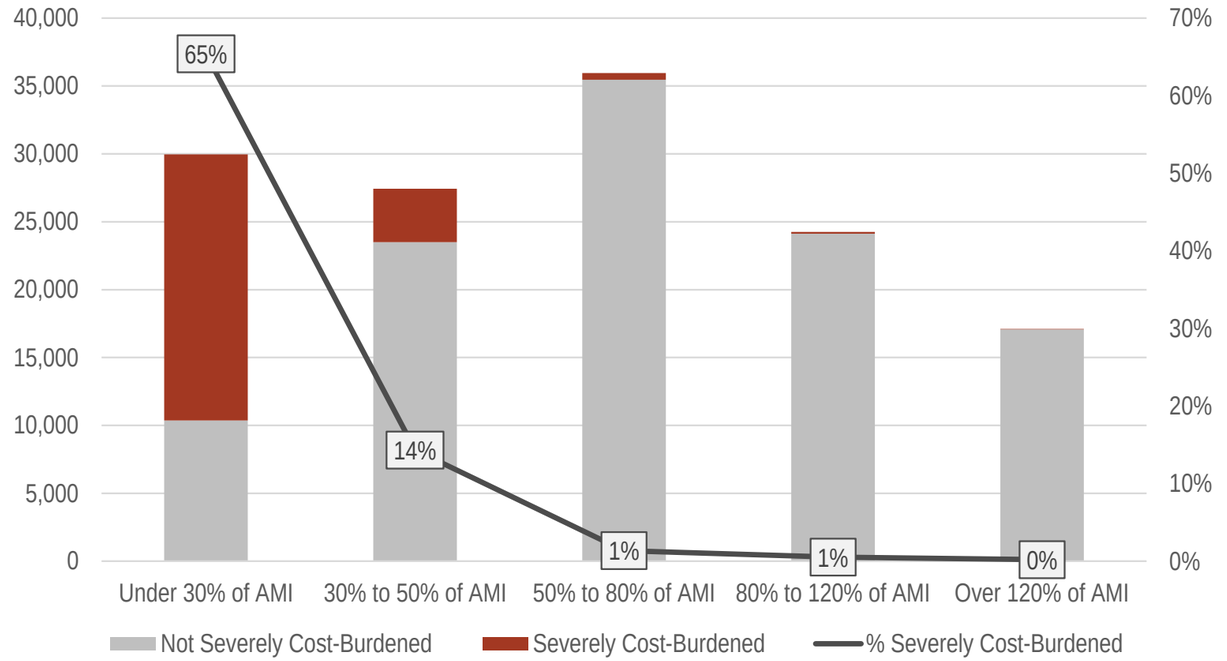
COST-BURDENED RENTER HOUSEHOLDS – SALT LAKE COUNTY





COST-BURDENED 30%+ Of Income Spent on Housing

		COST-BURDENED	NOT COST-BURDENED	TOTAL	% COST-BURDENED
Under 30% of AMI	Extremely Low Income	25,197	4,767	29,964	84%
30% to 50% of AMI	Very Low Income	18,610	8,821	27,431	68%
50% to 80% of AMI	Below Moderate Income	8,077	27,876	35,952	22%
80% to 120% of AMI	Moderate Income	1,007	23,243	24,250	4%
Over 120% of AMI	Above Moderate Income	232	16,870	17,101	1%
TOTAL		53,123	81,576	134,699	39.4%

SEVERELY COST-BURDENED 50%+ Of Income Spent on Housing

		SEVERELY COST-BURDENED	NOT SEVERELY COST-BURDENED	TOTAL	% SEVERELY COST-BURDENED
Under 30% of AMI	Extremely Low Income	19,599	10,365	29,964	65%
30% to 50% of AMI	Very Low Income	3,931	23,500	27,431	14%
50% to 80% of AMI	Below Moderate Income	491	35,461	35,952	1%
80% to 120% of AMI	Moderate Income	128	24,122	24,250	1%
Over 120% of AMI	Above Moderate Income	34	17,068	17,101	0%
TOTAL		24,183	110,516	134,699	18.0%

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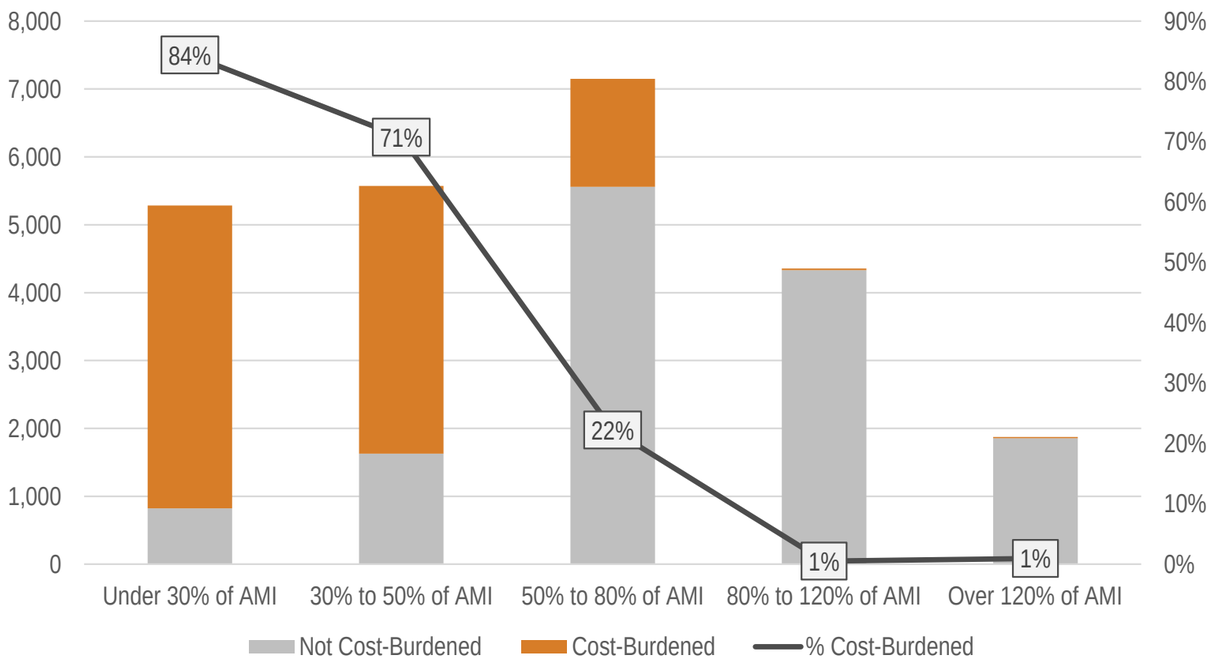
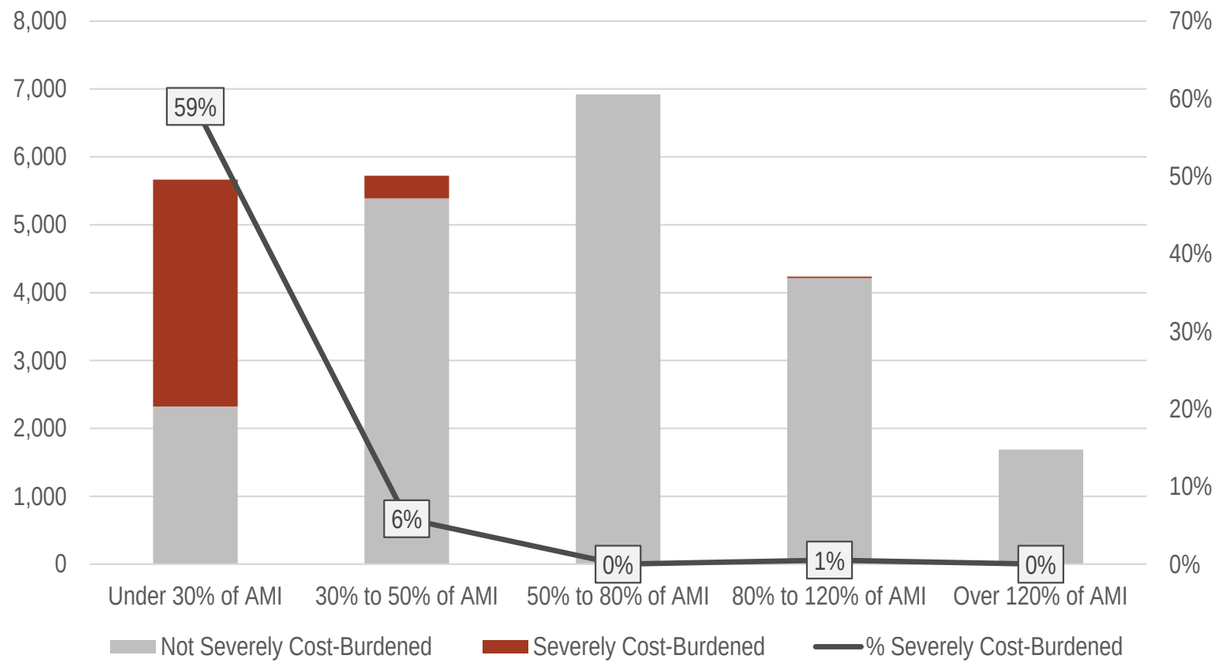
COST-BURDENED RENTER HOUSEHOLDS – CMA





COST-BURDENED 30%+ Of Income Spent on Housing

		COST-BURDENED	NOT COST-BURDENED	TOTAL	% COST-BURDENED
Under 30% of AMI	Extremely Low Income	4,460	824	5,284	84%
30% to 50% of AMI	Very Low Income	3,943	1,628	5,571	71%
50% to 80% of AMI	Below Moderate Income	1,591	5,559	7,150	22%
80% to 120% of AMI	Moderate Income	23	4,333	4,355	1%
Over 120% of AMI	Above Moderate Income	18	1,856	1,874	1%
TOTAL		10,035	14,200	24,235	41.4%

SEVERELY COST-BURDENED 50%+ Of Income Spent on Housing

		SEVERELY COST-BURDENED	NOT SEVERELY COST-BURDENED	TOTAL	% SEVERELY COST-BURDENED
Under 30% of AMI	Extremely Low Income	3,194	2,090	5,284	60%
30% to 50% of AMI	Very Low Income	483	5,088	5,571	9%
50% to 80% of AMI	Below Moderate Income	0	7,150	7,150	0%
80% to 120% of AMI	Moderate Income	23	4,333	4,355	1%
Over 120% of AMI	Above Moderate Income	0	1,874	1,874	0%
TOTAL		3,700	20,535	24,235	15.3%

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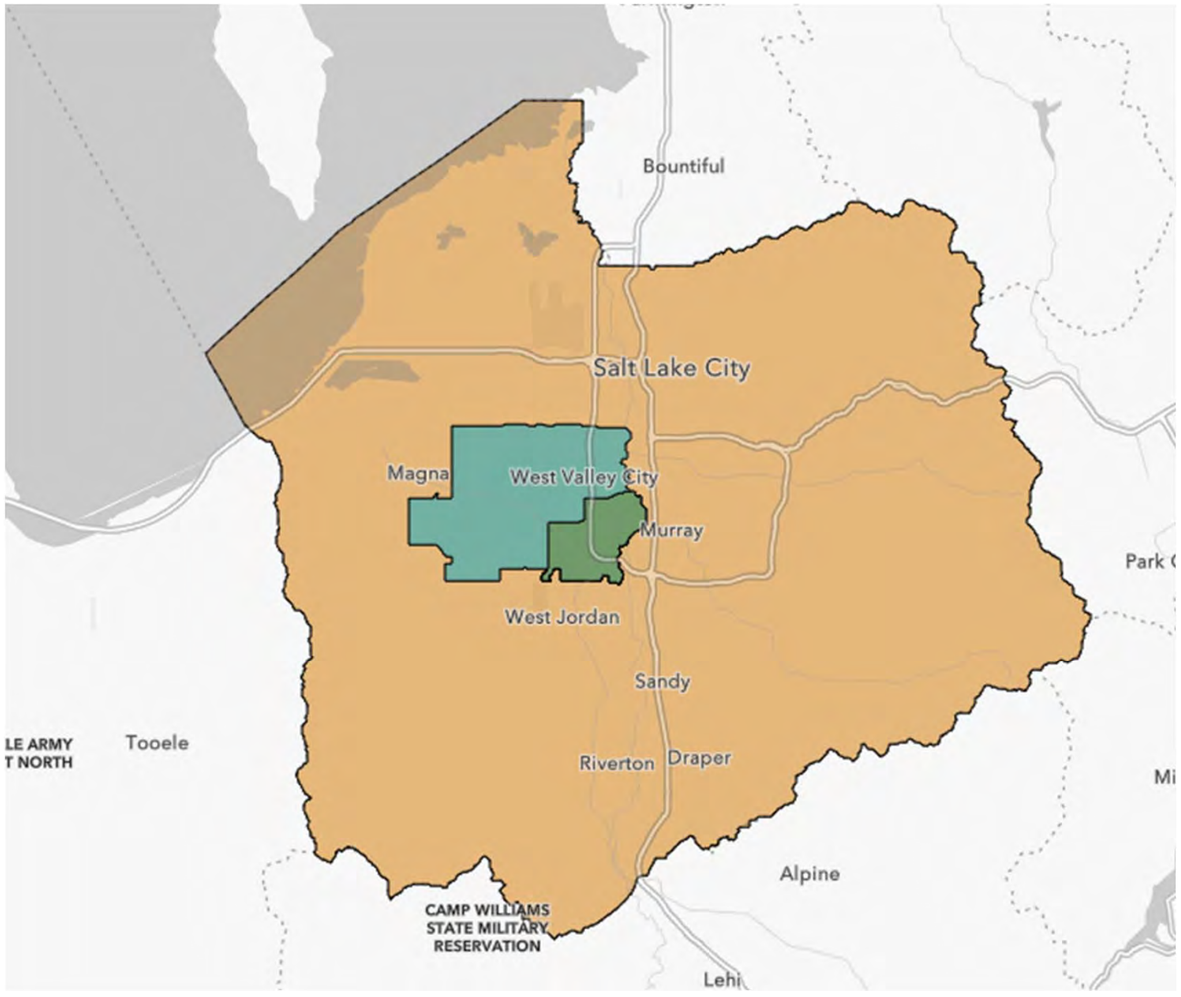
RETAIL SUPPLY ANALYSIS

RETAIL MARKET TRENDS



	Taylorsville	Competitive Market Area	Salt Lake County
CURRENT CHARACTERISTICS (2023 YTD)			
Properties	96	367	2,608
Occupied Square Feet	2,646,861	9,737,565	60,258,232
Avg. Rent (NNN)	$14.32	$18.81	$23.48
Occupancy	96.8%	97.8%	96.9%
SHORT-TERM TRENDS (2018-2022)			
Avg. Rent (NNN)	$12.22	$15.28	$17.77
Avg. Occupancy	88.4%	94.5%	95.9%
Avg. Net Absorption	55,046	92,892	561,484
Avg. Completions	1,363	9,883	356,638
LONG-TERM TRENDS (2008-2022)			
Avg. Rent (NNN)	$11.30	$13.46	$15.28
Avg. Occupancy	86.5%	94.1%	95.7%
Avg. Net Absorption	18,572	57,004	562,963
Avg. Completions	8,839	49,884	520,499

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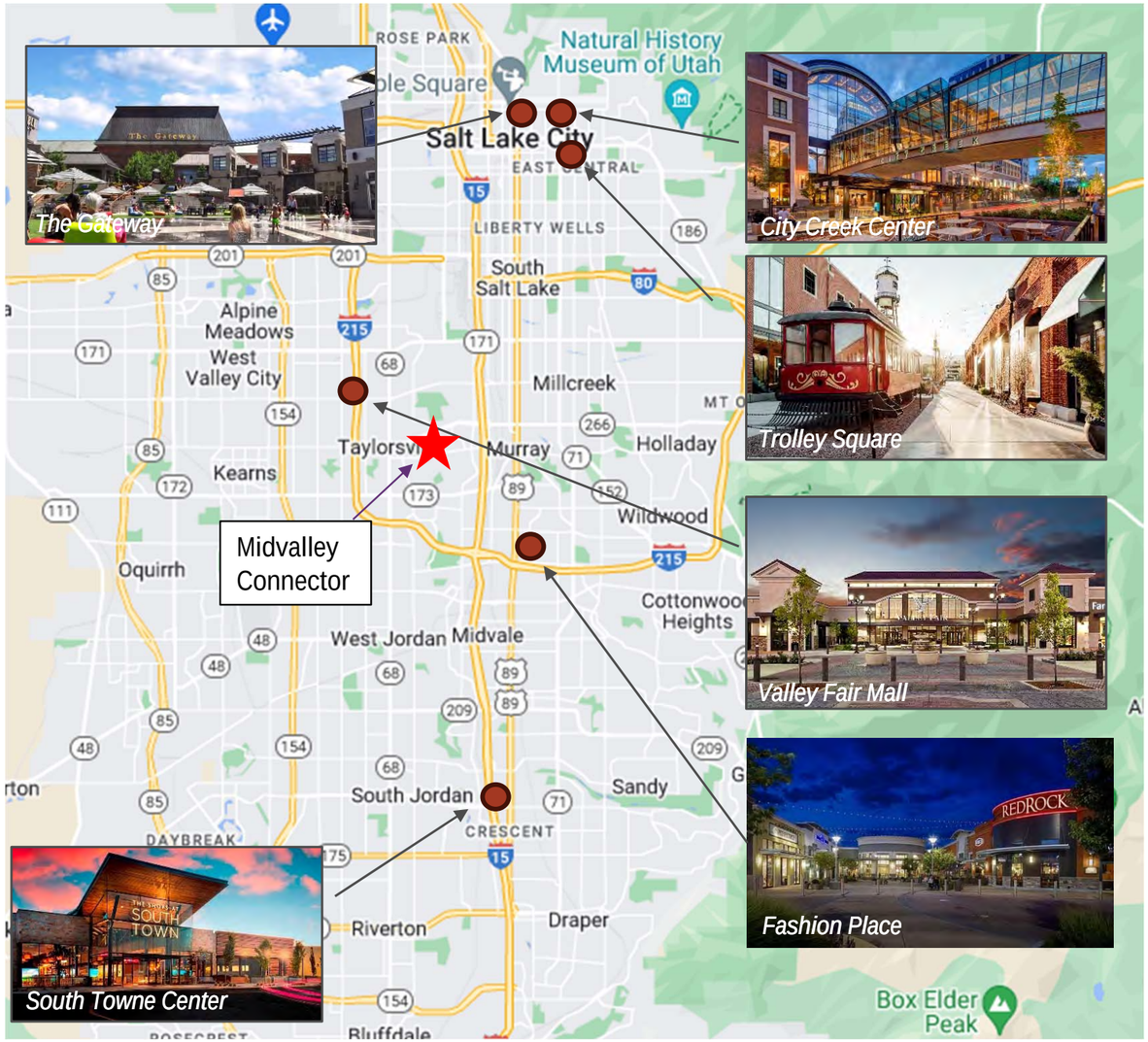
Note: Filtered for properties with 5,000+ square feet

Source: CoStar; RCLCO

REGIONAL RETAIL DESTINATIONS

SALT LAKE COUNTY FEATURES MANY RETAIL DESTINATIONS WHICH TEND TO COMPETE FOR CONSUMER DOLLARS

- Downtown Salt Lake City: Retail is characterized by a range of shopping options, from local boutiques and art galleries to large nationally recognized stores. Premier shopping destinations include City Creek Center, home to over 100 retailers, The Gateway, an expansive open-air retail and entertainment complex, and Trolley Square, which hosts a unique mix of locally-owned shops and restaurants.
- Valley Fair Mall: situated closest to the mid-valley connector, this shopping destination includes a number of amenities and retailers to serve shoppers, including Costco.
- Fashion Place: Located in Murray, fashion place offers over 152 retailers and is anchored by Nordstrom, Dillard's, and Macy's.
- South Towne Center: serves as a premier retail destination for shopping, dining, and entertainment, particularly in Sandy, UT.



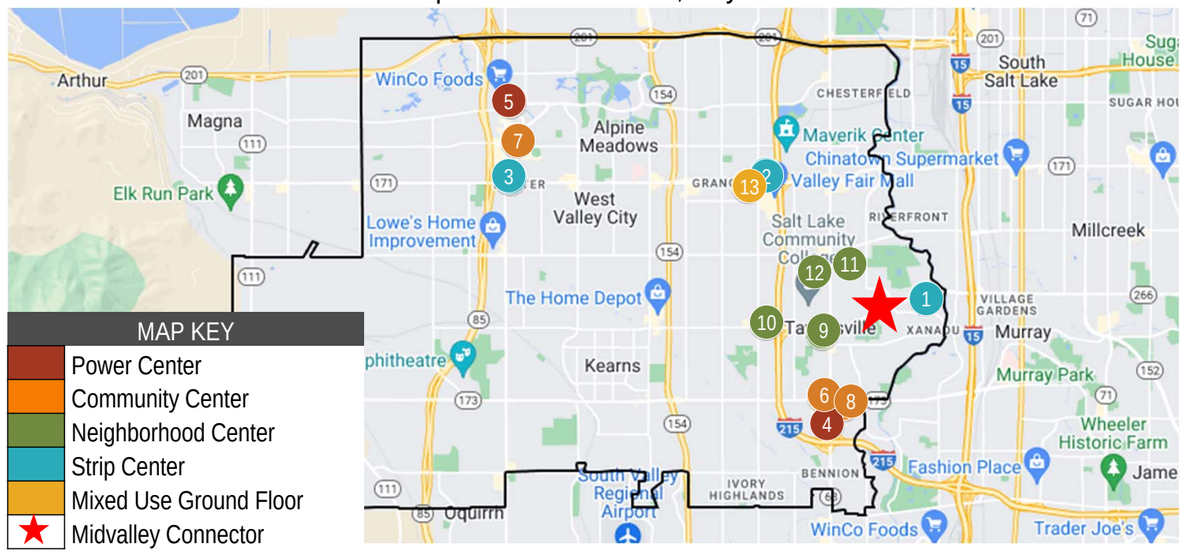
RCLCO REAL ESTATE CONSULTING

Source: CoStar; Google Maps; Google Images; Psomas; Woodbury Corp.; RCLCO

RETAIL COMPARABLES

THE COMPETITIVE MARKET AREA IS MOSTLY CHARACTERIZED BY OUTDATED NEIGHBORHOOD / COMMUNITY CENTERS

Retail Comparable Map
Competitive Market Area; July 2023



Retail Comparable Summary
Competitive Market Area; July 2023

MAP KEY	PROPERTY NAME	TYPE	SIZE (SF)	YEAR BUILT	VACANCY RATE	EST. SIGNED RENT ($/SF)	EST. ASKING RENT ($/SF)	KEY TENANTS
1	Taylorsville Crossing Office	Strip Center	15,745	2006	0.0%	-	$21-$26	Empanada Express
2	35th South Corner	Strip Center	17,044	2008	0.0%	-	-	Super Cuts, Crave
3	Twin Tree Plaza	Strip Center	17,023	2003	28.9%	$17	$17	Urgent Care, 99 Cent Plus
4	Highburry Centre	Power Center	217,696	2012-2014	0.0%	-	-	Marshalls, Target
5	The Crossroads of Taylorsville	Power Center	802,046	1979-2020	0.1%	$28-$35	$28-$25	Target, Harmons
6	Plaza 5400	Community Center	213,875	1980-2017	2.7%	-	$15-$25	GNC, Beans & Brews
7	Crosstowne Centre	Community Center	220,830	1989	0.0%	-	$26	Walmart
8	The Shoppes at Lake Park	Community Center	220,330	2004	0.0%	-	$12	Kohls, Petsmart
9	Taylorsville Town Center	Neighborhood Center	145,560	1974-1993	4.0%	$20-$24	$20-$24	Macey's Grocer, Dollar Tree, Wendys
10	Westwood Shopping Center	Neighborhood Center	85,809	1979-1985	54.7%	$20	$20	Deseret First Credit Union, Arby's
11	Meadowbrook Plaza	Neighborhood Center	100,000	1968	11.3%	-	$15-$18	Savers, John's Marketplace
12	Carriage Square	Neighborhood Center	67,825	1978-1985	0.0%	-	-	
13	Fairbourne Station Retail	Mixed Use Ground Floor	10,167	2019	0.0%	-	$28	-

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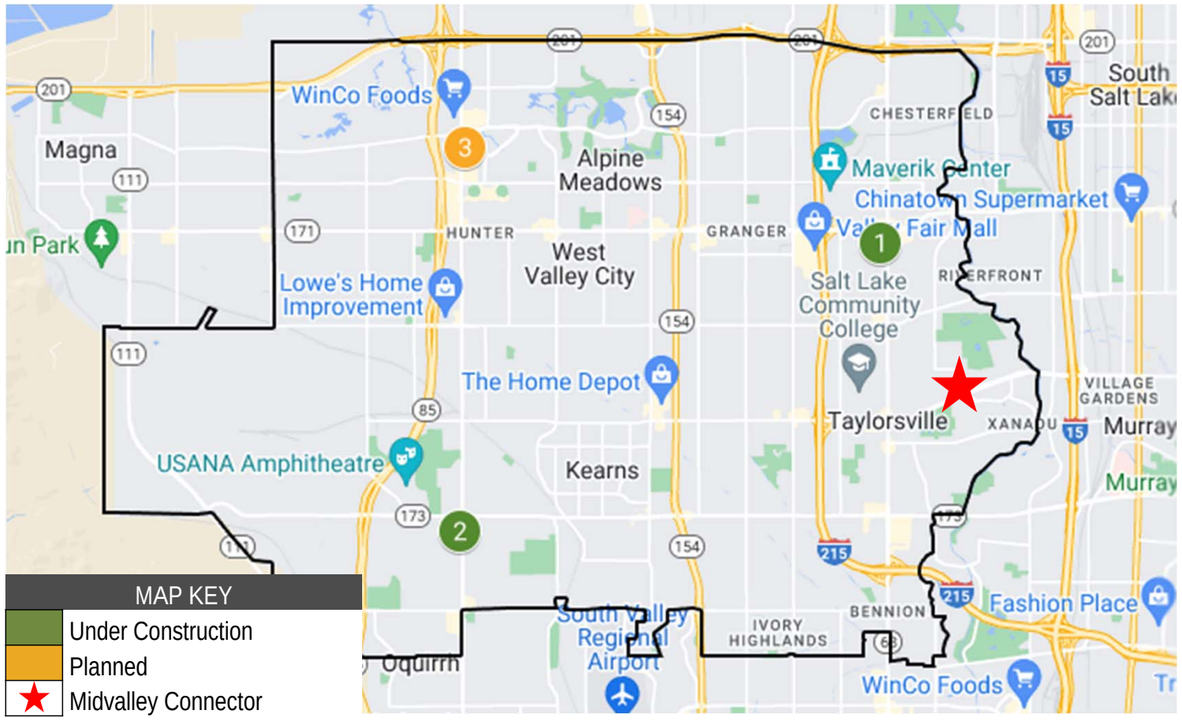
**Some retail pads have yet to be developed*

Source: CoStar; Google Maps; RCLCO

RETAIL PIPELINE

THE RETAIL PIPELINE WITHIN THE COMPETITIVE MARKET AREA IS RELATIVELY SLIM, CONSISTING OF SMALL-SCALE NEIGHBORHOOD CENTERS

Retail Comparables
Competitive Market Area; July 2023



Retail Pipeline
Competitive Market Area; July 2023

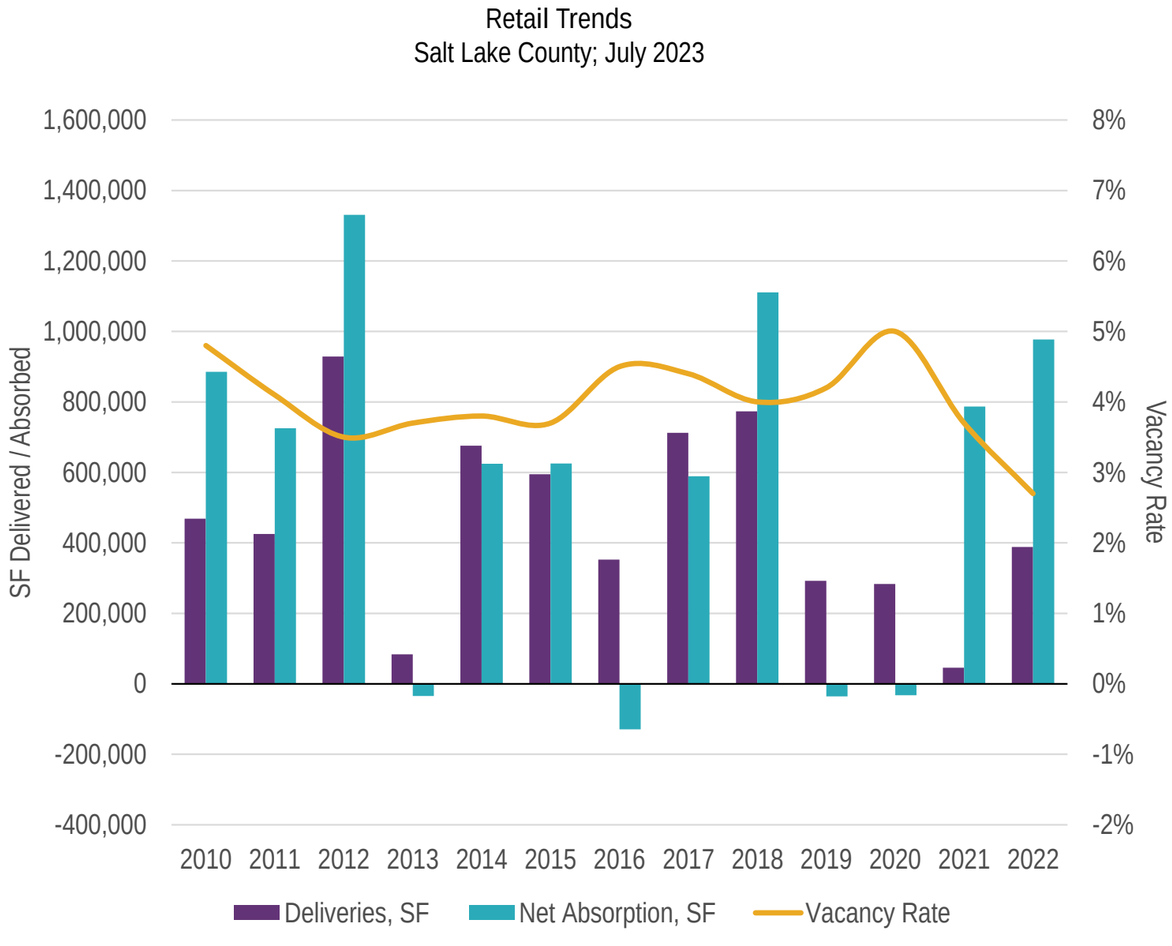
MAP KEY	PROPERTY NAME	STATUS	TYPE	RBA (SF)	EST OPENING	RENT - AVAILABLE SPACES
1	3600 Plaza	Under Construction	Neighborhood Center	10,816	2023	$26
2	Olympic Crossing	Under Construction	Neighborhood Center	8,200	2023	-
3	Highbury Shoppes	Final Planning	Neighborhood Center	5,400	2023	-

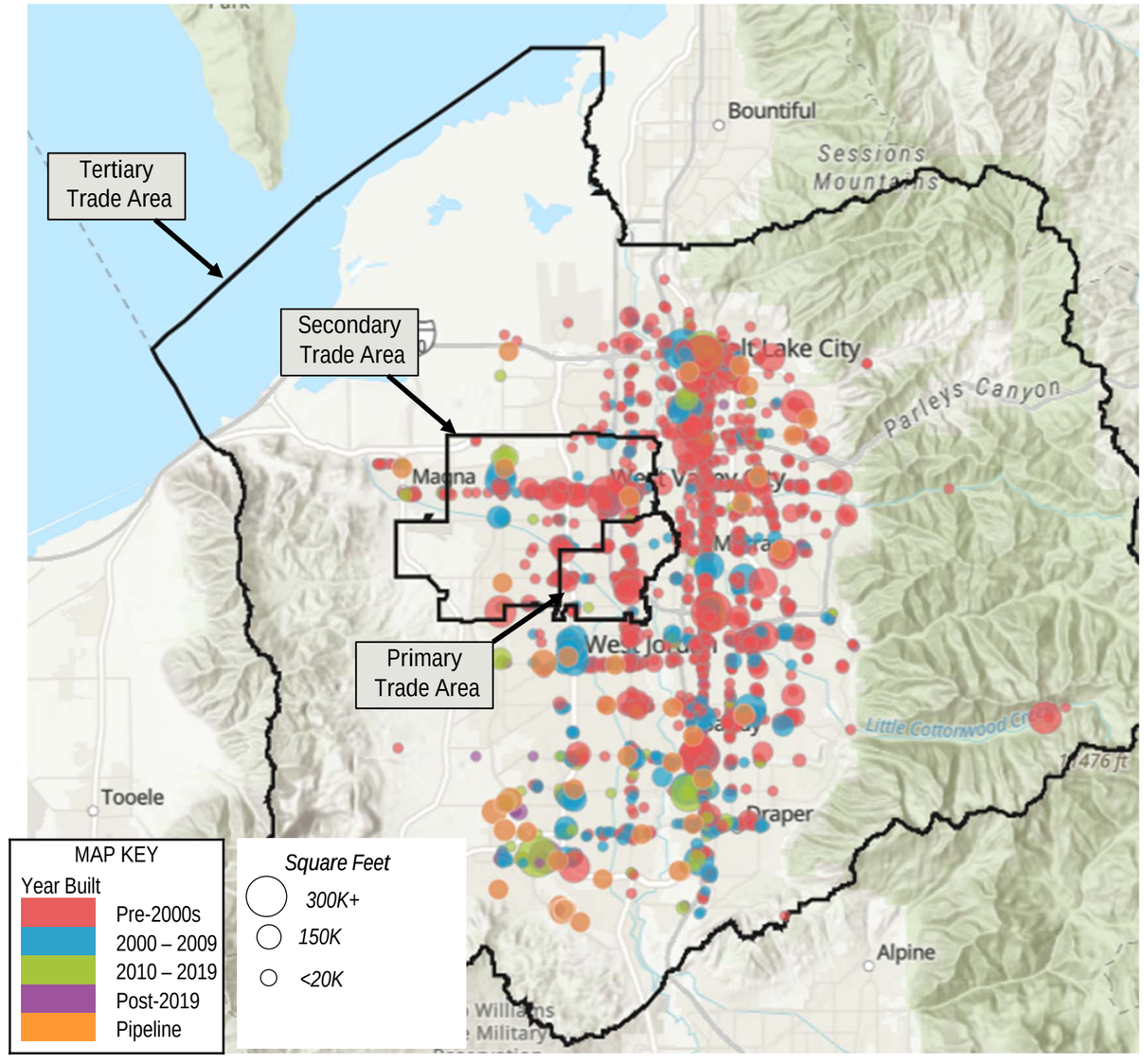
RCLCO REAL ESTATE CONSULTING

**Some retail pads have yet to be developed*

Source: CoStar; Google Maps; RCLCO

RETAIL – SALT LAKE COUNTY MARKET OVERVIEW

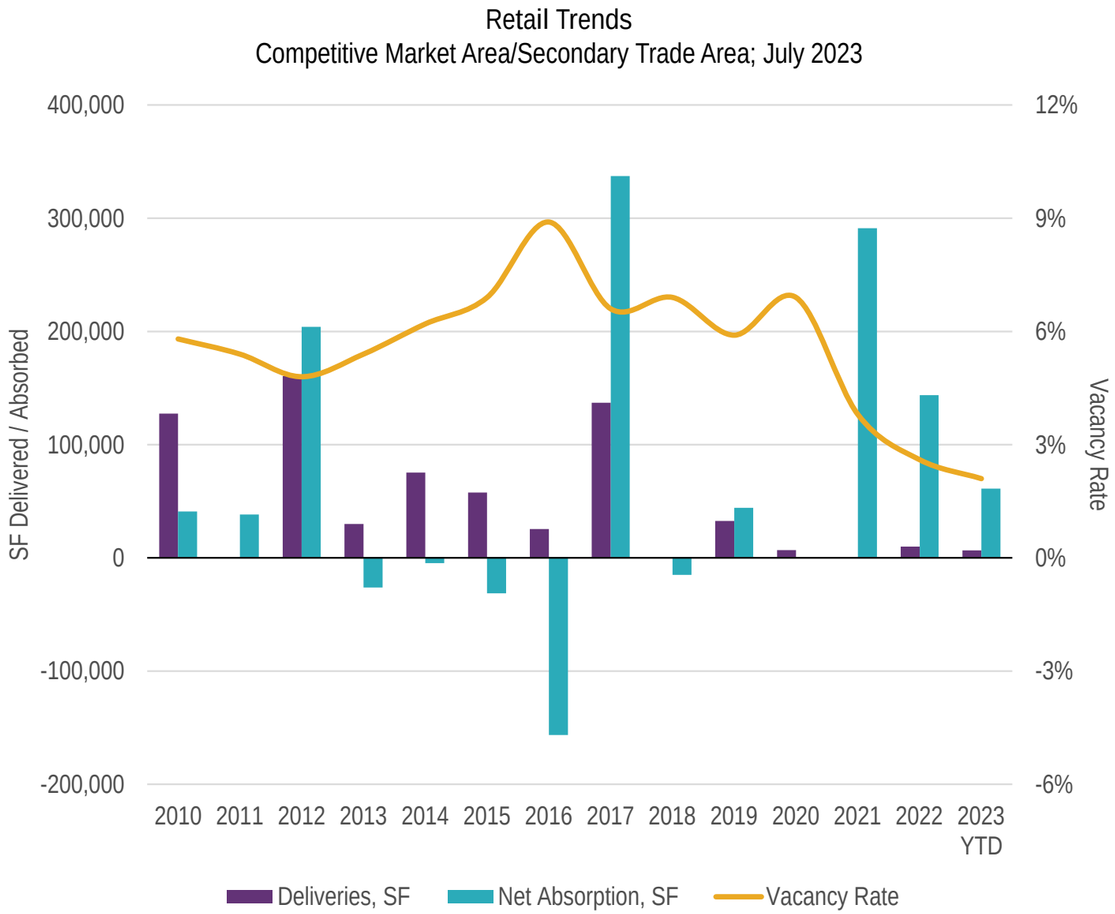


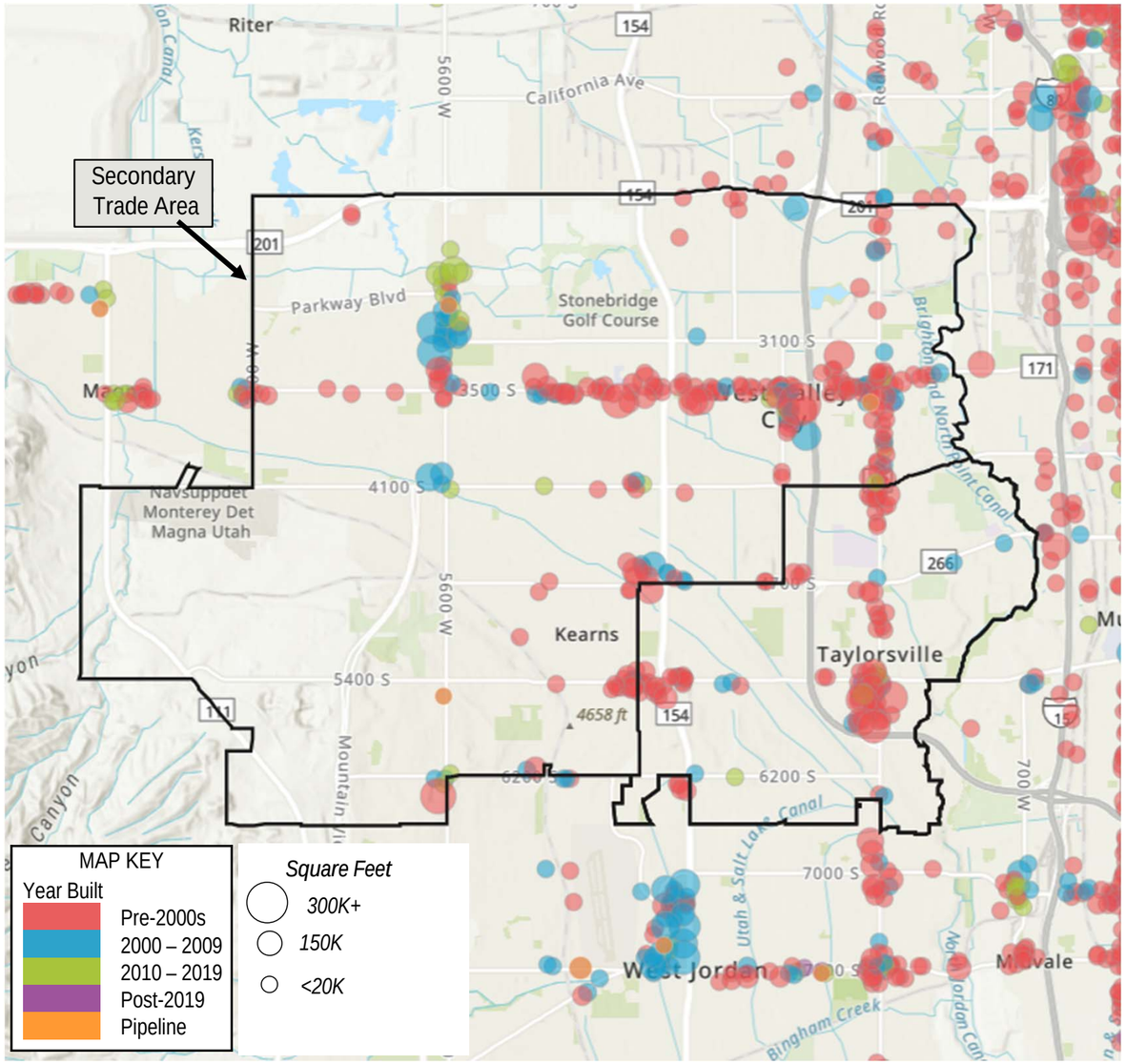


[1]*Excludes properties with RBA under 5k SF*

Source: CoStar; RCLCO

RETAIL – CMA/SECONDARY TRADE AREA MARKET OVERVIEW



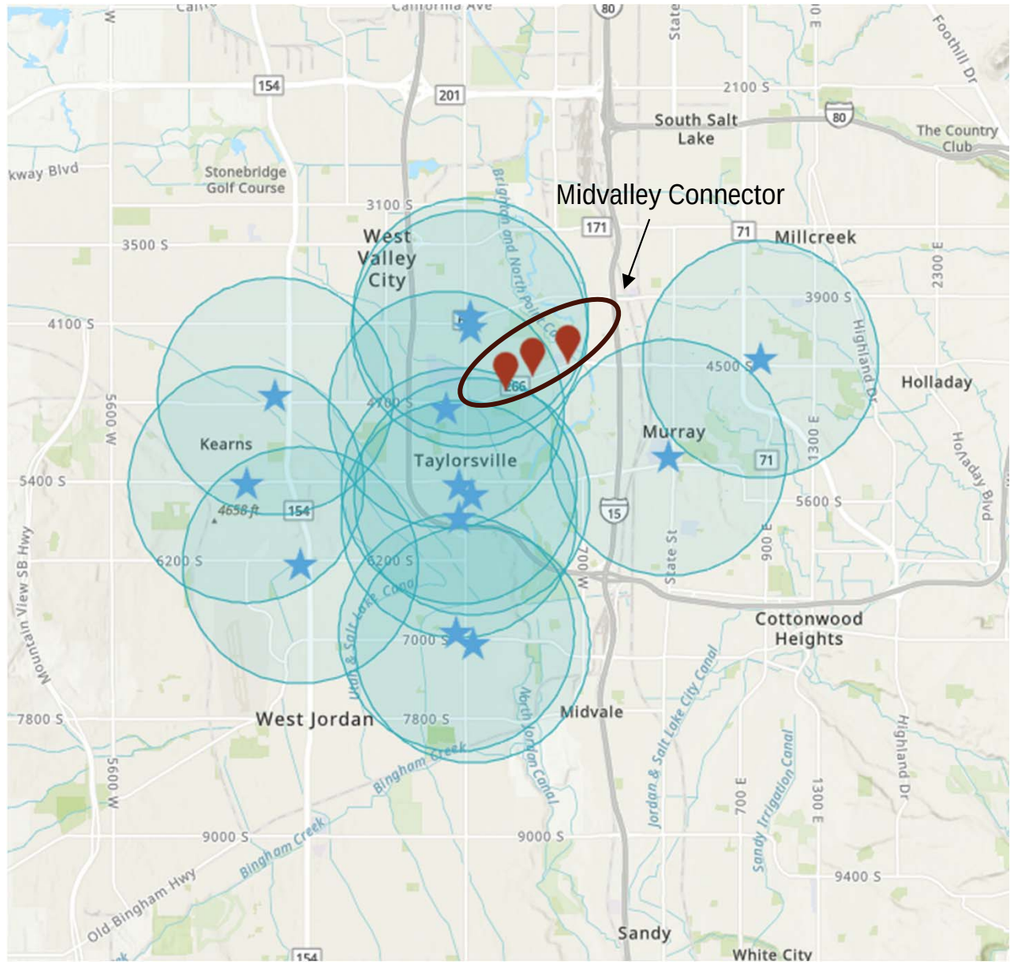


[1]*Excludes properties with RBA under 5k SF*

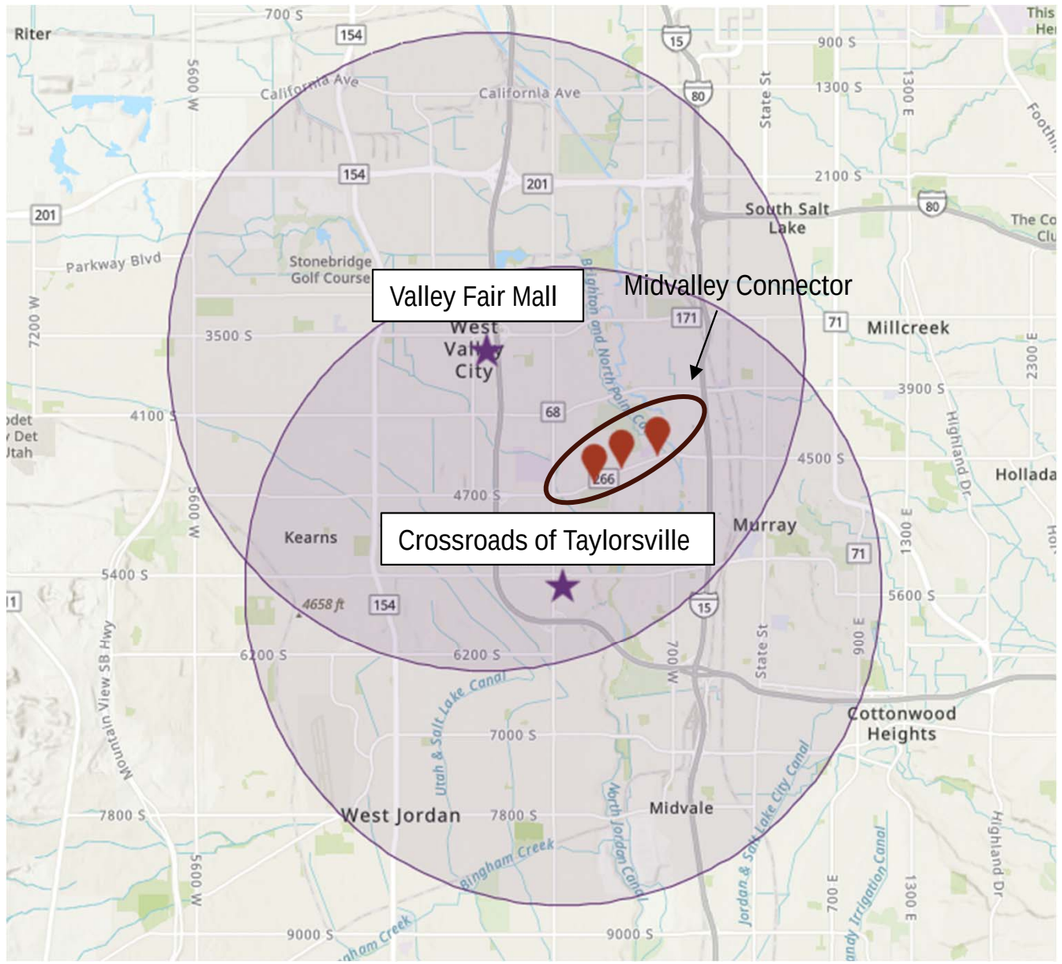
Source: CoStar; RCLCO

RETAIL

Grocery-Anchored Retail Sites & 1.5-Mile Radius
Taylorsville and Surrounding Area; July 2023



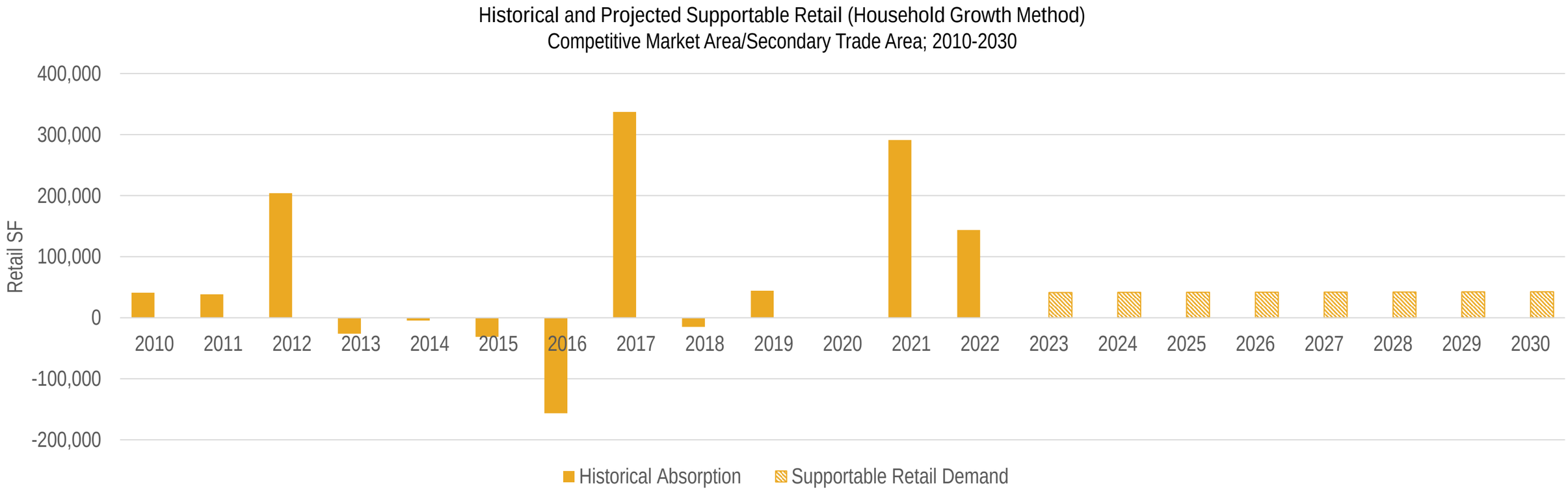
Regional Center & Major Power Center Retail Sites & 4-Mile Radius
Taylorsville; July 2023



RETAIL DEMAND

DESPITE STRONG ABSORPTION IN RECENT YEARS, SUBDUED PROJECTED CMA HOUSEHOLD GROWTH IS UNLIKELY TO GENERATE SUPPORT FOR SUBSTANTIAL NEW RETAIL FOR THE STATION AREAS UNTIL NEW ROOFTOPS ARE BROUGHT ONSITE

- Assuming each new household in the CMA creates demand for roughly 147 square feet of new retail, as per the historical average from 2010 to 2022 in the area, the CMA can likely generate demand for a total of 335,000 SF of new retail, the equivalent of 3% of the current inventory. The BRT stations are unlikely to capture this retail demand in a significant way unless new housing is delivered nearby and the area evolves into walkable, mixed-use hub.



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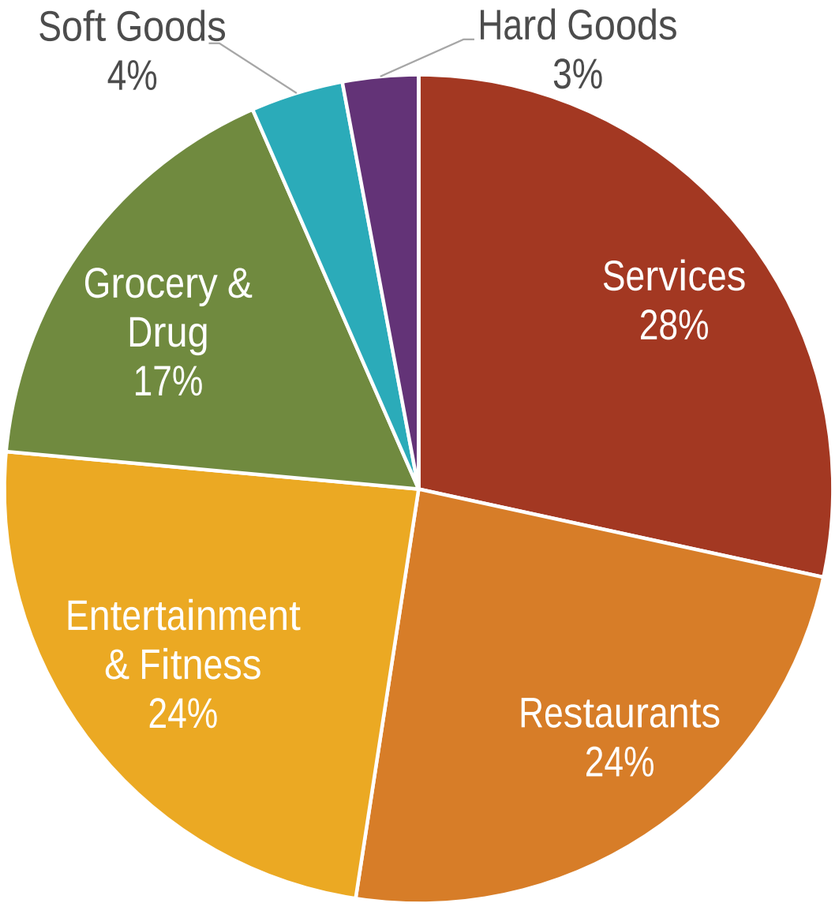
RETAIL DEMAND

PROJECTED RETAIL DEMAND FOR THE BRT STATION AREAS IS PRIMARILY CONCENTRATED IN E-COMMERCE-RESILIENT CATEGORIES, LIKE RESTAURANTS AND DRUG STORE/GROCERY STORES

- Through 2030, ongoing e-commerce trends will reduce demand for traditional soft and hard goods retail establishments in favor of categories that are more challenging to replace through online tools, such as experiential food and beverage, day-to-day grocer and drug stores, and in-person services (a category that encompasses childcare, pet care, repair shops, and other personal care shops)
- This estimated distribution factors in demand from households and employees residing and working in Taylorsville (the Primary Trade Area) and to a lesser extent, the CMA and Salt Lake County. This diversified mix of retail can be introduced as new housing is built in proximity to the BRT stations to provide access to walkable, quality retail to meet everyday needs and add renewed energy along the car-centric Taylorsville Expressway.
- Retail establishments could also be supplemented by neighborhood-facing office needs, including financial services, insurance, and real estate brokers and some medical office, which are accounted for in RCLCO's office demand methodology but are often co-located with retail.

Retail Demand by Category
Taylorsville BRT Station Areas; 2030



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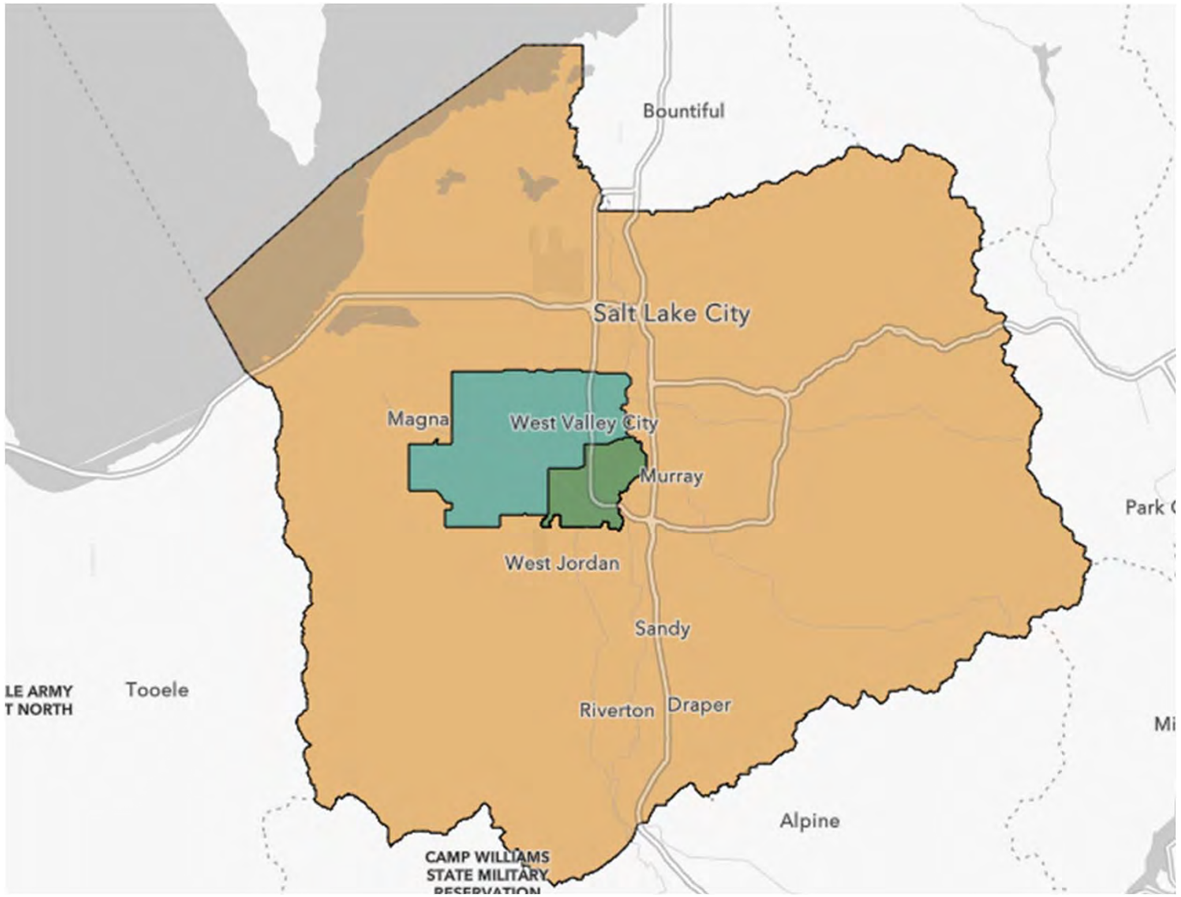
OFFICE SUPPLY ANALYSIS

OFFICE MARKET

THE IMPACT OF COVID-19 AND NEW EMPLOYMENT TRENDS ON OFFICE CONTINUES TO IMPACT BOTH THE CMA AND SALT LAKE COUNTY



	Taylorsville	CMA	Salt Lake County
CURRENT CHARACTERISTICS (2023 YTD)			
Properties	51	172	1,888
Occupied Square Feet	1,402,909	6,297,746	70,321,310
Avg. Rent (Base)	$20.39	$19.51	$24.48
Vacancy	82.5%	85.0%	89.8%
SHORT-TERM TRENDS (2018-2022)			
Avg. Rent Growth	-2%	-4%	-3%
Avg. Occupancy	88.2%	88.8%	91.9%
Avg. Net Absorption	-24,025	-48,108	1,088,063
Avg. Completions	4,000	165,333	1,629,075
LONG-TERM TRENDS (2008-2022)			
Avg. Rent Growth	-1%	-2%	-2%
Avg. Occupancy	89.9%	93.5%	92.6%
Avg. Net Absorption	-1,799	2,669	1,102,645
Avg. Completions	9,067	72,524	1,343,310

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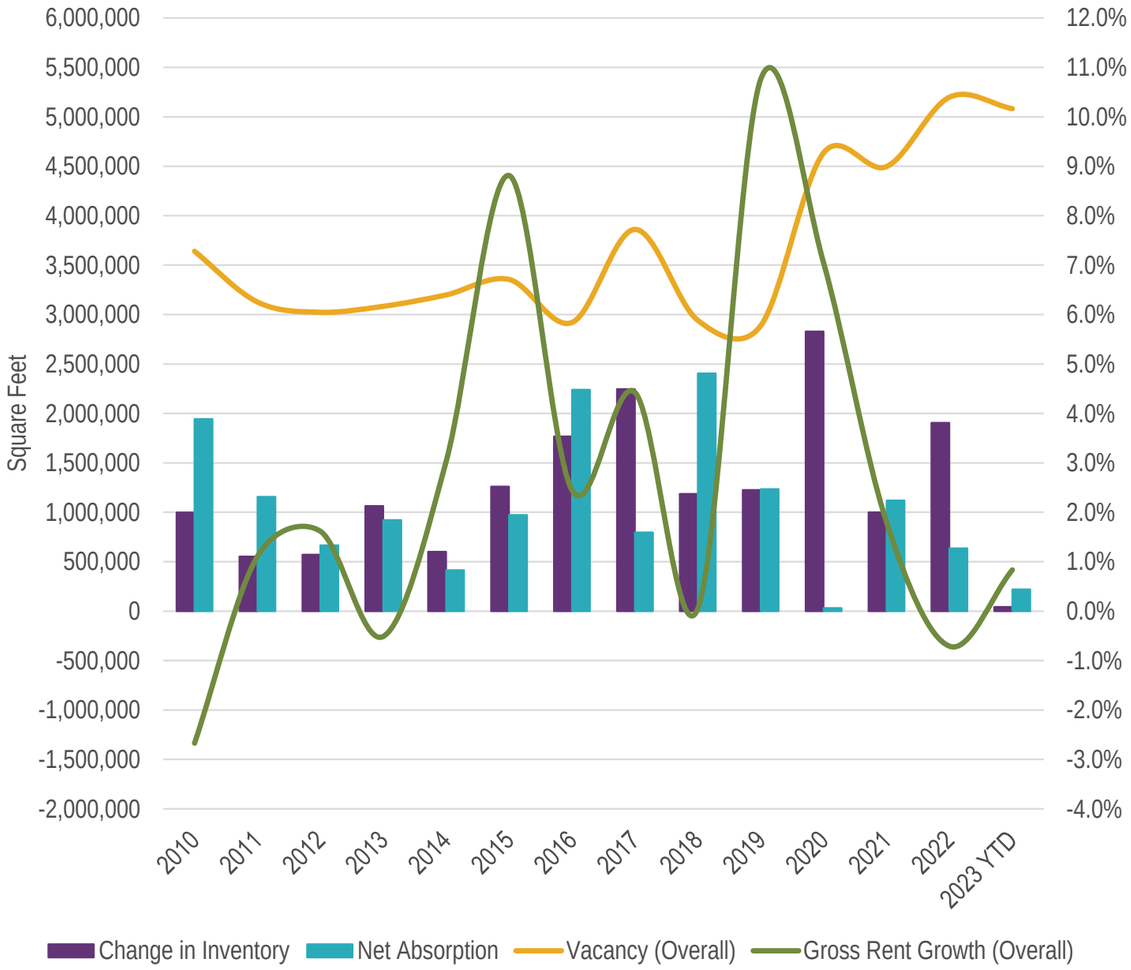
Note: Filtered for properties with 5,000+ square feet

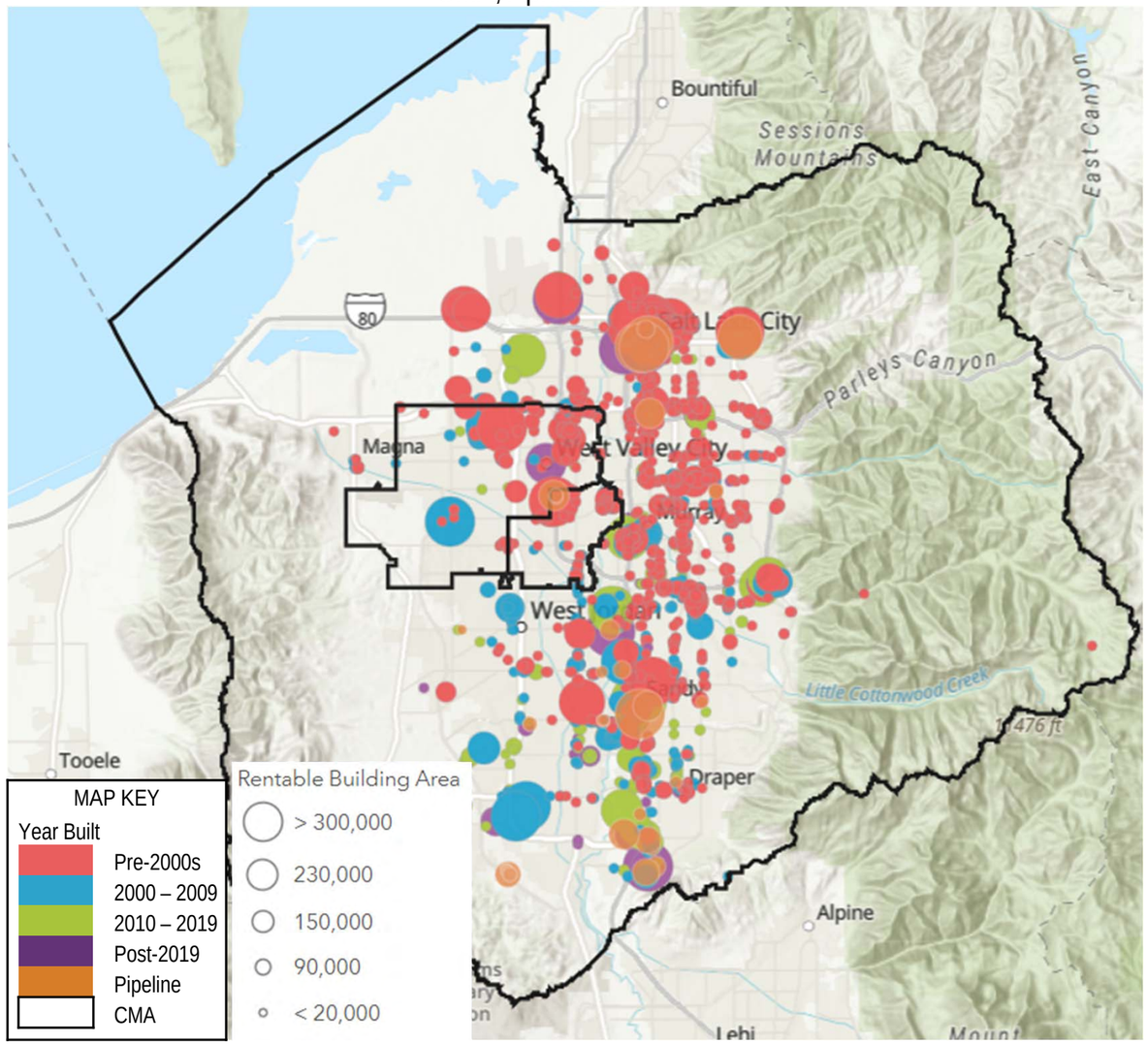
Source: CoStar; RCLCO

OFFICE – MARKET OVERVIEW – SALT LAKE COUNTY

Office Absorption, Deliveries, and Vacancy;
Salt Lake County, 2013-2022



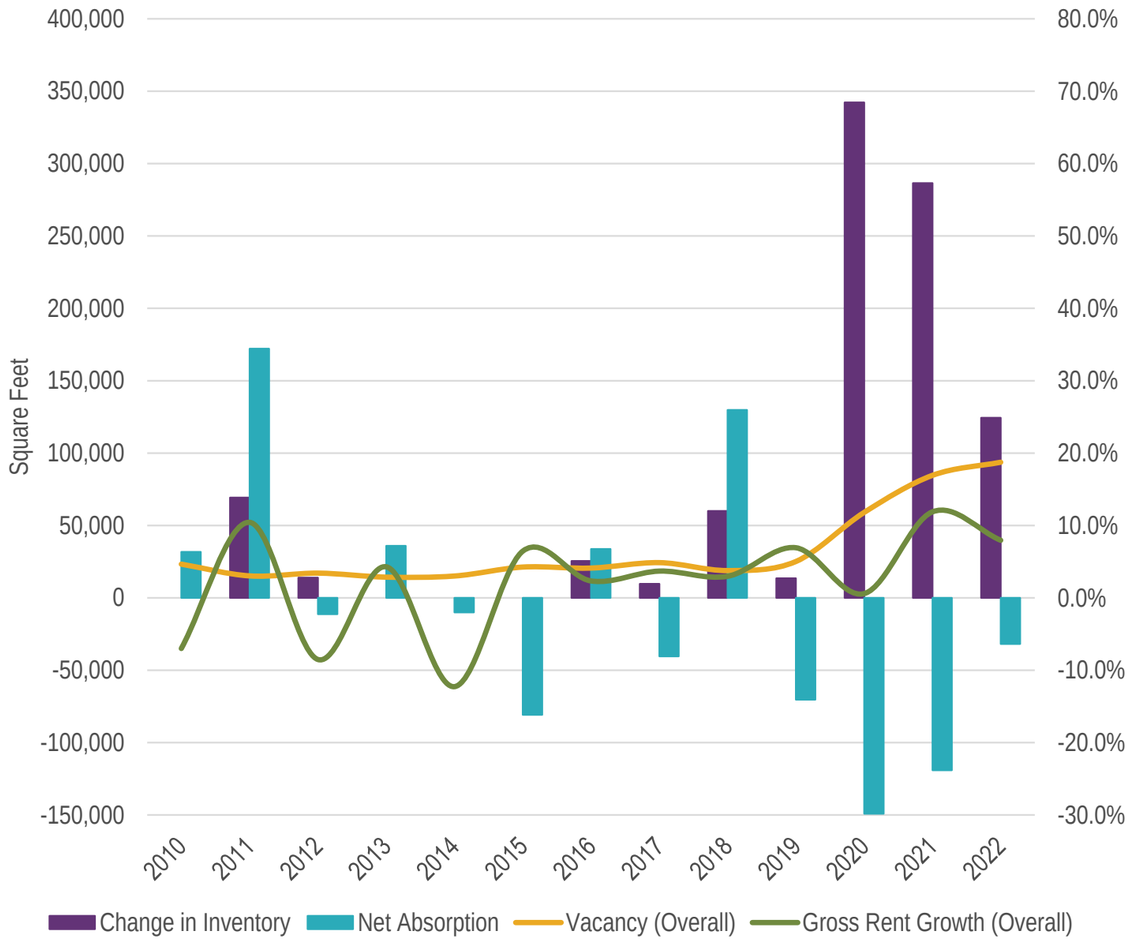
Map of Office Concentrations
CMA; April 2023



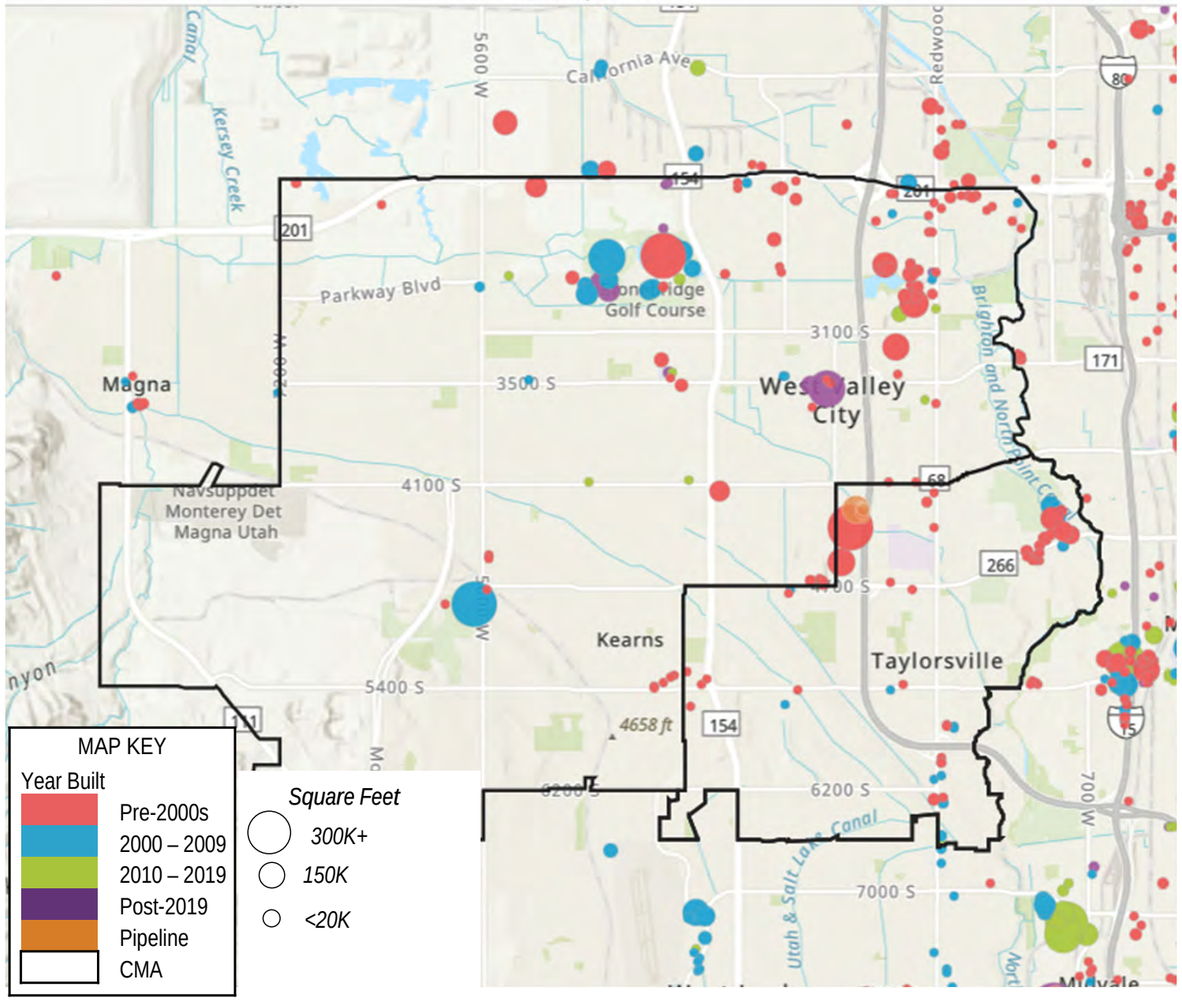
Source: CoStar; RCLCO

OFFICE – MARKET OVERVIEW - CMA

Office Absorption, Deliveries, and Vacancy;
CMA, 2013-2022



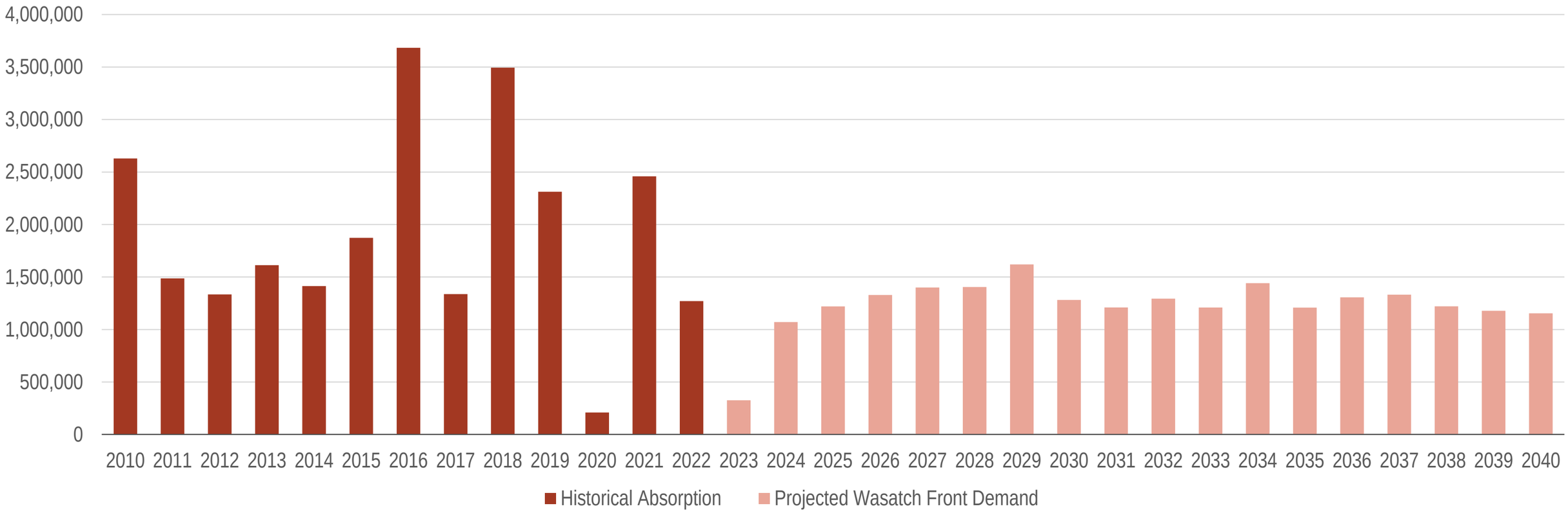
Map of Office Concentrations
CMA; April 2023



Source: CoStar; RCLCO

REGIONAL OFFICE DEMAND FORECAST

WHILE THE WASATCH FRONT IS PROJECTED TO GENERATE SOME OFFICE DEMAND MOVING FORWARD DUE TO EMPLOYMENT GROWTH, ANNUAL OFFICE ABSORPTION IS EXPECTED TO BE LOWER THAN HISTORICAL AVERAGES AS REMOTE WORK TRENDS ENDURE LONG-TERM



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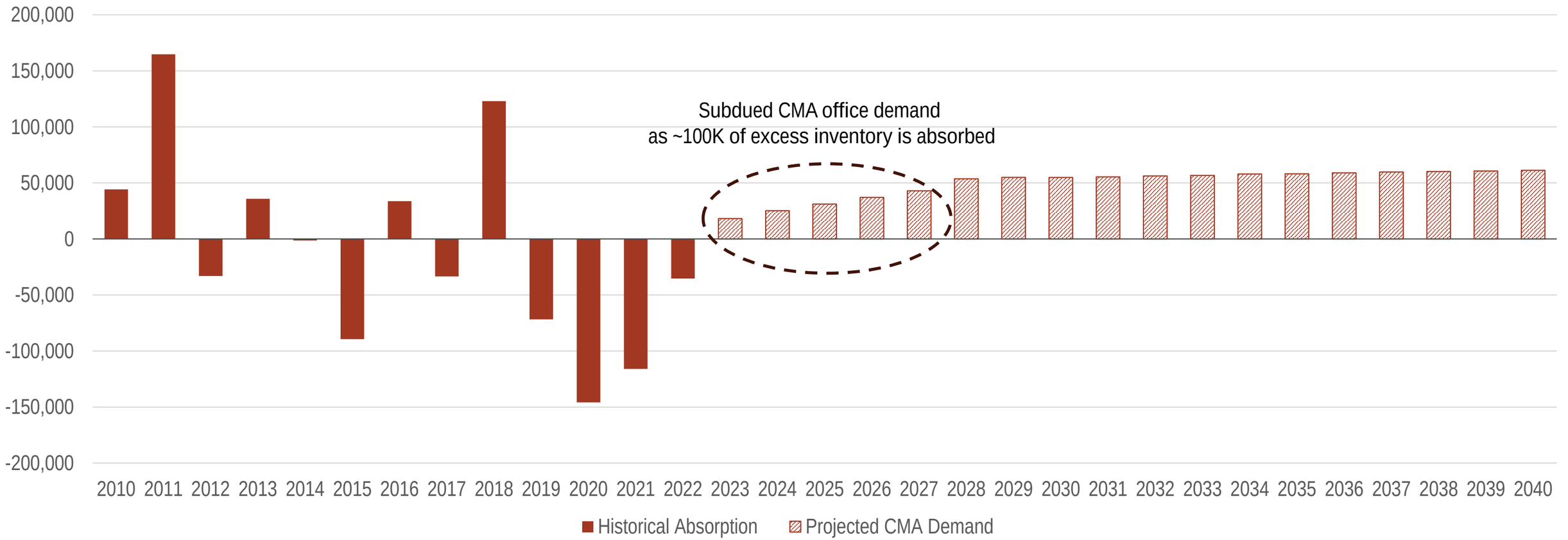
CMA OFFICE DEMAND FORECAST

RCLCO PROJECTS LOWER CMA OFFICE DEMAND IN THE NEAR-TERM AS THE MARKET SLOWLY ABSORBS EXCESS INVENTORY, REDUCING ITS CAPACITY TO CAPTURE WASATCH FRONT OFFICE DEMAND



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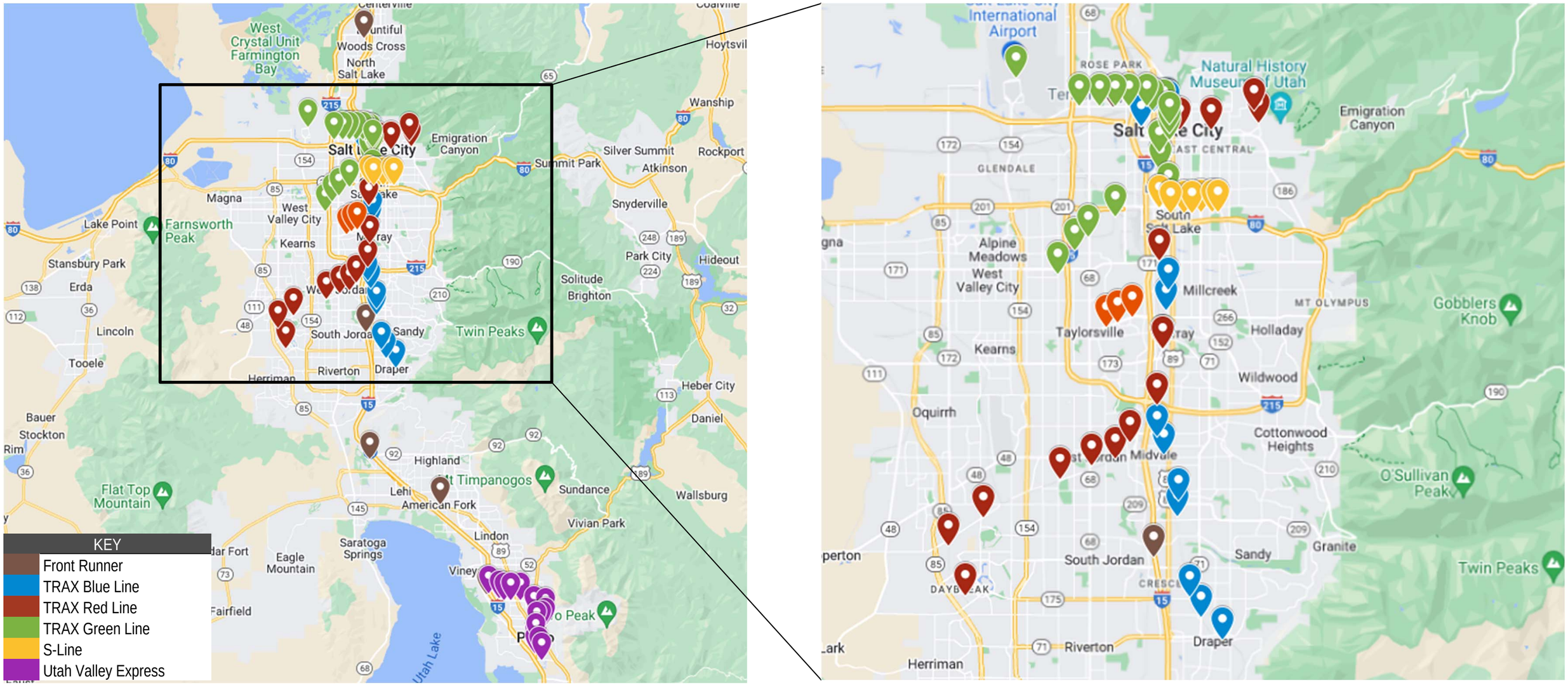
BRT ANALYSIS & SITE OPPORTUNITIES

RAIL STATIONS IN WASATCH FRONT



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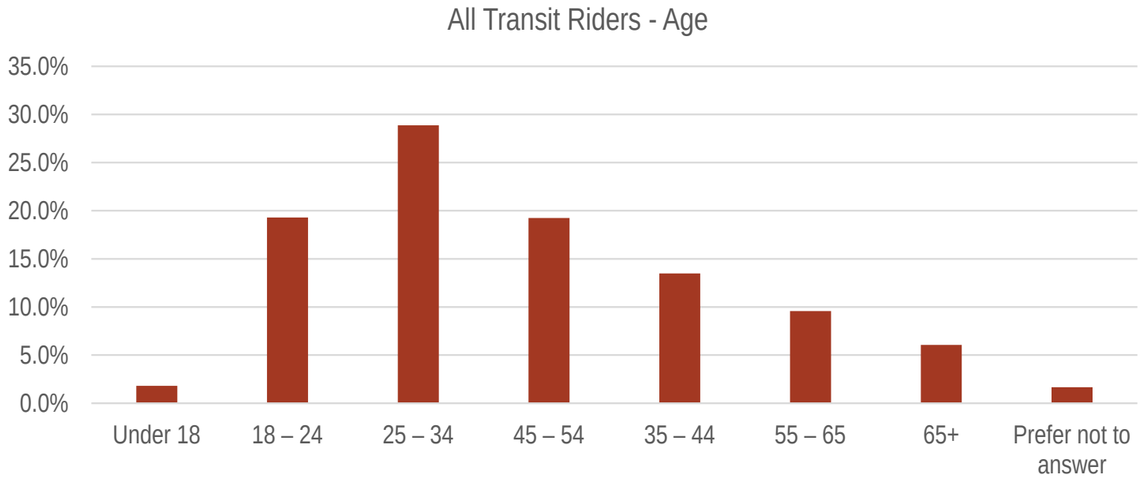
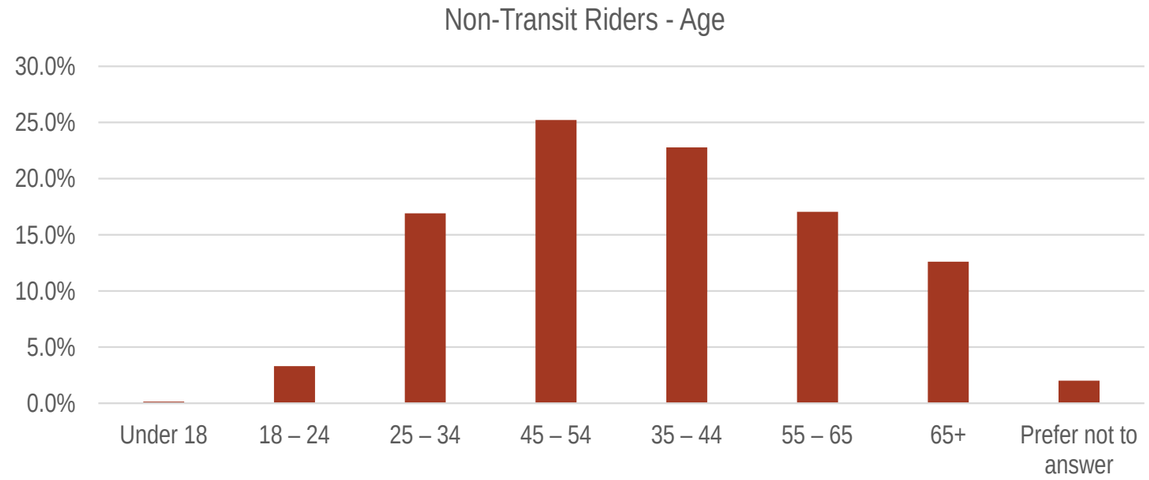
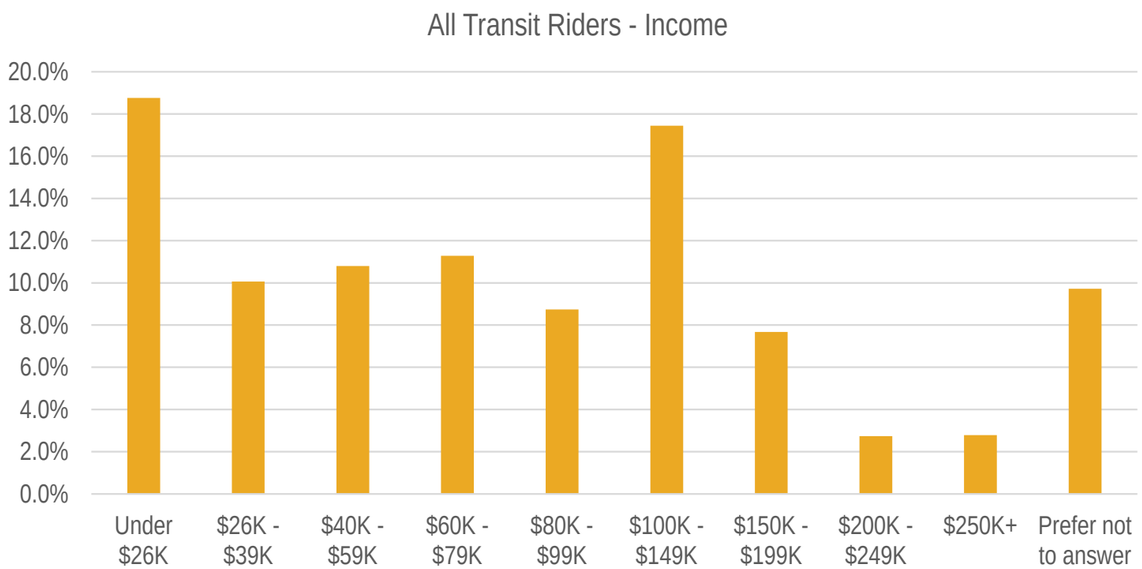
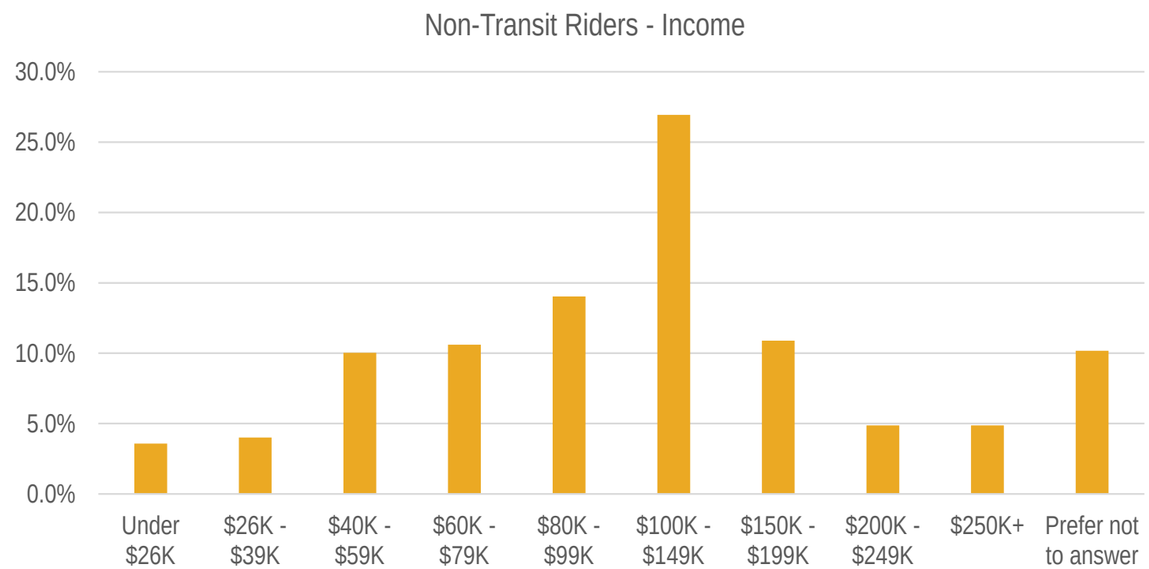
Source: Redfin; RCLCO

RIDERSHIP DEMOGRAPHICS









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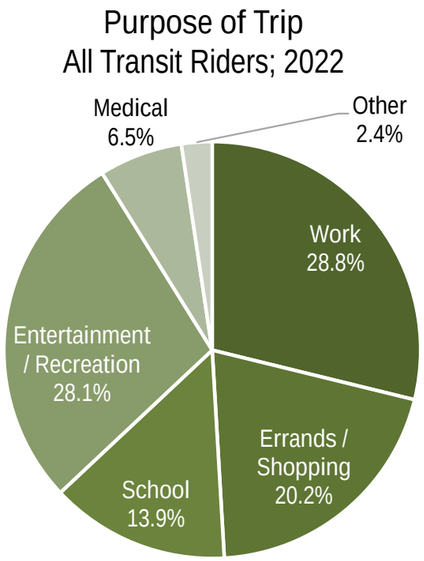
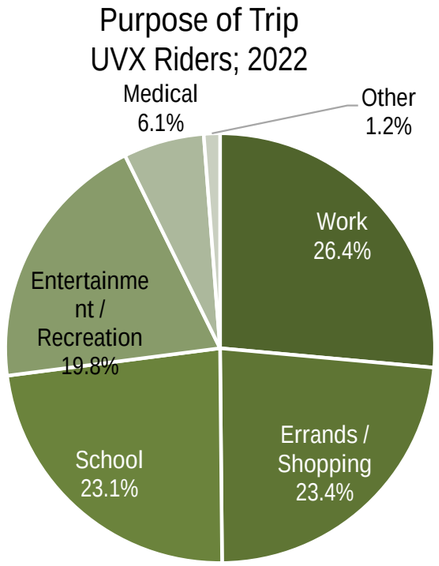
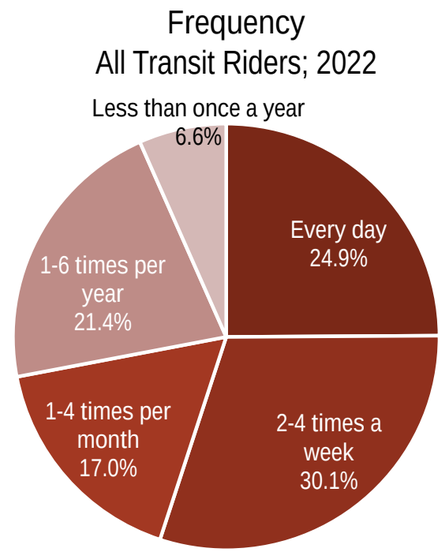
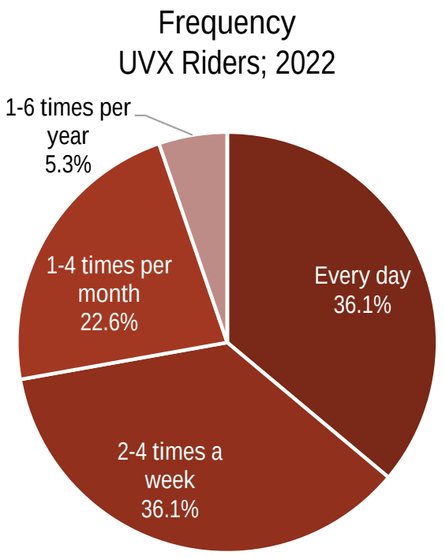
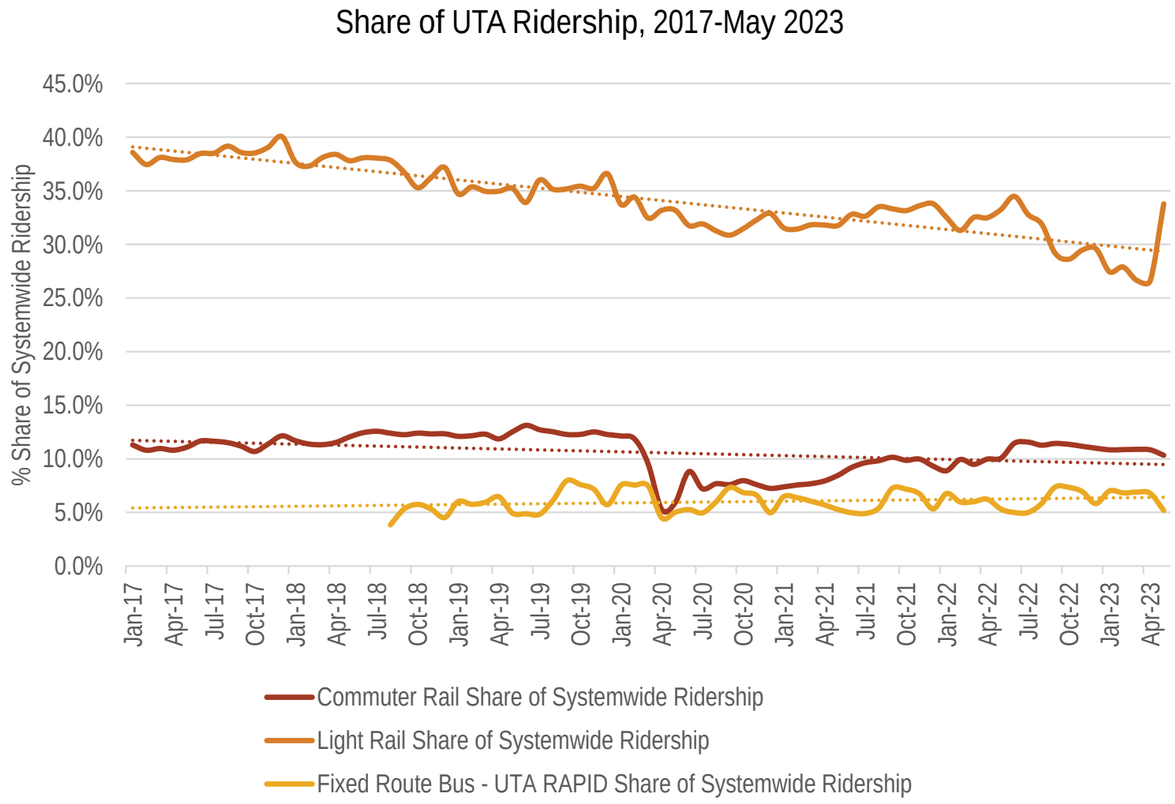
BRT RIDERSHIP TRENDS











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TRANSIT IMPACT ANALYSIS

- To understand the potential impact of BRT on real estate development, RCLCO analyzed the UVX BRT line in Utah County and found that this line had a moderate increase on its share of Wasatch Front development activity, although generally less than Frontrunner and TRAX stations experience, except for retail development
- Based on the performance of the UVX BRT and the Mid-Valley Connector terminus stations, RCLCO estimates that the BRT stations in Taylorsville and the Mid-Valley Connector could experience a moderate boost to commercial and multifamily development, which will likely be denser than prior multifamily deliveries. The level of impact will also depend on the amount of redevelopable land within a quarter-mile of the BRT station.

BRT Impact Analysis
UVX BRT Line & 0.5-Mile Radius

	Office		Retail		Multifamily	
	Pre-Transit Share of WF	Post-Transit Share of WF	Pre-Transit Share of WF	Post-Transit Share of WF	Pre-Transit Share of WF	Post-Transit Share of WF
Non-Terminus Stations	0.4%	0.4%	0.6%	2.1%	0.3%	0.5%
Orem Central Station	0.1%	0.3%	0.0%	0.0%	0.3%	0.0%
Provo Central Station	0.0%	0.9%	0.5%	0.0%	0.3%	2.1%
All UVX Stations Avg.	0.4%	0.4%	0.6%	1.9%	0.3%	0.5%
Frontrunner/TRAX Station Avg.	0.5%	0.8%	0.4%	0.5%	0.4%	1.3%

BRT Impact Comparison
UVX & Mid-Valley Connector Terminus Stations & 0.5-Mile Radius; 2008-2023

Transit Stop	County	System	Year Built	Office RBA	Retail RBA	Multifamily Units	WF Office Share %	WF Retail Share %	WF Multifamily Share %
Mid-Valley Connector									
Murray Central Station	Salt Lake	Frontrunner	1999	793,668	10,807	598	2.57%	0.11%	0.86%
West Valley Central Station	Salt Lake	TRAX	2011	328,345	51,979	488	1.07%	0.53%	0.70%
Total				1,122,013	62,786	1,086	3.64%	0.64%	1.57%
Orem-Provo UVX Line									
Orem Central Station	Utah	Frontrunner	2012	93,222	0	332	0.30%	0.00%	0.48%
Provo Central Station	Utah	Frontrunner	2012	100,615	23,886	715	0.33%	0.24%	1.03%
Total				193,837	23,886	1,047	0.63%	0.24%	1.51%
Implied Mid-Valley Connector Boost Over UVX Capture							*4.79*	*1.63*	*0.04*

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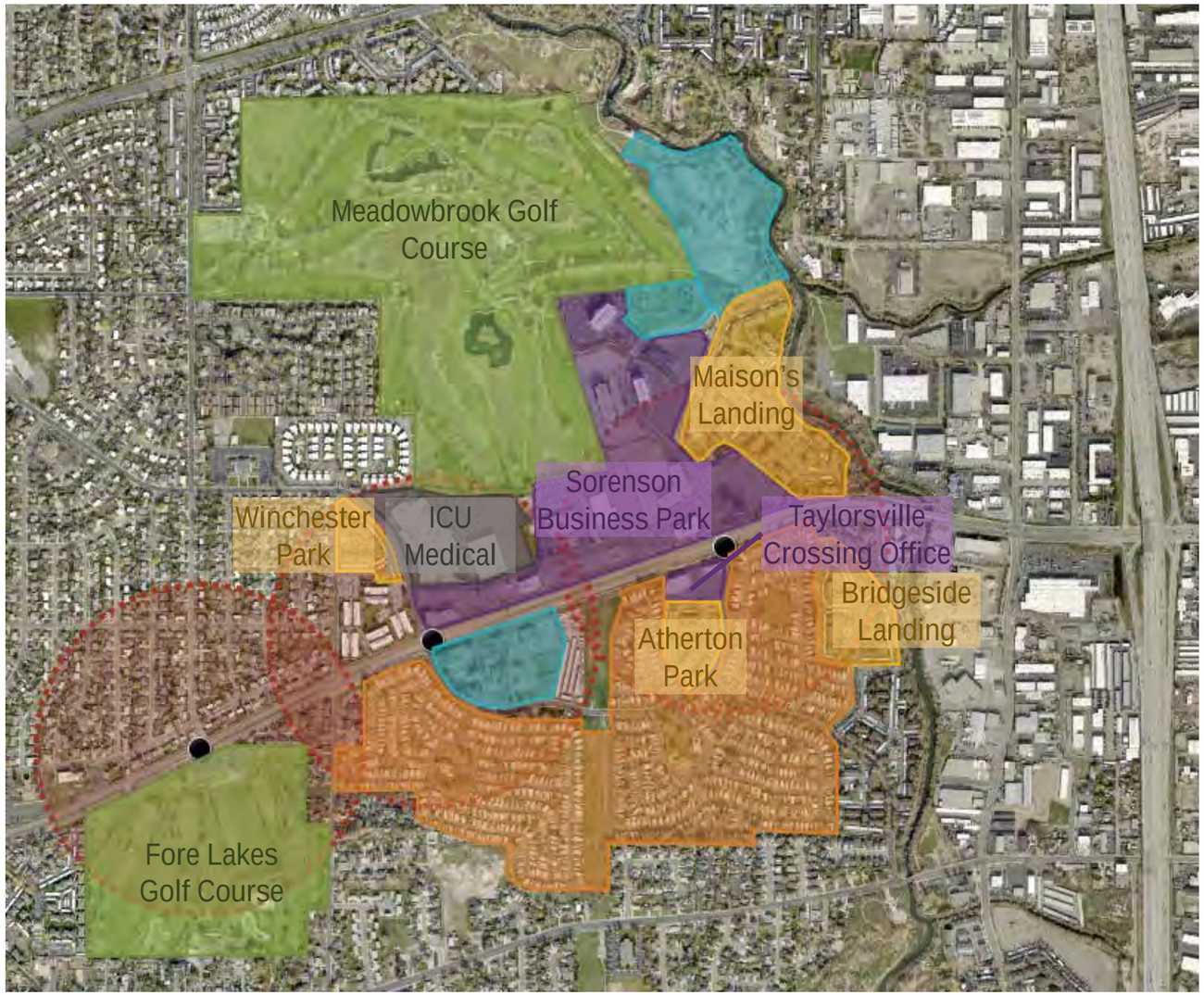
Source: UTA; CoStar; Esri; RCLCO

BRT STATIONS & REDEVELOPMENT OPPORTUNITIES

- The land surrounding the three Mid-Valley Connector stations in Taylorsville is a complex mix of office parks, garden-style multifamily apartments, single-family residential neighborhoods, industrial and warehouse space, mobile home communities, and golf courses, presenting various levels of redevelopment opportunities.



MAP KEY	
●	BRT Station
	1/4th Mile Radius
	Manufactured Housing
	Multifamily
	Office
	Industrial/Manufacturing
	Golf Course
	Planned Development

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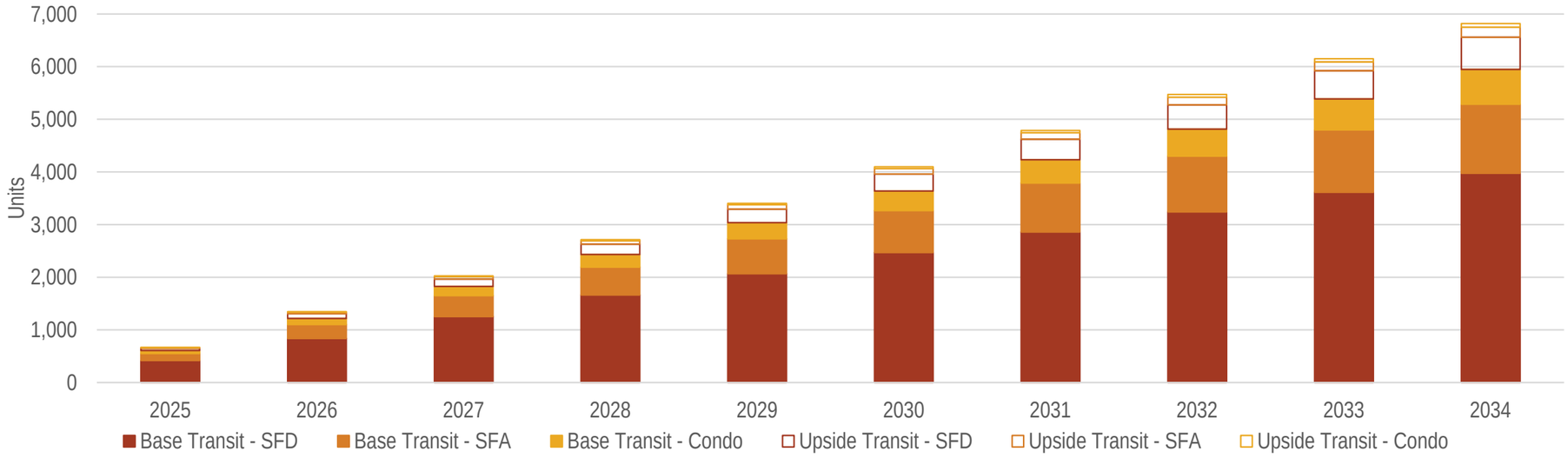
RESIDENTIAL OPPORTUNITY MATRIX

			AVG. PRICE / RENTS	DENSITY		POTENTIAL TO INTRODUCE ON SITE	
LAND USE	OPPORTUNITIES	CHALLENGES	($2023)	5 YEARS (2025 – 2029)	10 YEARS (2025 – 2034)	5 YEARS (2025 – 2029)	10 YEARS (2025 – 2034)
For-Sale Single-Family	• Limited new construction and pipeline in Taylorsville	• Ongoing affordability challenges with high costs & interest rates • High land values and insufficient land availability • Does not align with City density objectives for BRT	$625K - $675K ($255/SF - $275/SF)	5.5 DU/AC	6.5 DU/AC	LOW	LOW
For-Sale Townhomes	• Product gaining momentum in the area • Can provide both value and lifestyle options and meet “missing middle” goals	• Maintaining quality at a value-oriented price point • May not provide sufficient density long-term	$500K - $550K ($260/SF- $285/SF)	12.5 DU/AC	15 DU/AC	HIGH	MEDIUM
For-Sale Condos	• Limited competition relative to other products in area • Synergistic with on-site retail	• Limited in the near-term, until density in the area becomes more attractive	$350K - $400K ($275/SF- $300/SF)	20 DU/AC	25 DU/AC	LOW	MEDIUM
Multifamily Apartments	• Lack of new product in Taylorsville may indicate some pent-up demand • Proposed development for Atherton Dr. will create new momentum • Synergistic with on-site retail	• Rent levels and high costs may not support high-density multifamily with structure parking in near-term • Strong regional pipeline may soften rent growth and absorption	$1,700/Unit - $1,800/Unit ($1.95/SF - $2.00/SF)	25-60 DU/AC (higher end is possible if structured parking is subsidized)	50-60 DU/AC	HIGH	HIGH
BFR (Horizontal Multifamily & Attached)	• Few BFR competitors in the competitive market & pipeline • An attractive alternative to home ownership	• May not provide sufficient density long-term	$2,400/Unit - $2,550/Unit ($1.55/SF - $1.65/SF)	15 DU/AC	18 DU/AC	HIGH	MEDIUM

CMA CUMULATIVE DEMAND, 2025 - 2034

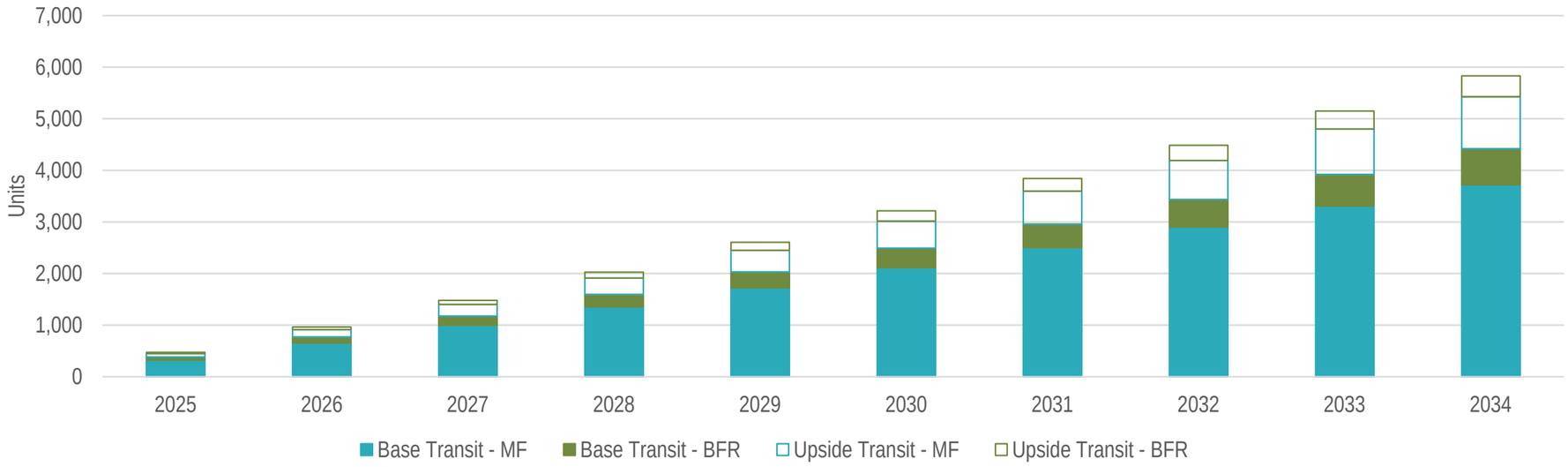
FOR-SALE CMA CUMULATIVE DEMAND

- Base transit assumes the household capture for the three BRT station will increase the same amount as one Frontunner / TRAX station
- Upside transit assumes the household capture for one BRT station will increase the same amount as one Frontunner / TRAX station



RENTAL CMA CUMULATIVE DEMAND

- Base transit assumes the multifamily capture for the three BRT station will increase the same amount as one Frontunner / TRAX station
- Upside transit assumes the mulitfamily capture for one BRT station will increase the same amount as one Frontunner / TRAX station



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MARKET SEGMENT DEFINITIONS

RCLCO DISTRIBUTED HOUSEHOLDS INTO NINE DISTINCT BUYER SEGMENTS

- To assess the main owner segments likely to purchase or rent homes near the BRT stations, RCLCO analyzed active homebuyer (purchased homes within the last four years) and renter segments in both the Wasatch Front and the Competitive Market Area.
- For the analysis, RCLCO utilizes microdata from the U.S. Census Bureau's one-year sample of the American Community survey, including the four most recent years of data, 2018, 2019, 2020, and 2021.
- RCLCO defined four non-family segments based on the age of the primary head of household. Furthermore, RCLCO defined five family segments utilizing the age of children within each household, as well as the number of children. Based on RCLCO's national consumer research, family housing needs are closely tied to the age and number of children living at home rather than the age of the householder.

	AGE OF HOUSEHOLDER		AGE OF OLDEST CHILD		AGE OF YOUNGEST CHILD		
SEGMENT	MIN	MAX	MIN	MAX	MIN	MAX	# OF CHILDREN
Non-Family Segments							
Young Professional	15	24	N/A	N/A	N/A	N/A	0
Middle-Aged/Mature Professional	35	54	N/A	N/A	N/A	N/A	0
Empty Nester	55	64	N/A	N/A	N/A	N/A	0
Retiree/Senior	65	N/A	N/A	N/A	N/A	N/A	0
Family Segments							
Young Family	N/A	N/A	0	4	N/A	N/A	N/A
Small Intermediate Family	N/A	N/A	5	17	0	12	2 or fewer under 18
Large Intermediate Family	N/A	N/A	5	17	0	12	3 or more under 18
Mature Family	N/A	N/A	N/A	N/A	13	17	N/A
Family with Mature Children at Home	N/A	N/A	N/A	N/A	18	N/A	1 or more over 18 living at home

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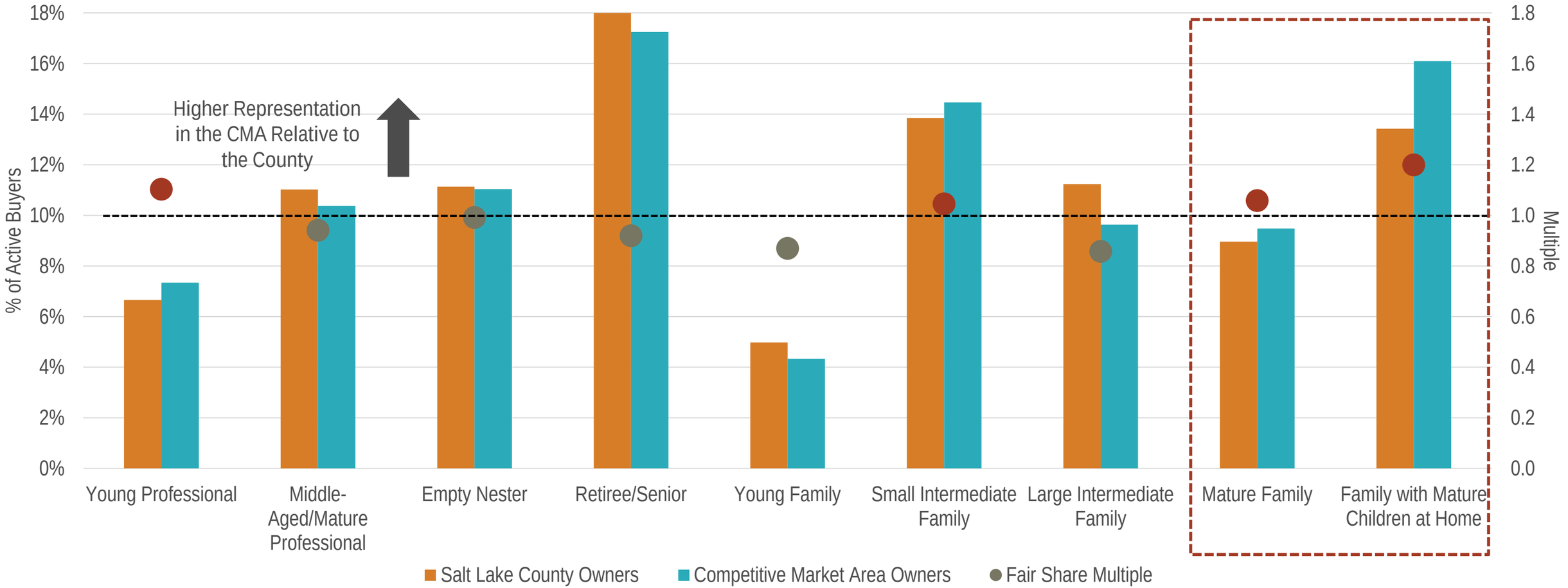
OWNER SEGMENTS

CMA IS ATTRACTING MORE THAN ITS FAIR SHARE OF SALT LAKE COUNTY SMALL AND MATURE FAMILIES



REAL ESTATE CONSULTING

RENTER SEGMENTS

CMA IS ATTRACTING MORE THAN ITS FAIR SHARE OF SALT LAKE COUNTY FAMILY RENTERS

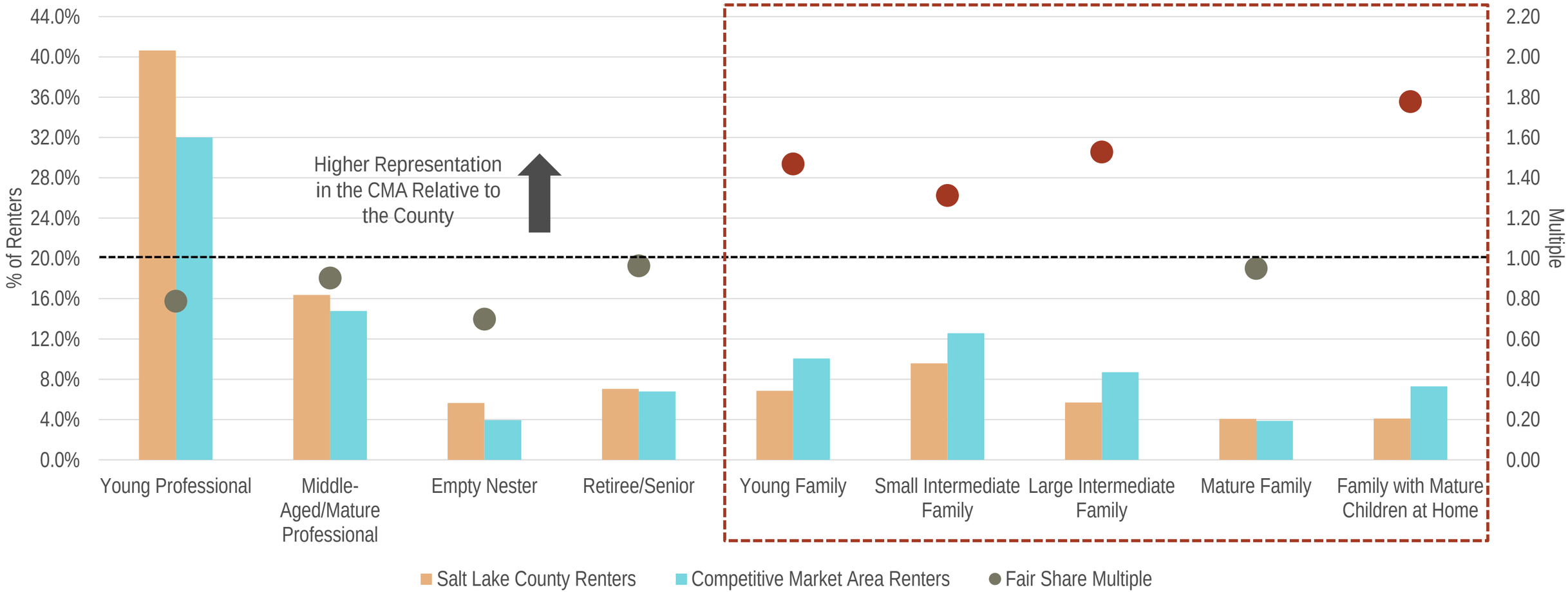


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Table 1. Estimated Service Volumes by Roadway Type – ADTs Upper Limits for a Given Level of Service

Roadway Type & LOS	Number of Lanes – 2 way ADT				
Freeway	**2**	**4**	**6**	**8**	**10**
LOS E	---	91,100	138,460	187,030	236,810
LOS D	---	76,980	117,000	158,040	200,100
LOS C	---	59,220	90,000	121,570	153,930
LOS B	---	41,000	62,310	84,160	106,560
LOS A	---	25,050	38,080	51,430	65,120
Expressway					
LOS E	27,100	68,130	102,200	136,260	---
LOS D	21,300	57,570	86,360	115,140	---
LOS C	15,000	44,280	66,430	88,570	---
LOS B	7,600	30,660	45,990	61,320	---
LOS A	2,200	18,740	28,110	37,470	---
Arterial					
LOS E	26,920	53,850	80,770	107,690	---
LOS D	22,750	45,500	68,250	91,000	---
LOS C	17,500	35,000	52,500	70,000	---
LOS B	12,110	24,230	36,350	48,460	---
LOS A	7,400	14,810	22,210	29,610	---
Major Collector					
LOS E	23,350	46,700	---	---	---
LOS D	19,730	39,460	---	---	---
LOS C	15,180	30,360	---	---	---
LOS B	10,510	21,020	---	---	---
LOS A	6,420	12,840	---	---	---
Collector					
LOS E	15,930	31,870	---	---	---
LOS D	13,460	26,930	---	---	---
LOS C	10,350	20,720	---	---	---
LOS B	7,170	14,340	---	---	---
LOS A	4,380	8,760	---	---	---

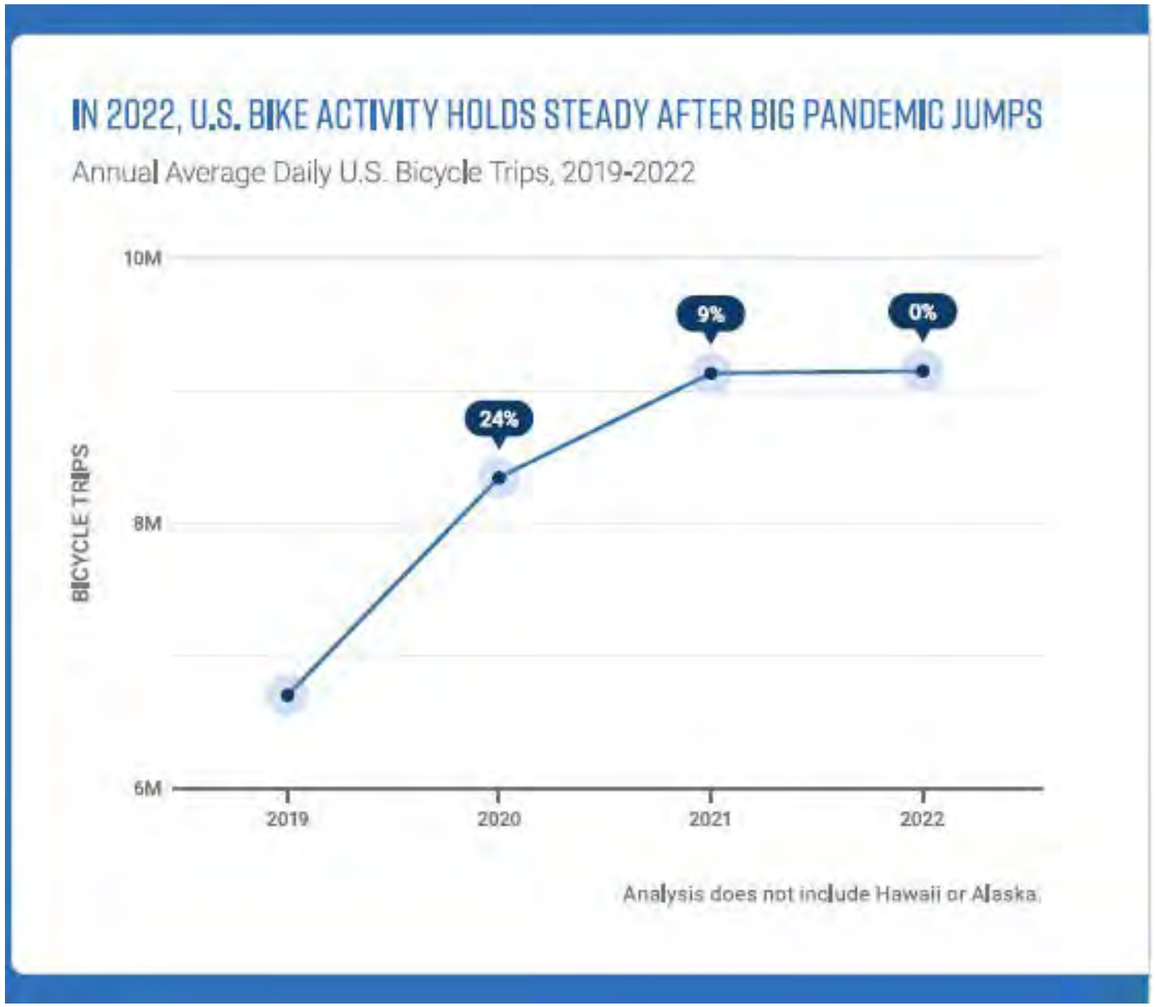
Source: Based on the Highway Capacity Manual.

Table 2. Lane Capacity – Arterial / Volume

Facility Type	Operating Characteristics	Per Lane Capacity
Expressway	Full access control with median, and with posted speed of 50 miles per hour or less	1,550
Rural-Type Highway	Rural two-lane roadway links where traffic flow is uninterrupted by signals, and with posted speed of 45 miles per hour or greater	1,270
Arterial	Divided facility or facility with continuous left-turn lane controlled by signals, and with posted speed of 45 miles per hour or greater	1,225
Major Collector	Divided facility or facility with continuous left-turn lane controlled by signals, and with posted speed of 40 miles per hour or less	1,065
Collector	Undivided facility with traffic movement controlled by signals, and with posted speed of 40 miles per hour or less	725
Rural-Type Collector	Rural two-lane roadway links where traffic flow is uninterrupted by signals, and with posted speed of 40 miles per hour or less	670

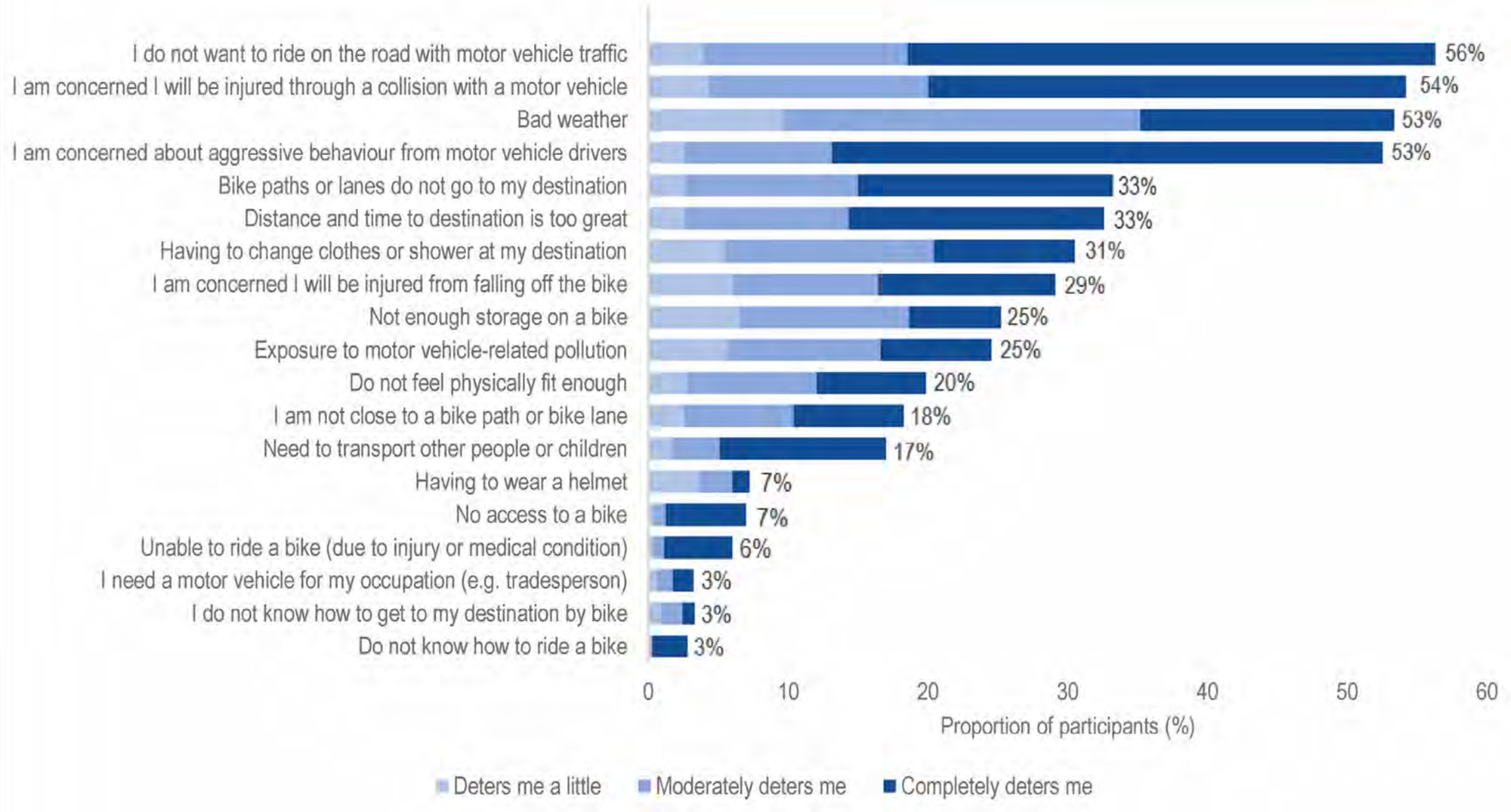
TRANSPORTATION CHART

Figure 1- BIKE ACTIVITY 2019-2022



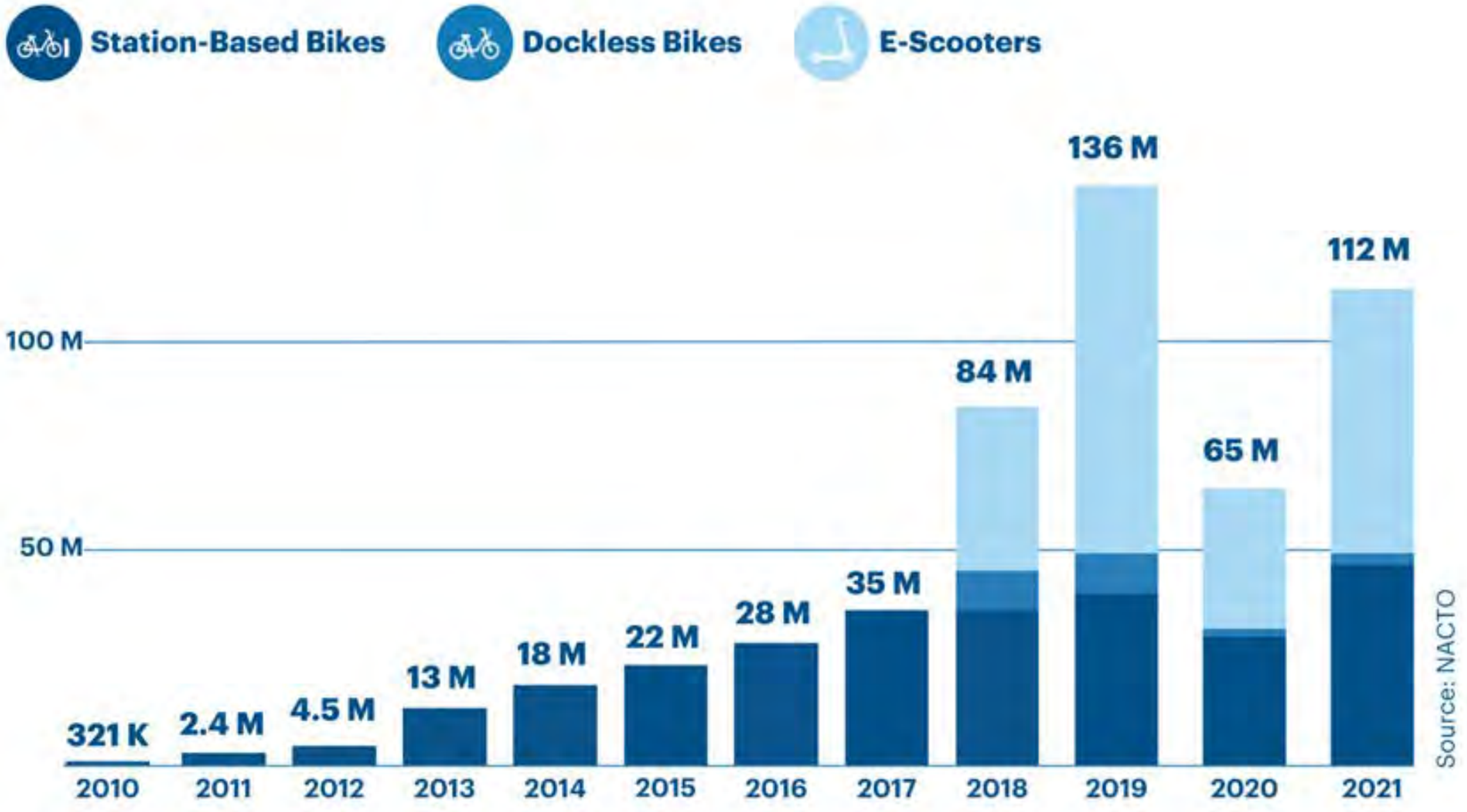
TRANSPORTATION CHART

Figure 2 - Barriers to Riding a Bike for Transport



Shared Micromobility Ridership in the U.S. from 2010-2021

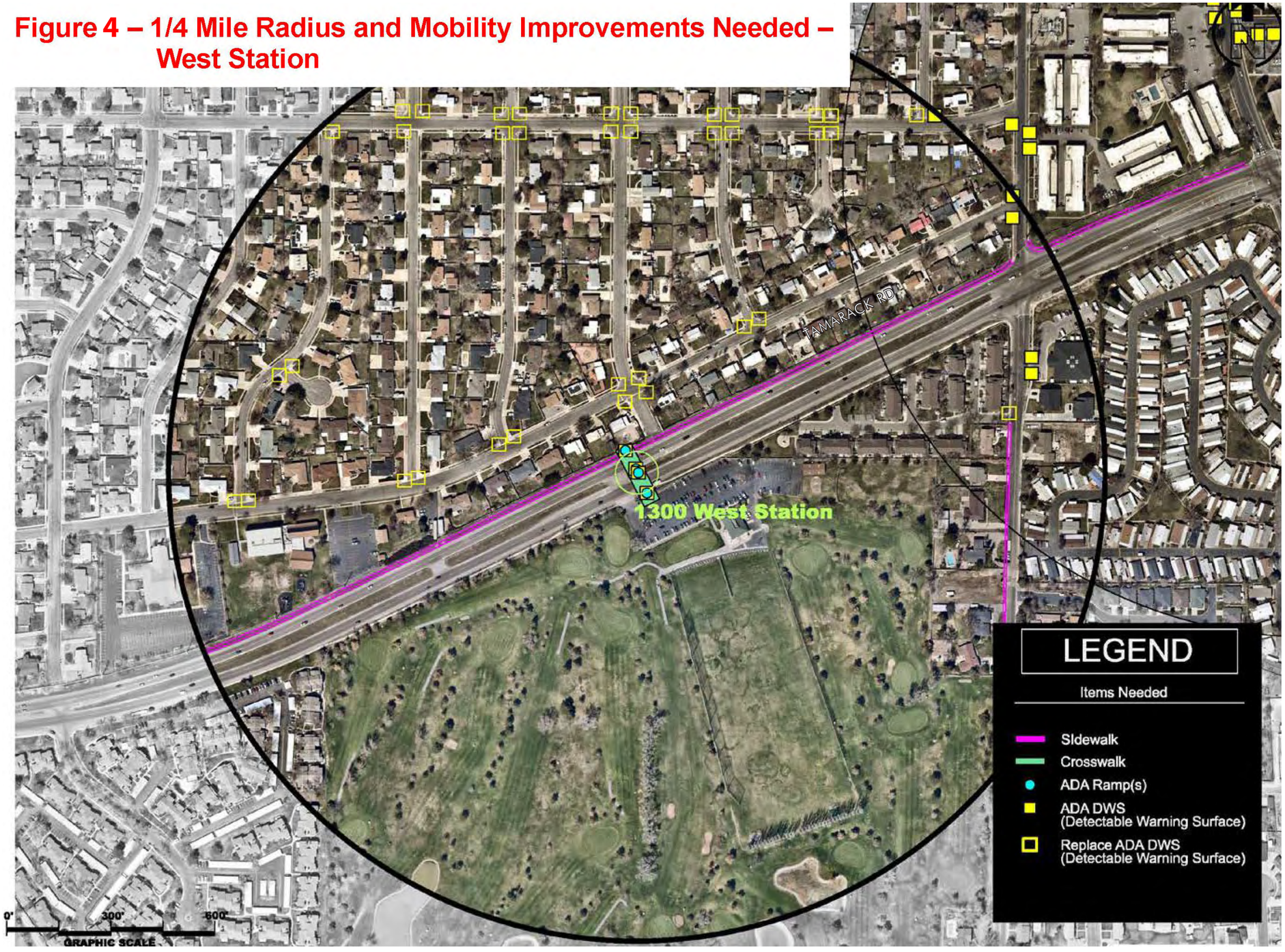
IN MILLIONS OF TRIPS



Since the introduction of the country's first bike share system in 2010, people in the U.S. have taken half a billion trips total on shared micromobility

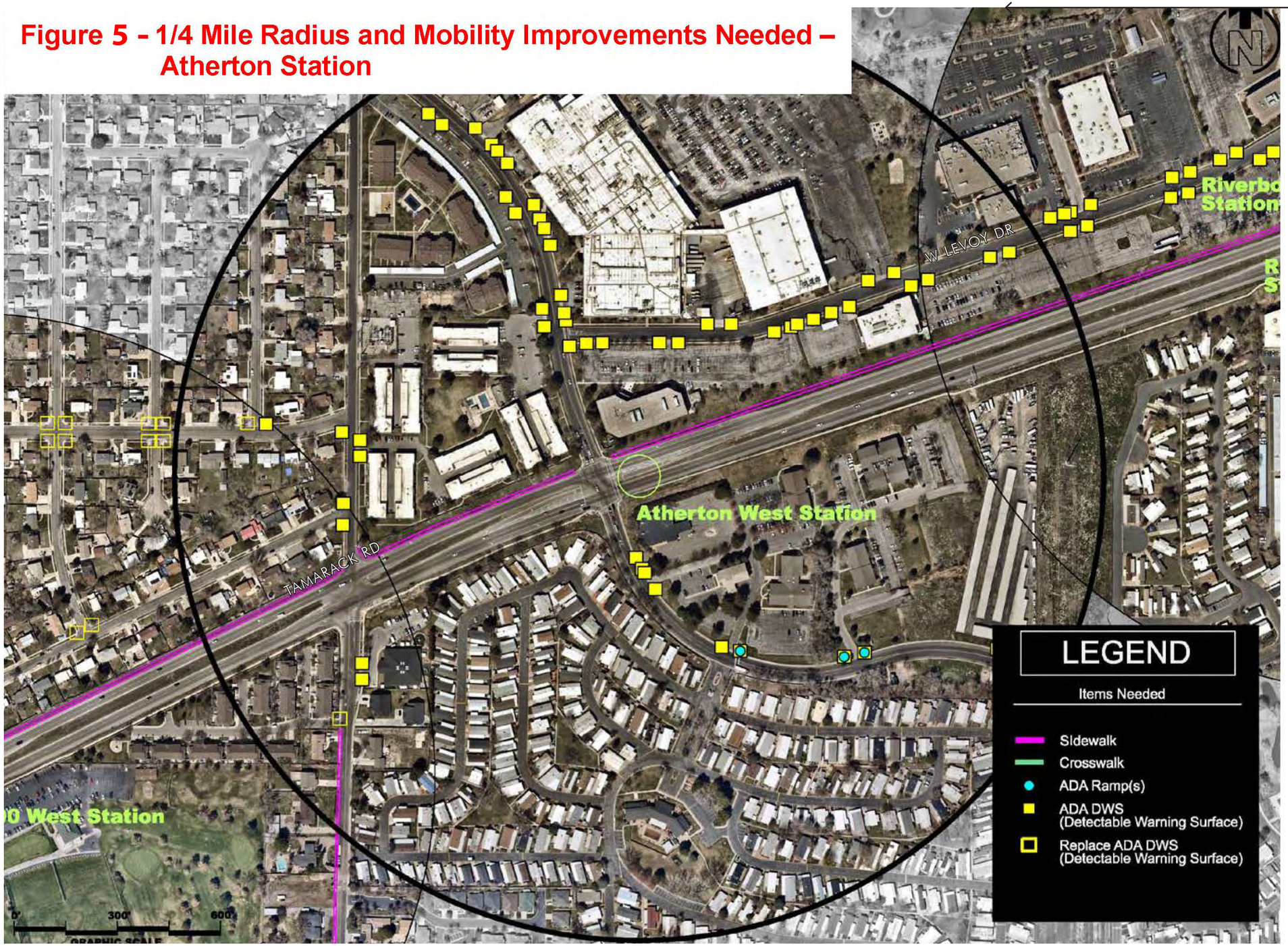
1300 WEST EXISTING SIDEWALK

Figure 4 – 1/4 Mile Radius and Mobility Improvements Needed – West Station



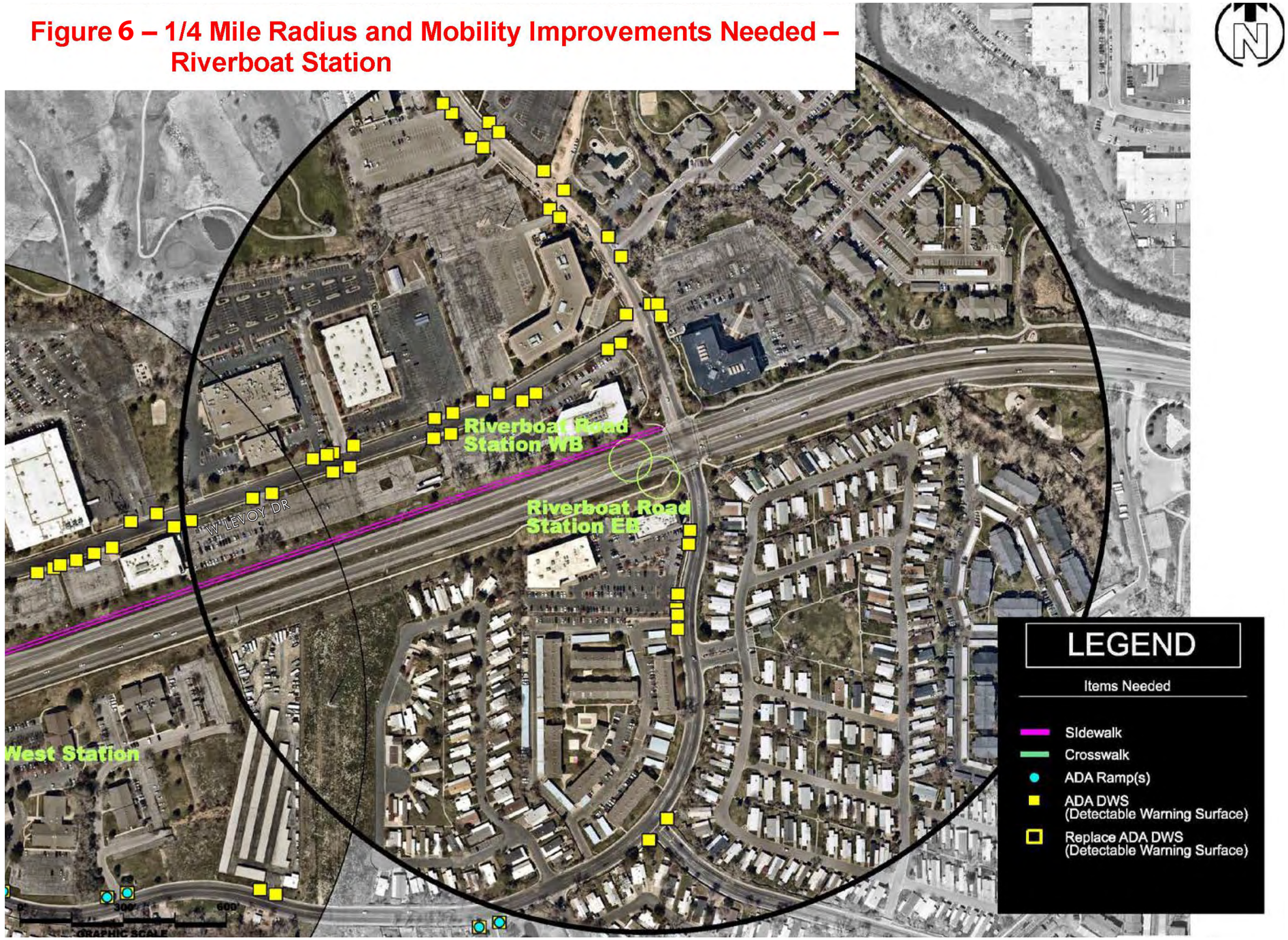
ATHERTON WEST EXISTING SIDEWALK

Figure 5 – 1/4 Mile Radius and Mobility Improvements Needed – Atherton Station



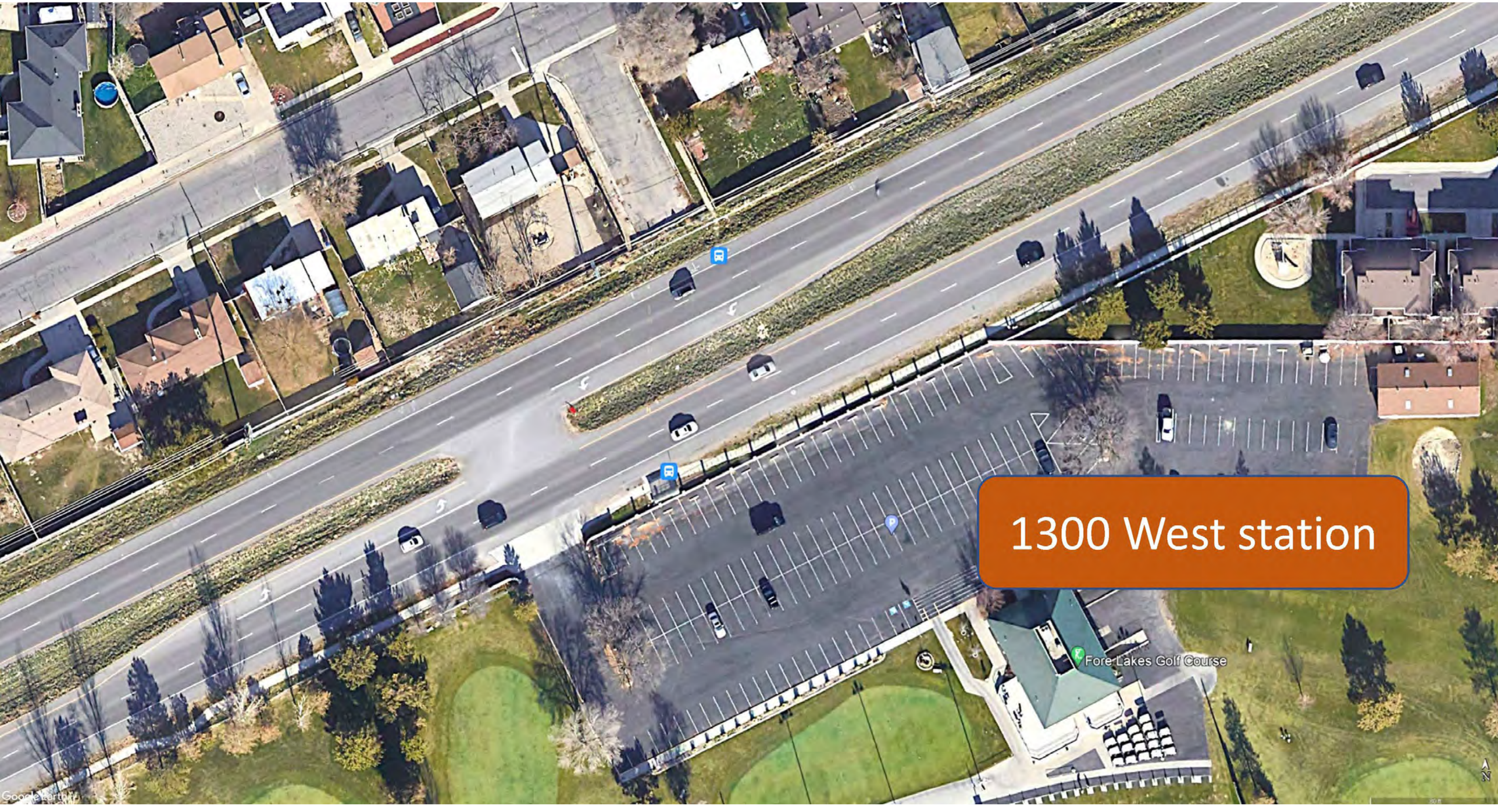
RIVERBOAT ROAD EXISTING SIDEWALK

Figure 6 – 1/4 Mile Radius and Mobility Improvements Needed – Riverboat Station



PROTECTED INTERSECTION EXAMPLE

1300 WEST BRT STATION



1300 WEST BRT STATION

ATHERTON WEST BRT STATION

RIVERBOAT ROAD BRT STATION