

## Land Use Compatibility Technical Memorandum

PREPARED FOR: Autumn Hu, Utah Transit Authority  
 PREPARED BY: Nancy Shelton, Jacobs Engineering Group, Inc.  
 PROJECT: Midvalley Connector Bus Rapid Transit (BRT)  
 DATE: June 2022

This technical memorandum was prepared to provide addition information regarding land use and compatibility with local planning document pertaining the Midvalley Connector Bus Rapid Transit (BRT) project.

The existing land use was created using 2018 datasets provided by West Valley, Taylorsville and Murray cities. Updates to this data were made using Wasatch Front Regional Council existing land use interactive map, the Salt Lake County Assessors website as well as up-to-date aerials and business, offices, industry, and institution locations via Zoom Earth and Bing Maps, all of which were accessed and reviewed February 2021. The existing land use is depicted in Figure 1.

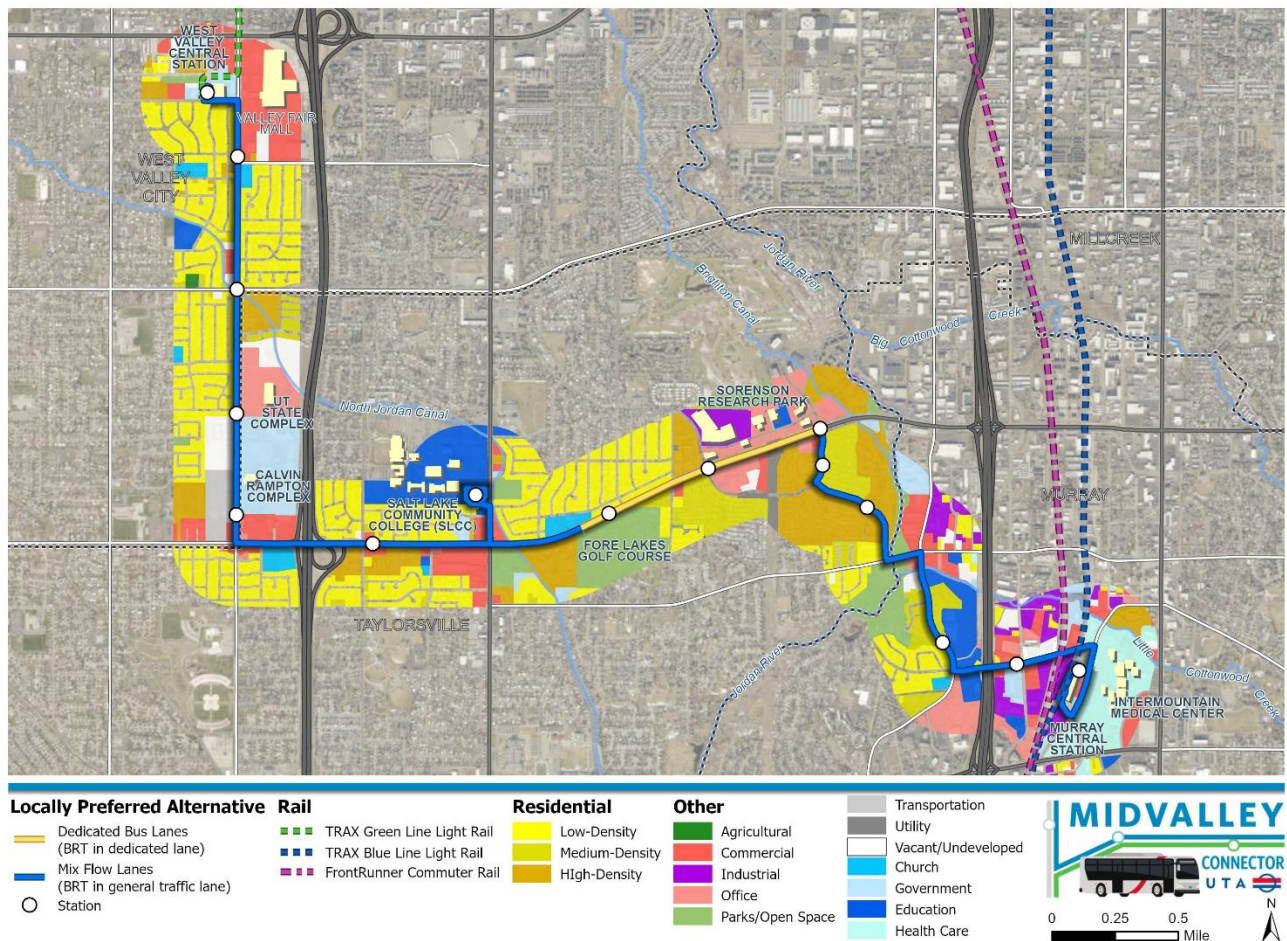


Figure 1. Existing Land Use

## Murray

The land use for Murray is provided in Figure 1 and Table 1. The prominent land use in Murray is land dedicated to healthcare (19 percent). Commercial (13 percent), industrial (13 percent), and education (10 percent) are the next most prominent uses. This portion of Murray within and near the study area is dominated by healthcare uses due to the presence of the Intermountain Medical Center (63 acres). Adjacent to the Intermountain Medical Center is the TRAX Murray Central Station with land uses limited to commercial and light industrial. To date, no residential uses were planned in the immediate station area due to the designation of the Smelter Site Overlay District (SSOD), the remediation site for a large smelter site which has left contaminants in the soil and shallow groundwater. Remediation of the SSOD and annual monitoring of the site has allowed the city to designate this area as the Central Business District and Murray Smelter Redevelopment Area and to actively redeveloped this site as a TOD. Future development for this area is being guided by the 2019 Murray Central Station Master Plan which calls for a mix of retail and office development, as well as structured parking. Murray City has initiated conversations with EPA representatives to discuss the possibility of modifying the Record of Decision to allow high-density residential around the Murray Central Station area. If discussions result in a change to the limitations at the site, Murray City will create a new station area plan that includes opportunities for residential development on the site.

Another area of Murray that falls within the study area are properties adjacent to I-15. Most land adjacent to I-15 is commercial due to the ease of transporting goods and materials. Commercial and housing developments have been creating infill around the intersection of Vine Street and Commerce Street. Most recent is an 80,000-sq.-ft. commercial building housing Educators Mutual Insurance.

Several new developments are planned or under construction that will add density and jobs around station areas. The Murray City Planning Commission has approved 380 residential mixed with retail space at a property located at 447 West 4800 South, approximately 500 feet from where the BRT alignment turns from Murray Boulevard onto 4700 South. The developers are now working on a development agreement with Murray City for the project, but the city considers this project to now be entitled.

Additionally, there are 285 apartments under construction as part of the Current Apartments project, at 4994 Commerce Drive (about 700 feet north of the BRT route along Vine Street).

Finally, a developer has purchased the former American International School of Utah at 4998 Galleria Drive, just off the BRT alignment. The developer has submitted conceptual plans to Murray City to build 600 residential units, a school, and an events center. The city anticipates that the project will be fully entitled by summer 2022.

**Table 1. Existing Murray Land Use**

Land Use Type	Acres	% of Murray
Low-Density Residential	37.5	9
Medium-Density Residential	27.49	7
High-Density Residential	8.57	2
Church	2.1	1
Government	24	6
Healthcare	75	19
Education	38.1	10
Transportation	8.00	2
Vacant/Undeveloped Land	18.88	5
Office	32.25	8
Commercial	52.91	13
Parks	20.04	5
Industrial	51.91	13

## Taylorsville

As shown in Table 2 and Figure 1, land use within the Taylorsville boundaries along this portion of the route is dominated primarily by low-density residential housing (26 percent), high-density residential (19 percent), and parks (11 percent).

Sunstone Road, East Atherton Drive, and 4500/4700 South from East Atherton Drive to Redwood Road are surrounded by multiple apartments, condominiums, and townhome complexes. From Redwood Road west along 4700 South, land use is dominated by low-density housing on the north and a mix of commercial, low-, medium-, and high-density housing on the south. Medium- to high-density housing and a senior-oriented housing node exist along the south side of 4700 South and near 4100 South just west of I-215. This area includes the senior-oriented Golden Living Taylorsville (105 units) and Silvercrest Senior Community (314 units), and apartment complexes Cinnamon Springs Apartments (114 units) and The Village 2 Apartments (105 units), which are located at the intersection of 2700 West and 4100 South.

Taylorsville's Sorenson Research Park is also seeing an uptick in development activity. A developer has submitted a conditional use permit for three large flex office buildings and two smaller office buildings at the north end of the park. Across 4700 South from Sorenson Research Park, a developer has recently submitted a conceptual site plan for Atherton Place, a high-density housing development on property near Atherton Drive's westerly intersection with 4700 South. The proposed site plan includes three new buildings, from three to five stories each, encompassing approximately 450 residential units.

A commercial and public activity center is located along 2700 West between 4700 South and 4300 South. State offices at the Calvin Rampton Complex and Taylorsville State Office Building make up most of these large parcels. The large parcel to the north of the Taylorsville State Office Building is planned for two 150,000-sq.-ft. office buildings; site plans for this parcel have been submitted to the city for review.

In 2015 Taylorsville completed the *Taylorsville Expressway BRT Master Plan* which defined the operating characteristics of the Midvalley Connector and identified station area and corridor development goals for the Taylorsville Expressway, or 4700 S. The city sees the Midvalley Connector as an infrastructure investment that can unlock the potential for enhanced economic and transit-oriented development along the Taylorsville Expressway. Three opportunities for future transit-oriented development were identified in the plan: the area between SLCC and 4700 S., the Fore Lakes Golf Course, and Sorenson Research Park. These sites will accommodate future mixed-use, dense, transit-oriented development.

The recent 2020 *Taylorsville Commercial Center Master Planning and Revitalization Study* includes further plans for station area and corridor development, with the Midvalley Connector being central to those efforts. This study generally recognizes the need to leverage the investment of the Midvalley Connector project to attract private investment for enhanced development and redevelopment activity to the Taylorsville Expressway.

**Table 2. Existing Taylorsville Land Use**

Land Use Type	Acres	% of Taylorsville
Low-Density Residential	248.05	26
Medium-Density Residential	78.44	8
High-Density Residential	180.70	19
Church	14.84	2
Government	67.80	7
Education	74.85	8
Vacant/Undeveloped Land	18.11	2
Office	79.21	8
Commercial	53.18	6
Parks	103.67	11
Industrial	19.81	2
Agriculture	0.05	<1
Canal	1.34	<1
Utility	10.81	1

## West Valley City

Low-density residential neighborhoods make up the majority of land use in West Valley City in the study area, at 51 percent (Table 3 and Figure 1). Commercial is the next largest use at 21 percent, followed by high-density residential and vacant/undeveloped land (6 percent). Most commercial land use is located in the City Center District, a mixed-use designation for the redevelopment area surrounding Fairbourne Station, which is located at the western terminus of the project near the TRAX West Valley Central Station. The strongest concentration of low-density housing exists on the west side of 2700 West from 4700 South north to 3650 South. Fairbourne Station planning efforts engaged firms such as DRH Company, specialists in land acquisition and development; Hines, a real estate management and investment firm; and ICO Management, which has now built some of the multi-family units surrounding Fairbourne Station.

Adjacent to the western terminus of the project is the Fairbourne Station District. This is a 40-acre, mixed-use district anchored by TRAX West Valley Central Station and 3000 W. TOD is characterized by high-density mixed-use buildings in proximity to transit, employment, entertainment, and services. A developer has purchased the parcel west of the Library and has submitted conceptual plans for Central Station Apartments, 330 units of market-rate multi-family housing.

The concentration of high-density housing around Fairbourne Station—in proximity to city services, entertainment, dining, and retail—provides the critical mass of uses and people that support rapid transit and light rail modes.

High-density housing exists near the intersection of 4700 South and 2700 West at Overlook Point (304 units), and at Fairbourne Station, which supports ICO Fairbourne Station Apartments (225 units), Edgewood Condominiums (12 units), Valley Fair Senior Housing Center (100 units), and the Aspen Village Apartments (90 units).

Commercial/retail development in West Valley in this portion of the study area is focused on a half-mile section on 2700 West from 3800 South to 3500 South. Commercial centers include Valley Fair Mall, a small commercial pad (65,000 sq. ft.), Costco, and various smaller retail buildings with multiple spaces. Valley Fair Mall has a ground cover of 45 acres and features 130 store-front spaces, approximately 108 of which are filled by vendors. In addition, Development is proposed at a parcel at the south end of the mall, west of Costco, that will have 262 units on 3.65 acres. The developers have rezoned the property, submitted a development agreement, and are working through the conditional use permit process with the city. The city has torn down two banks that fronted 2700 West just north of the rail station, in the process of constructing major office building and associated parking in this location. The city will also create pads for retail/restaurant just north of the new office building.

**Table 3. Existing West Valley City Land Use**

Land Use Type	Acres	% of West Valley
Low-Density Residential	207.03	51
Medium-Density Residential	5.43	1
High-Density Residential	24.96	6
Commercial	87.21	22
Church	9.30	2
Government	11.56	3
Transportation	21.26	5
Schools	6.33	2
Utilities	0.36	<1
Vacant/Undeveloped	25.19	6
Parks	1.79	1
Agriculture	3.78	<1

## Compatibility with Land Use Plans

The LPA would be constructed primarily within the existing transportation right-of-way which would not directly change land use. Changes in the hub at SLCC and the construction of the dedicated bus lane would result in minor changes in land use as existing educational or residential land would be converted to transportation uses (see Section 3.5 for additional right-of-way information). The LPA is consistent with and supports planned regional and local growth and development (Figure 2) and the goals and objectives from regional and local plans:

- *Murray General Plan* – Adopted in 2017, recommends the creation of community nodes around transit by converting vacant and underutilized land for TOD, as well as designation of land for mixed use around the City Center and transit station areas to improve access to high-capacity transit.
- *City of Taylorsville General Plan* – Adopted in 2006, recommends expansion of a BRT or light rail system along 2700 West.
- *Murray Central Station Master Plan* - Adopted in 2019, focuses on the Murray Central Station and opportunities for significant modification and redevelopment of the station and surrounding areas. The plan specifically mentions this project and recommends the BRT station be well-integrated into the bus and TRAX rail areas of the station, as well as that the BRT should share a second TRAX platform with the rail service.
- *Taylorsville Expressway BRT Master Plan* – Adopted in 2015, guides the connection between transportation and land use along 4500/4700 South. Recommends dedicated lanes on 4700 South, urban design with improved pedestrian and bicycle infrastructure, and surrounding BRT with TOD and mixed-use development. Also suggests future mixed-use redevelopment of Fore Lakes Golf Course.
- *Vision West 2035* – Updated in 2015, guides future development near West Valley Central Station, as well as at the other Midvalley Connector BRT stations in the city.
- *Fairbourne Station Vision* – Adopted in 2012, identifies land use policies for the 3500 South area. Identifies the area around West Valley Central as a recognizable town center with mixed-use and TOD. The plan supports a revitalization of high-density housing stock in proximity to civic services, transit, commerce, and entertainment.

Implementation of the LPA would benefit regional transit planning goals, visions, and growth principles. The additional access to transit services would potentially accelerate the demand for and thus the construction of planned projects. However, the future construction would be the fulfillment of planned development. The LPA would not induce additional growth in the vicinity of the project.

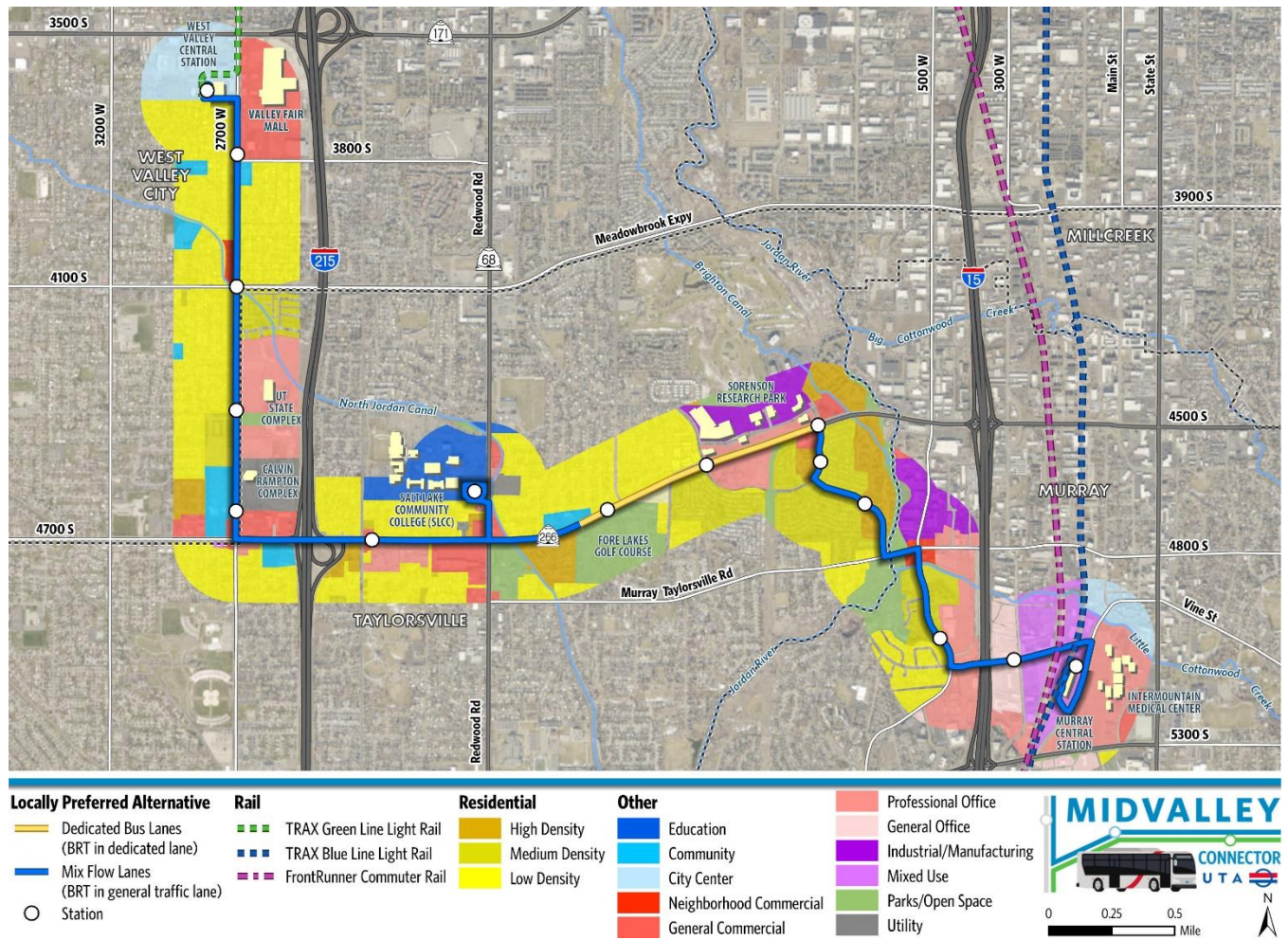


Figure 2. Planned Future Land Use