

Salt Lake Central

Housing and Transit Reinvestment Zone
(HTRZ)



PROPOSAL SUBMITTED
NOVEMBER 2024

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Executive Summary

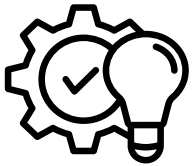
The proposed HTRZ includes **116.71 acres of developable land within a ½-mile radius of the Utah Transit Authority's ("UTA") Salt Lake Central Station**, which is located just west of Salt Lake City's Central Business District. The station is commonly referred to as the Intermodal Hub as it provides access to Frontrunner commuter rail, TRAX light rail, local bus, Amtrak, and Greyhound services. Additional connections of the proposed HTRZ to the University of Utah ("U of U") and Granary District are being recommended by the recently concluded TechLink TRAX Study, which was funded by a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant awarded to a partnership of UTA, Salt Lake City, and the U of U.

The wealth of existing and future transit service complements parallel projects planned to occur within or adjacent to the HTRZ area, such as the redevelopment of approximately 16.07 acres owned by the Redevelopment Agency of Salt Lake City ("RDA") and 25.79 acres of UTA-owned property, a plethora of private housing development, as well as Salt Lake City's investment in alternative transportation modes via initiatives like the 200 South Reconstruction project, 400 South bikeway, and Green Loop linear park and urban trail.



Figure 1. Context Map of HTRZ area and Downtown landmarks to the east

The vision for the HTRZ – to encourage dense, mixed-use, walkable, sustainable development adjacent to the most transit-rich site in the State of Utah – fully embraces key legislative objectives:



Provides an opportunity to implement the strategic planning work that has been done in this area, including recommendations of the Salt Lake Central Station Area Plan, Rio Grande District Vision and Implementation Plan, and TechLink TRAX Study.



Planned infrastructure investments include the construction of new mid-block streets, safe pedestrian and bicycle connections to transit facilities, the concentration of shared parking facilities, potential expansion of the TRAX network, and sustainable utility upgrades.



HTRZ funds will support **transformative mixed-use development with a high level of public benefit**, with assistance provided to overcome natural and man-made development impediments and current market conditions.



The model anticipates that **59.8% of the collection parcel acreage will contain residential uses** for a total of **5,793 residential units averaging 83 units per acre. 174 units will be attainable for those earning up to 60% of Area Median Income (“AMI”) and 521 attainable for those earning up to 80% AMI.** Existing RDA policies target the creation of **owner-occupied housing** and will be implemented within the HTRZ when possible.



The proposed HTRZ is in an area with some of the highest development potential left in Salt Lake City. The development model anticipates the creation of **565,358 sf of commercial space, 59,000 sf of light industrial/maker space, 3,293,234 sf of office, and 325 hotel rooms.**

Proposed HTRZ Location

The proposed HTRZ includes 116.71 acres of developable land within a ½-mile radius of UTA's Salt Lake Central Station, which is located just west of Salt Lake City's Central Business District. The station is commonly referred to as the Intermodal Hub as it provides access to Frontrunner commuter rail, TRAX light rail, local bus, Amtrak, and Greyhound services. Additional connections of the proposed HTRZ to the U of U and Granary District are being recommended by the recently concluded TechLink TRAX Study, which was funded by a federal RAISE grant awarded to a partnership of UTA, Salt Lake City, and the U of U.

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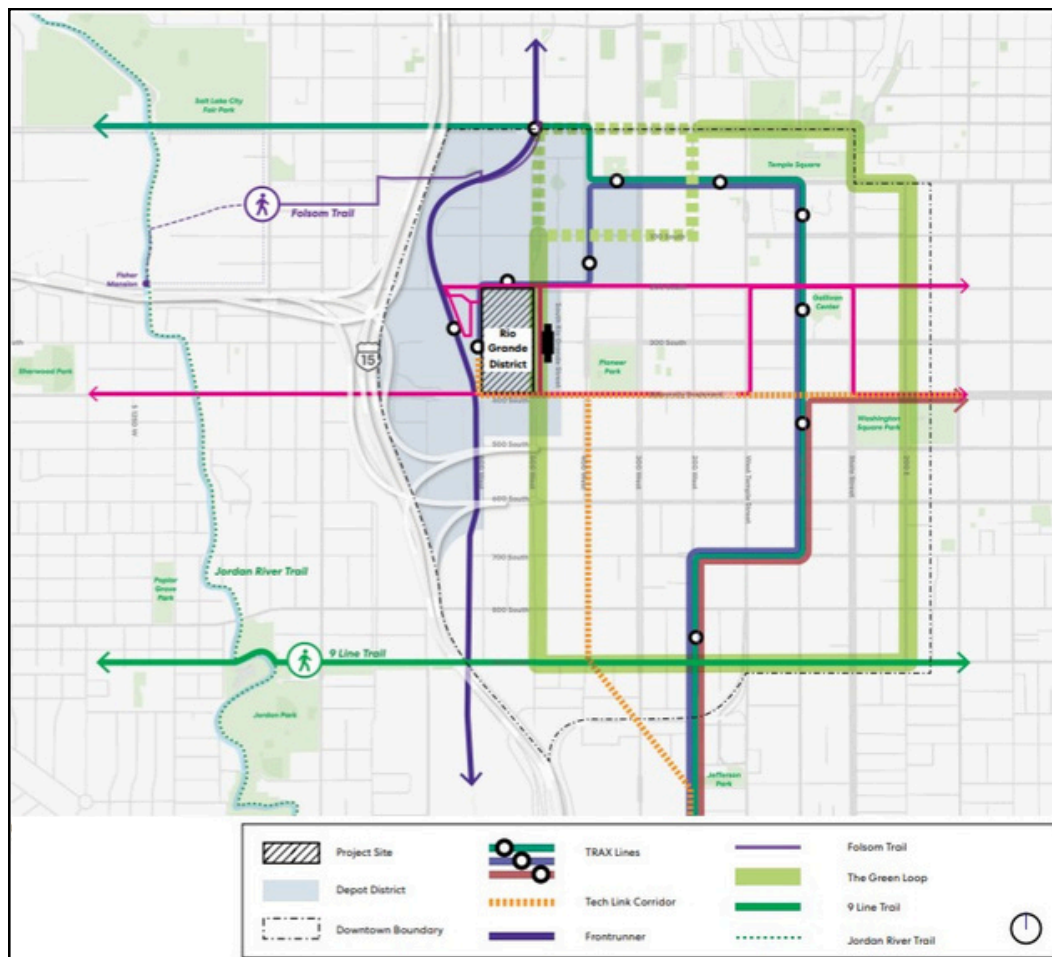


Figure 2. Transportation Context Map

Please refer to page 18 for a **map of the proposed HTRZ boundary and property tax increment collection parcels**, Attachment A for a **complete list of collection parcel ID numbers**, and page 24 for a **map of the sales and use tax collection boundary**.

Project Highlights

Rio Grande District

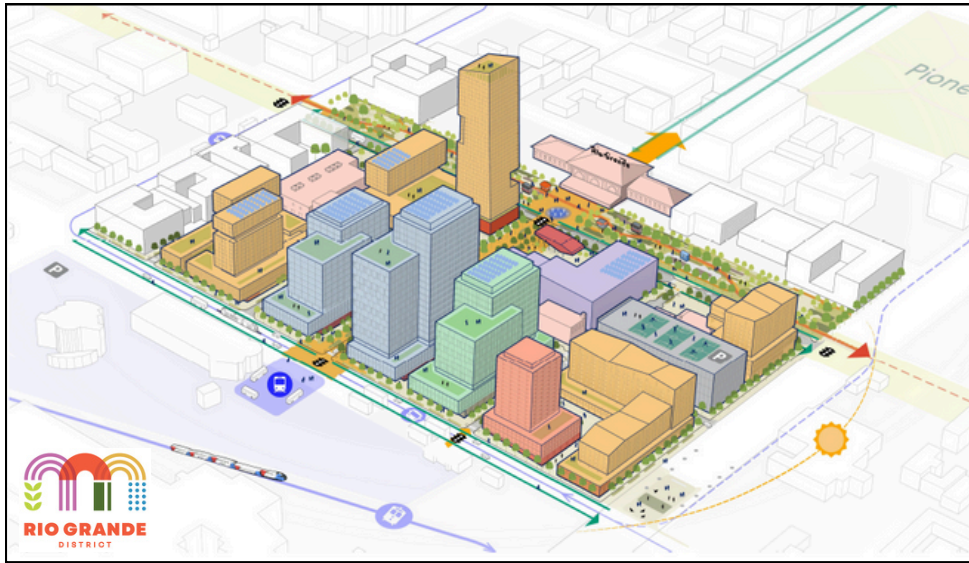


Figure 3. Diagram of Rio Grande District at full buildout

- The Rio Grande District is a **dense, mixed-use, transit-oriented development** located at the heart of the HTRZ with low-stress pedestrian and bicycle facilities that are seamlessly connected to Salt Lake Central Station.
- The Vision & Implementation Plan, which has been provided to the Committee, calls for a **network of unique public spaces** to support adjacent density, such as:
 - the reconstruction of 300 South into a **Festival Street** that can be closed and activated by the community;
 - an **Arts Alley** with art installations, cultural events, performances, and adjacent maker spaces for emerging artists;
 - a section of the **Green Loop**, a 5.5-mile urban trail and linear park that will be a critical part of the neighborhood's mobility network and provide much-needed open space and areas for recreation; and
 - the **addition of multiple mid-block streets** to enhance connectivity and walkability.
- Anticipated land uses include a high-intensity employment hub along 600 West with **incubator, lab, and office space** to support the State of Utah's growing innovation industries, a **hotel**, dedicated space for **community-benefitting non-profits**, and **residential mixed-use** throughout, including a 400-foot-tall residential tower.
- **USA Climbing** plans to build their permanent headquarters and national training facility on the southwest corner of 500 West and 300 South.
- The development concept prioritizes **activated ground floors** wherever possible, including a "Festival Retail Zone" along 300 South, a "Maker Space Zone" lining the Arts Alley, and "Transit Street Zone" on frontage near Salt Lake Central Station.
- A **shared parking structure** will concentrate parking at the perimeter of the District to reduce internal traffic, conflicts with pedestrians and bicyclists, and the amount of land devoted to parking at each individual development site.

Project Highlights

Redevelopment of Salt Lake Central Station



Figure 4. Rendering of new UTA headquarters and transit amenities that are being contemplated at Salt Lake Central Station - photo courtesy of Utah Transit Authority

- UTA is exploring the feasibility of redeveloping its land holdings within the HTRZ, including the current Salt Lake Central Station site, which is a prominent entry point to Salt Lake City for transit users.
- Preliminary designs include a **completely re-envisioned intermodal hub** with two six-story structures that are connected with an enclosed transit hall. Mass timber may be used due to its lighter weight, mitigating challenging soil conditions caused by the area's high groundwater table.
- Anticipated land uses include **retail and amenities for transit patrons on the ground floor and office uses on upper levels**, to include space for a **new UTA headquarters**.
- This is a **significant opportunity to improve the customer experience and accommodate smoother connections between various transportation modalities**.

Project Highlights

Green Loop

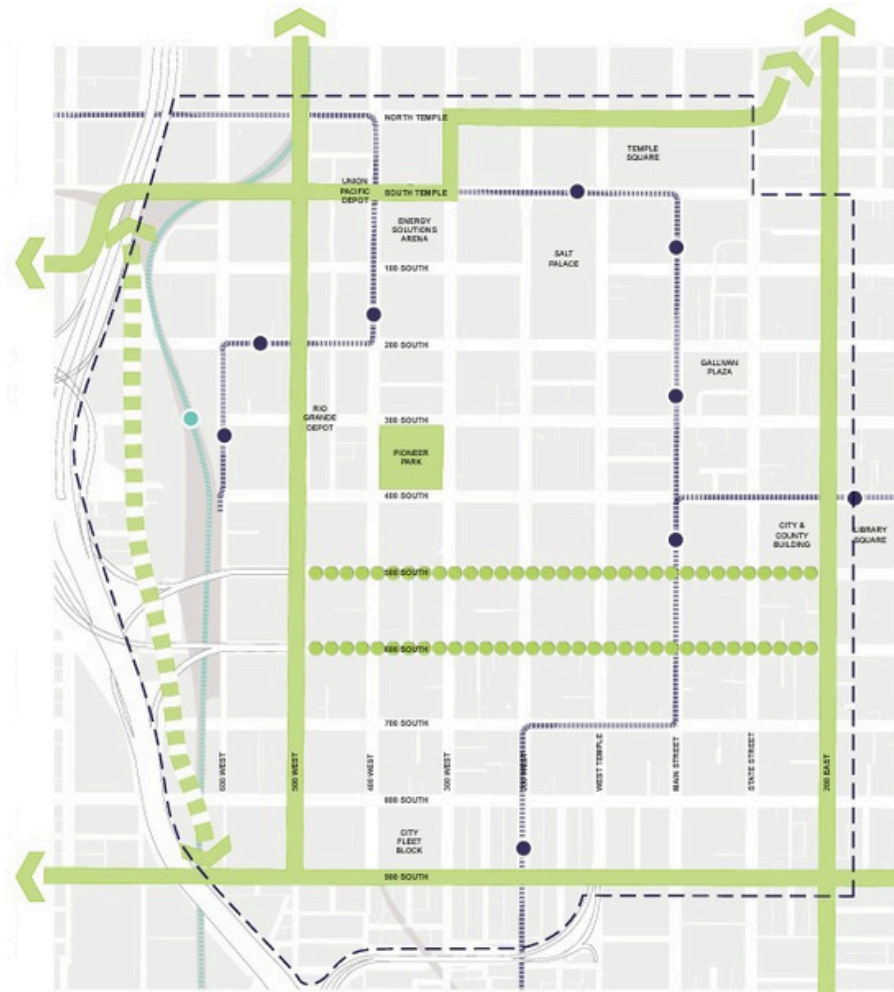


Figure 5. Green Loop concept as depicted in Salt Lake City's The Downtown Plan (2016)

- Planned 5+ mile **urban trail and linear park system** that will encircle downtown Salt Lake City.
- Project's objective is to improve the quality of life for people living, working, and traveling downtown by **adapting ~60 acres of existing street space to include more trees, shade, and comfortable options for a variety of transportation choices.**
- **Added green spaces will provide critical ecosystem services** and contribute to a more resilient city by **managing stormwater, reducing the heat island effect, and improving air quality.**
- Salt Lake City has developed a preliminary design concept for the eastern leg of the Green Loop to understand its impacts, constructability, and project costs. Western leg to follow.
- This is a **significant public investment** – preliminary construction cost estimate of ~\$8-10 million per block.



Figure 6. Historic and present images of 500 West near Rio Grande District, looking south



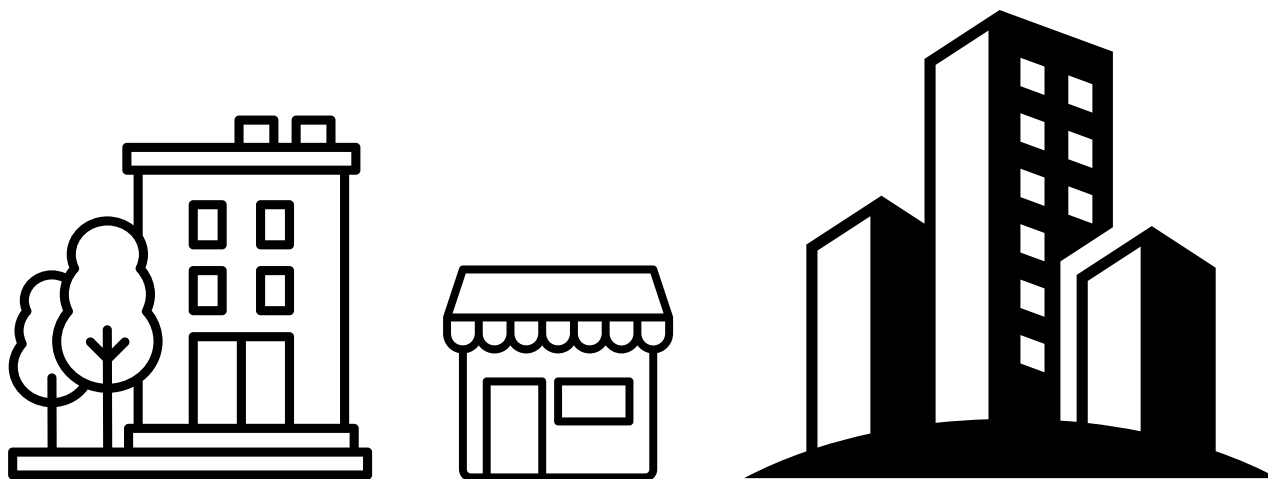
Figure 7. Rendering of potential Green Loop on 500 West near Rio Grande District, looking north

Development Plan

The HTRZ proposal and development model includes parcels with specific development plans as well as underutilized parcels that are likely to develop over the HTRZ's term. Where development-specific information is available, those details have been included. For parcels where development details are yet to be finalized, Salt Lake City zoning standards and industry-specific floor-to-area ratios were utilized to determine their highest and best uses.

Land Use	Square Footage (sf) / Count (#)
Residential Units	5,793
Commercial	565,358
Makers Space	59,000
Office	3,293,234
Hotel Rooms	325

Table 1. Anticipated land uses, by quantity



Housing Supply

Based on the development model, it is estimated that approximately 59.8% of the collection parcel acreage will incorporate residential uses for a total of 5,793 housing units averaging 83 units per acre.

Please refer to page 12 – Affordable Housing Funding Priorities – for further details on RDA-imposed requirements for varied dwelling unit sizes and housing affordability that is maintained through deed restriction.

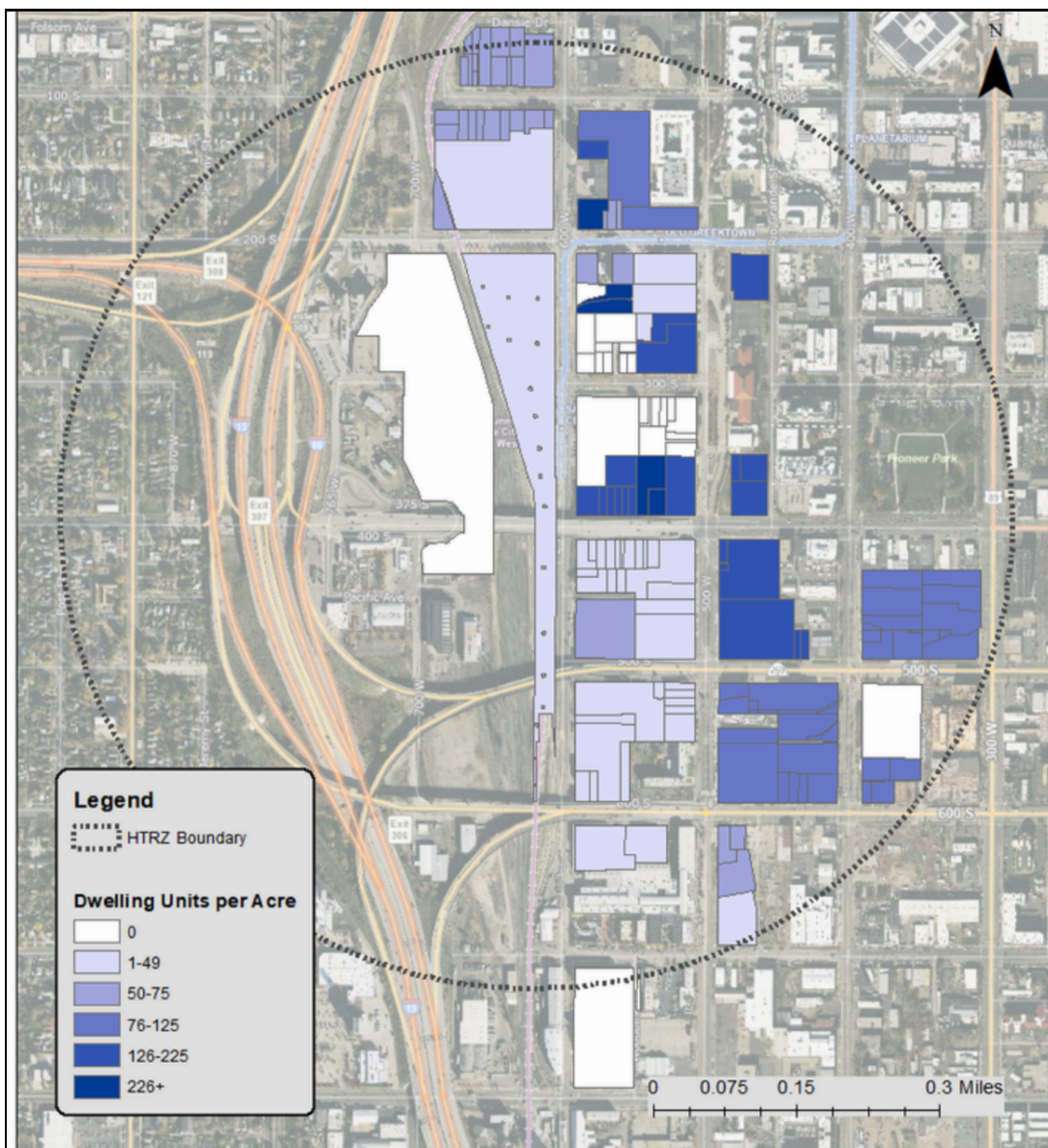


Figure 8. Map of estimated housing density, by collection parcel

Affordable Housing Funding Priorities

The RDA has multiple policies in place to ensure that requirements contained in Utah Code 63N-3-603(2) will be met or exceeded with administration of the HTRZ:

HTRZ Tax Increment Reimbursement Policy - Establishes guidelines for the distribution of HTRZ tax increment to project developers or property owners via tax increment reimbursement agreements.

Threshold Requirements of Projects that Incorporate Housing:

- a. *At least 10% of housing units within a project must be affordable to those earning 60% of the area median income ("AMI") and below, or, 20% of units must be affordable to those earning 80% AMI and below. Income averaging of units within a single project may be utilized to achieve AMI thresholds.*
- b. *If the ground floor is not a private residence, projects must include ground floor space that is activated with commercial, office, or retail uses that are not exclusive to the tenants of the building.*

Affordable Housing Requirements:

- a. *Deed Restriction – Prior to executing a participation agreement, a restriction shall be recorded against the property that requires continued use of the specified units as affordable housing for at least 30 years.*
- b. *Bedroom Count Mix – The affordable units shall be located on different floors of the building and spread among bedroom counts (1-bedroom, 2-bedroom, 3-bedroom, etc.) in the same proportion as the units available within the rest of the project.*

Housing Development Funding Strategy - Establishes housing priorities for the current fiscal year, to be implemented via the RDA's various housing funding programs. Adopted funding priorities for FY25 are as follows:

- a. Deeply Affordable Housing: *Expand the availability of units for extremely low-income households, thereby providing housing options for individuals or families that are homeless or at risk of homelessness;*
- b. Affordable Family Housing with Amenities for Children: *Provide opportunities for families to enjoy the many benefits of urban living by encouraging the development of housing that is more conducive to larger household sizes that have at least three or more bedrooms and includes family-oriented amenities;*
- c. Wealth Building Opportunity: *Facilitate the ability for low-moderate income households to build wealth through different pathways such as homeownership, supplemental income opportunities, stipends for renters, cooperative housing, and other wealth building models;*
- d. Neighborhood Commercial and Services: *Promote an array of commercial spaces that support the neighborhoods, such as daycares, restaurants, and retail spaces; and*
- e. Expand Opportunities: *Provide affordable housing within areas that have access to resources that may improve a person's chances of upward economic mobility as identified on RDA's High Opportunity Area map.*

Zoning

As can be seen in the map on the next page, the majority of the proposed HTRZ land area is currently zoned as either **Gateway-Mixed Use (G-MU)** or **General Commercial (CG)**.

Per the Salt Lake City Zoning Ordinance, Title 21A.31, the **G-MU District** is intended to:

- Serve as an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape;
- Have a mixed-use character with supportive retail, service commercial, office, and high density residential uses;
- Encourage urban-scale commercial development along the 200 South corridor; and
- Host a primarily residential corridor along 500 West, from North Temple to 400 South.

Per the Salt Lake City Zoning Ordinance, Title 21A.26, the **CG District** is intended to:

- Enhance the economic vitality of the City as a whole, encourage sustainable and profitable businesses, and create dynamic and vital business districts;
- Provide economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial, and low intensities of manufacturing and warehouse uses;
- Include safe, convenient, and inviting connections that provide access to businesses from public sidewalks, bike paths, and streets; and
- Be accessed under a hierarchy that places the pedestrian first, bicycle second, and automobile third.

The RDA is preparing an application to amend the zoning designation of select parcels from G-MU to **Downtown Secondary Central Business District (D4)** to accommodate the implementation of the Rio Grande District Vision & Implementation Plan; primarily, to allow for taller building heights. The G-MU zone allows for maximum heights of 90 feet with up to 180 feet possible with additional design review. A D4 designation would allow for building heights up to 200 feet by right with a potential height of 600 feet permitted with additional design review. The Mayor and City Council have both expressed support for increased buildings heights within the Rio Grande District and the necessary zoning changes will be in place before its collection phase is triggered.

Per the Salt Lake City Zoning Ordinance, Title 21A.30, the D4 District is intended to:

- Foster an environment consistent with the area's function as a housing, entertainment, cultural, convention, business, and retail section of the city that supports the Central Business District; and
- Contain development that supports the regional venues in the district, such as the Salt Palace Convention Center.

Map of Current and Proposed Zoning for Property Tax Increment Collection Parcels

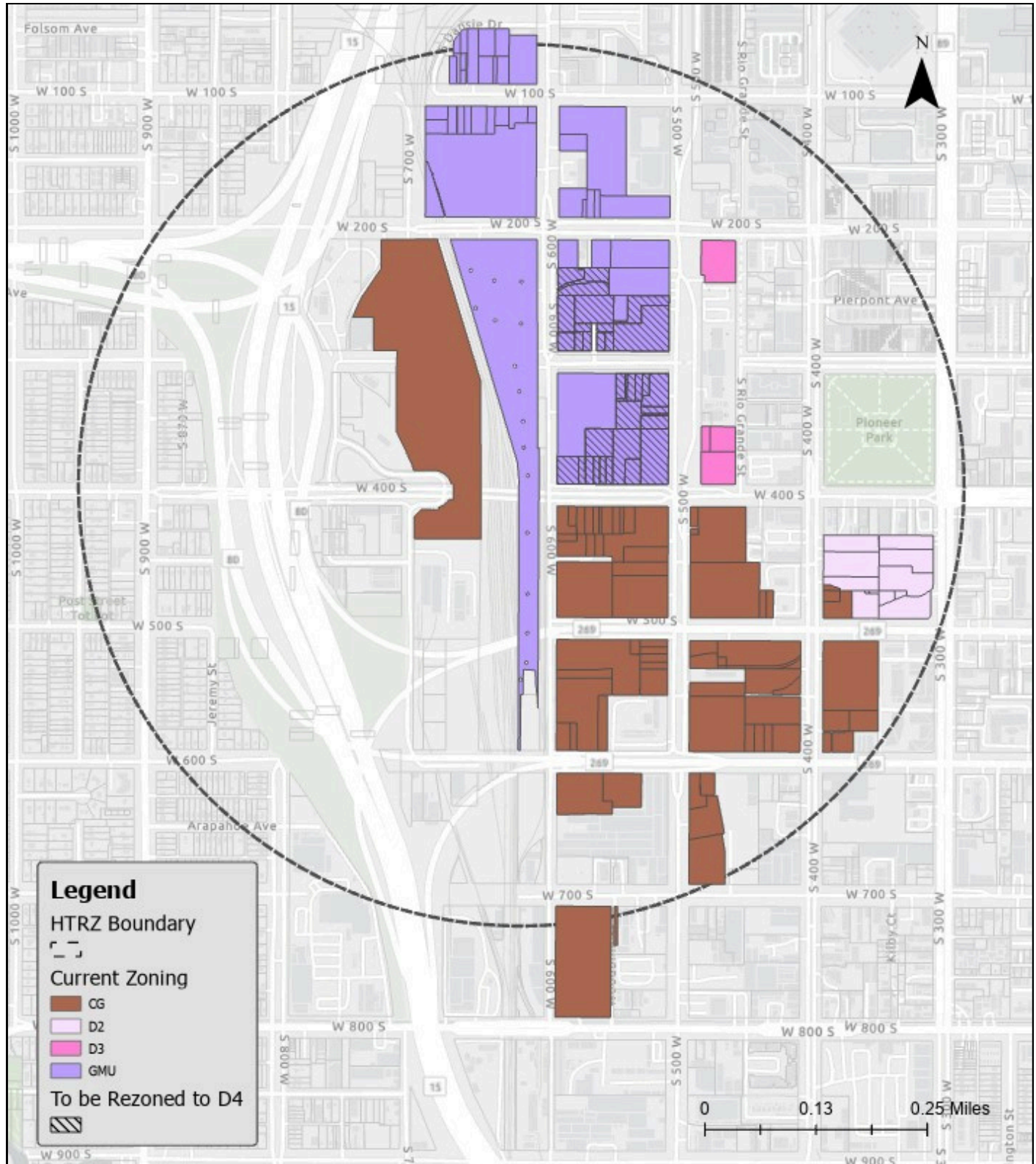


Figure 9. Map of current and proposed zoning for property tax increment collection parcels

Key Objectives

Per 63N-3-603(1), a HTRZ proposal shall promote the following objectives:

Higher utilization of public transit

The proposed Salt Lake Central HTRZ may be the most transit-rich site in the entire State of Utah and the convergence of FrontRunner, TRAX, local bus routes, Amtrak, and Greyhound services will offer compelling alternatives to a vehicle for those who live, work in, and visit the area. Planned future TRAX extensions will enhance rider options with direct connections to the Airport, U of U, and emerging Granary District. The broader UTA transit network provides access to event venues such as America First Field, the future ballpark being developed at Daybreak, and other higher education institutions via the FrontRunner line that runs from Ogden to Provo.

Increasing availability of housing, including affordable housing, and fulfillment of moderate income housing plans

As described on page 12, the RDA intends to utilize its HTRZ Tax Increment Reimbursement Policy to offset increased costs associated with affordable housing. Implementation of this policy will ensure that minimum affordable housing thresholds outlined in 63N-603-2 are not only met but surpassed. Tax increment generated with the HTRZ may also be utilized to support the RDA's other various housing funding programs, which are developed in coordination with Salt Lake City and meant to support its moderate income housing plan, Housing SLC (2023).

Promoting and encouraging development of owner-occupied housing

The Agency has published the Residential Wealth Building Pilot Program, which is aimed at helping low-to moderate-income families and individuals build wealth through affordable housing opportunities. This initiative is designed to address the homeownership gap in Salt Lake City and provide innovative pathways for economic stability. The Residential Wealth Building Pilot Program will offer funding for projects that create affordable homeownership and shared equity models, supporting the development of family and workforce housing. With an emphasis on promoting long-term financial stability and wealth accumulation, the program prioritizes housing development solutions such as rent-to-own units, condo or co-op conversions, tenant shared-equity models, and more. The initiative aligns with RDA's goal of equitable economic growth, addressing systemic barriers to wealth for underserved communities.

Improving efficiencies in parking and transportation, including walkability of communities near public transit facilities

The Rio Grande District - which will form the heart of the HTRZ near Salt Lake Central Station - is envisioned to become a model of urban-scale transit-oriented development for the State of Utah. The Vision & Implementation Plan prioritizes connectivity and accessibility with the creation of new mid-block streets, low-stress pedestrian and cyclist facilities, and a safe and walkable environment with highly activated ground floor spaces. The Plan also includes a shared parking garage that will concentrate parking at the perimeter of the Rio Grande District a) so that other land can be put to more efficient uses and b) to reduce the number of curb cuts and potential vehicle-pedestrian conflicts within the core. Public parking spaces within the shared structure could be utilized by those accessing Salt Lake Central Station to take transit elsewhere.

Overcoming development impediments and market conditions that render a development cost prohibitive absent the proposal and incentives

The RDA acknowledges that the level of density associated with transit-oriented development will incur substantial horizontal and vertical construction costs. Although interest rates have fallen, and are forecasted to continue to fall through 2025, they remain high enough to stall this caliber of development. The HTRZ will allow the RDA to fund critical infrastructure upgrades and offer eligible development projects a tax increment reimbursement to overcome increased costs and encourage more timely development. This is especially crucial given the timing of the 2034 Winter Olympics.

Conserving water resources through efficient land use

The dense nature of the proposed developments within the HTRZ leads to water conservation via efficient landscape design and the lack of individual lawns requiring irrigation, as compared to single family or less-dense development. According to the EPA's *Protecting Water Resources with Higher-Density Development* study, it has modeled that on a per housing unit basis, higher density developments produce less stormwater runoff and provide less impervious cover than low-density development. The decrease in stormwater runoff can assist in the reduction of downstream pollutants and toxins being deposited due to storm runoff which, combined with other efforts, seek to prevent the Great Salt Lake from further decline.

Improving air quality by reducing fuel consumption and motor vehicle trips

The proximity and network breadth of Salt Lake Central Station provides viable alternatives to vehicle usage. By bringing uses such as office, retail, and housing within walking distance of each other, there are efficiencies that would not otherwise be viable. Salt Lake Central provides transit access to the wider Wasatch Front and can reduce vehicle trips. According to the Institute of Transportation Engineers (ITE), mixed-use development leads to 20% internal capture, or reduced vehicle trips, which directly lowers vehicle emissions.

Encouraging transformative mixed-use development and investment in transportation and public transit infrastructure in strategic areas

Strategic land use and municipal planning in major transit investment corridors as described in Subsection 10-9a-403(2)

These objectives perfectly encapsulate the vision for the area, and the HTRZ will be a key tool in bringing the many moving parts together to deliver on it. The Rio Grande District will raise the bar for development in Salt Lake City and Utah with unprecedented levels of density, mixed-use design, walkability, and sustainability. The proposed redevelopment of UTA's Salt Lake Central Station will enhance the public transit experience at a primary gateway to the city, which is vital to providing lasting impressions for riders and growing ridership levels. Other initiatives such as the planned TRAX extensions, Green Loop, and 400 South Bikeway will only enhance the overall network and feasibility of its use to access jobs, shopping, recreational, and educational opportunities across the Wasatch Front.

In addition, Salt Lake City was awarded nearly \$2 million from the U.S. Department of Transportation to study solutions for eliminating barriers caused by transportation infrastructure, and there is potential for this work to result in recommendations within the HTRZ. Local advocates have developed the concept of relocating freight and Frontrunner rails into an underground train trench (the "Rio Grande Plan" - not to be confused with the Rio Grande District Vision & Implementation Plan), which is one option that will be considered through this effort.

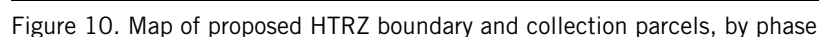
Increasing access to employment and educational opportunities

The tax increment generated from the HTRZ can be used to support the development of residential, office, and retail spaces that would otherwise not be built at this time due to the current cost prohibitive market conditions. Jobs will be created within the HTRZ through the construction of these new spaces. The RDA intends to partner with organizations such as EDCUtah, the Salt Lake Chamber, and the Governor's Office of Economic Opportunity to find the optimal developers and tenants. In addition, residents of the HTRZ can utilize adjacent transit infrastructure to access job centers and educational institutions across the Wasatch Front. Many universities and colleges have partnered with UTA to provide their enrolled students with free transit access.

Increasing access to child care

Salt Lake City has identified a need for more child care facilities in the city, and tax increment generated from the HTRZ could be used to incentivize their inclusion in residential or commercial developments within the HTRZ. Additionally, the Agency has a Housing Development Loan Program that provides competitive low-interest loans to projects that meet certain project priorities, one of which is affordable family housing with amenities for children.

Phase 1 includes private development projects that are anticipated to commence in the near-term, several of which incorporate market-rate and affordable housing. Phase 2 includes the planned redevelopment of RDA and UTA-owned property*, as well as other sites that have high redevelopment potential but are too early in their planning processes to have finalized numbers. Attachment B provides the development absorption, construction, and assessed value estimates for both phases.



Redevelopment Agency of Salt Lake City

Sources

Over the HTRZ term, it is projected that a total of \$722,903,684 in property tax increment will be generated. With an 80% taxing entity participation rate, \$578,322,947 may be available to support HTRZ development. Projected tax increment generation has been broken down by taxing entity below. See Attachment C for more information on base year values that were used in these calculations.

Taxing Entity	100% Tax Increment (\$)	80% Tax Increment (\$)
Salt Lake County	103,718,375	82,974,700
Salt Lake City School District	294,935,179	235,948,144
Salt Lake City	224,103,118	179,282,495
Salt Lake City Library	43,674,811	34,939,849
Salt Lake Metropolitan Water District	14,880,685	11,904,548
Salt Lake City Mosquito Abatement District	11,830,145	9,464,116
Central Utah Water Conservancy District	29,761,370	23,809,096
TOTAL Property Tax Increment	722,903,684	578,322,947

Table 2. Projected property tax increment generation, by taxing entity

Uses

The RDA proposes to utilize 98% of the tax increment funds generated within the HTRZ to support development projects by incentivizing high levels of public benefit and investing in surrounding infrastructure. The remaining 2% of the budget will cover costs associated with administration of the HTRZ. See Attachment C for a more detailed tax increment budget.

Use of Funds	Tax Increment (\$)
HTRZ Development Activities (98%)	566,756,488
Administrative Costs (2%)	11,566,459
TOTAL Available Property Tax Increment	578,322,947

Table 3. Proposed uses of property tax increment

Proposed Expenditures

A priority of the proposed HTRZ is to facilitate the buildout of two downtown projects that together have the potential to serve as the model of urban transit-oriented development for the State of Utah: the redevelopment of the RDA's Rio Grande District assemblage and UTA's Salt Lake Central Station area to the west. Both efforts will be carried out through public-private partnerships and as such, HTRZ tax increment will be used to support both public and private project components. Funding will also be made available to leverage other anticipated private investment throughout the HTRZ, which includes land with some of the highest development potential left in Salt Lake City.

The following areas of proposed expenditure will help overcome development impediments inherent to the site and current market conditions, and enable the levels of density, walkability, accessibility, sustainability, and affordability envisioned for the area:

- **Horizontal construction costs**
- **Enhanced vertical construction costs**
- **Structured shared parking**
- **Affordable housing**
- **Property acquisition costs**

Separately, the RDA anticipates supporting public initiatives that would enhance private development planned within the HTRZ area, such as potential light rail extensions and implementation of the Green Loop. Large-scale capital projects like these require multiple funding sources and the contribution of tax increment will not exceed the level of impact that the project will have on the HTRZ.

Horizontal Construction Costs

The HTRZ is in dire need of underground and surface-level improvements to accommodate dense, walkable development. Due to historic industrial land uses, some sites will require environmental remediation. Water, electrical, sewer, and stormwater utilities will need to be upgraded to provide the capacity needed for the level of density that is encouraged by Salt Lake City Master Plans, The Rio Grande District Vision & Implementation Plan, and Salt Lake Central Station Area Plan. New and reconstructed streets will make the area surrounding Salt Lake Central Station more walkable, accessible, and safe for alternative mode users. Publicly accessible open spaces will provide areas of respite from the surrounding density. For the Rio Grande District, the RDA has commissioned an infrastructure design team that is pursuing Envision certification to prove a model of sustainable infrastructure that can be replicated by others in the HTRZ, City, and State. The estimated cost of planned utility and streetscape upgrades in the Rio Grande District, only, is approximately \$25 million, and those costs will increase when extended to others areas of the HTRZ.

Enhanced Vertical Construction Costs

Through its work in developing the Rio Grande District Plan and regular communication with property owners and developers within the HTRZ area, the RDA is aware of the challenges of implementing a vision of this scale. The Rio Grande District is envisioned to contain taller buildings ranging from 75 feet to 400 feet in height. These structures will have specialized uses including life science space, corporate offices, retail, and residential towers. Due to the high water table and soil liquefaction potential, these taller structures will require additional engineering and stabilization enhancements to ensure site safety. Some or all of the structures may require a base isolator system to mitigate movement during earthquakes, which can lead to an additional cost. Due to the structural requirements of concrete and steel in buildings taller than seven stories, and the need for elevator and safety systems, this will have an impact on construction costs and possibly push projects into the cost-prohibitive zone absent the HTRZ and tax increment incentives.

Additionally, the RDA will encourage new development within the HTRZ to be highly efficient, all-electric, and incorporate on-site renewables, where possible. Developers within the area have advised that to meet the expected sustainable building requirements, construction costs will be at least 2.33% higher than traditional construction would cost. The HTRZ tax increment may be used to offset this additional cost for developments that qualify for tax increment reimbursement agreements as a means to reduce carbon emissions and improve the region's air quality.

Structured Shared Parking

In support of the HTRZ goal to enhance the efficiency of parking, it is anticipated that a large number of structured parking stalls will be constructed within the HTRZ. Due to the high water table at 6 to 8 feet in the area, and the high liquefaction potential of the soil, any parking structure will incur additional costs to stabilize and reinforce the structure against the current ground conditions. The RDA is exploring the option of constructing a 510-stall parking structure at the perimeter of the Rio Grande District at an estimated cost of \$35 million. As the core of the District is envisioned to be pedestrian and bike friendly, this structure will allow vehicles to be parked on the edge of the Rio Grande District and allow visitors to walk to nearby destinations and access the Salt Lake Central FrontRunner Station. As future residential developments begin the planning phases, it is anticipated that they will contain their own parking structures, which may require the use of tax increment to support the structured parking costs.

Affordable Housing

Supporting affordable housing is one of the RDA's top priorities. HTRZ code requires that at least 9% of housing units within the HTRZ be affordable to those earning 80% AMI and an additional 3% of housing units be affordable to those earning 60% AMI or below. The RDA will work to support additional affordable units through programs such as the RDA's Housing Development Loan Program.

Average Market Rate Monthly Rents

The Cushman & Wakefield 2023 Multifamily Report indicates that the average monthly Salt Lake County one-bedroom rental rate is \$1,514.¹ In their Mid-Year Apartment Market Report, CBRE noted that the "Downtown submarket has the highest rents at \$2,058 representing a weighted average of units with a rental rate 20% to 42% higher than suburban markets."² Using these two data sources, the average Salt Lake County monthly rent for a one-bedroom apartment was inflated by 31% to account for the difference between rental rates in downtown Salt Lake City and those in Salt Lake County as a whole. Therefore, monthly rent was estimated to average \$1,983 for a one-bedroom apartment in this downtown neighborhood.

Affordable Monthly Rents

In 2024, the monthly rent for a one-bedroom unit that is affordable to households earning 60% of the Salt Lake County AMI is \$1,299; the monthly rent for a one-bedroom unit affordable to households earning 80% of the AMI is \$1,733.

Estimated Housing Revenues

Using a 2.5% vacancy rate and an annual increase in rental rates of 3.0%, the estimated housing revenue over the term of the HTRZ - if all occupied residential units were market rate - is \$5.26 billion. Using the HTRZ affordable housing requirements for 9% of units to be affordable to households earning 80% AMI and 3% of the units to be affordable to households earning 60% AMI, the estimated housing revenue is \$517.82 million. Therefore, including affordable housing at levels that meet the HTRZ requirements creates a housing revenue gap of \$114.38 million. See Attachment D for additional affordable housing gap analysis details.

In addition to the financial gap resulting from reduced rental housing revenue, apartment units subject to rent restrictions generally have less value than comparable market rate units. This creates a capitalized value differential, further increasing the financial gap for affordable housing. The RDA intends to use HTRZ tax increment and programs such as the RDA's Housing Development Loan Program to help bridge the gap created by reduced rental revenue and capitalized value for affordable housing projects.

Property Acquisition Costs

Recent appraisals have valued land within the HTRZ at \$6.6 million/acre. The Agency may acquire distressed property within the HTRZ to further activate or complement existing projects. The Agency may also acquire distressed land to conduct environmental cleanup or contribute to environmental remediation efforts on contaminated land.

1: Cushman & Wakefield Apartment Market Report: Great Salt Lake Area Mid-Year 2023

2: CBRE Multifamily Market Report: Mid-Year 2023, Critical Data for Unsettled Times

Alternative Funding Sources

Participating HTRZ tax increment will be leveraged with various other federal, state, and locally offered funding programs to maximize the reach and impact of development activities and reduce the financial gap. A menu of applicable options is outlined below:

Low-Income Housing Tax Credit Program (LIHTC)

The LIHTC program provides a federal tax incentive to construct or rehabilitate affordable rental housing with below-market rents.

Salt Lake City Housing Development Loan Program (HDLP)

The HDLP provides low-cost gap financing to incentivize the development, rehabilitation, and preservation of affordable housing within municipal boundaries.

Transit Transportation Investment Fund (TTIF)

TTIF funds are administered by the Utah Transportation Commission and used to construct transit or first/last mile capacity projects.

Utah State Infrastructure Bank (SIB)

The SIB offers low-cost infrastructure loans to public entities for acquisition, construction, reconstruction, rehabilitation, equipping, or fixturing transportation projects that are part of a state, regional, or local general or transportation plan, or economic development initiative. Funds can also be used to improve sewer or water infrastructure that is owned by a public entity.

EPA Brownfields Revolving Loan Fund

Salt Lake County administers a revolving fund that offers loans from \$10,000 to \$500,000 to entities redeveloping qualified brownfield sites.

Salt Lake City Neighborhood Building Improvement Program (NBIP)

The NBIP provides grants up to \$50,000 to Salt Lake City business and commercial property owners to make façade improvements that increase street appeal, positively affect the surrounding neighborhood, and boost the economy on a local level.

Salt Lake City Economic Development Loan Fund (EDLF)

The EDLF provides loans up to \$300,000 for the purposes of stimulating business development and expansion, creating employment opportunities, encouraging private investment, promoting economic development, and enhancing neighborhood vitality and commercial enterprise in Salt Lake City.

Commercial Property Assessed Clean Energy (C-PACE)

The C-PACE program, supported by the State, provides financing options with long-term repayment options to help businesses afford energy efficiency upgrades and the installation of renewable energy systems, with the goal to help improve Utah's air quality by reducing overall carbon footprint.

Sales & Use Tax Increment

Sales & Use Tax Collection Boundary

The SLC RDA coordinated with the Utah State Tax Commission to set the proposed sales & use tax collection boundary shown in the map below, which includes a majority of the proposed property tax increment collection parcels.

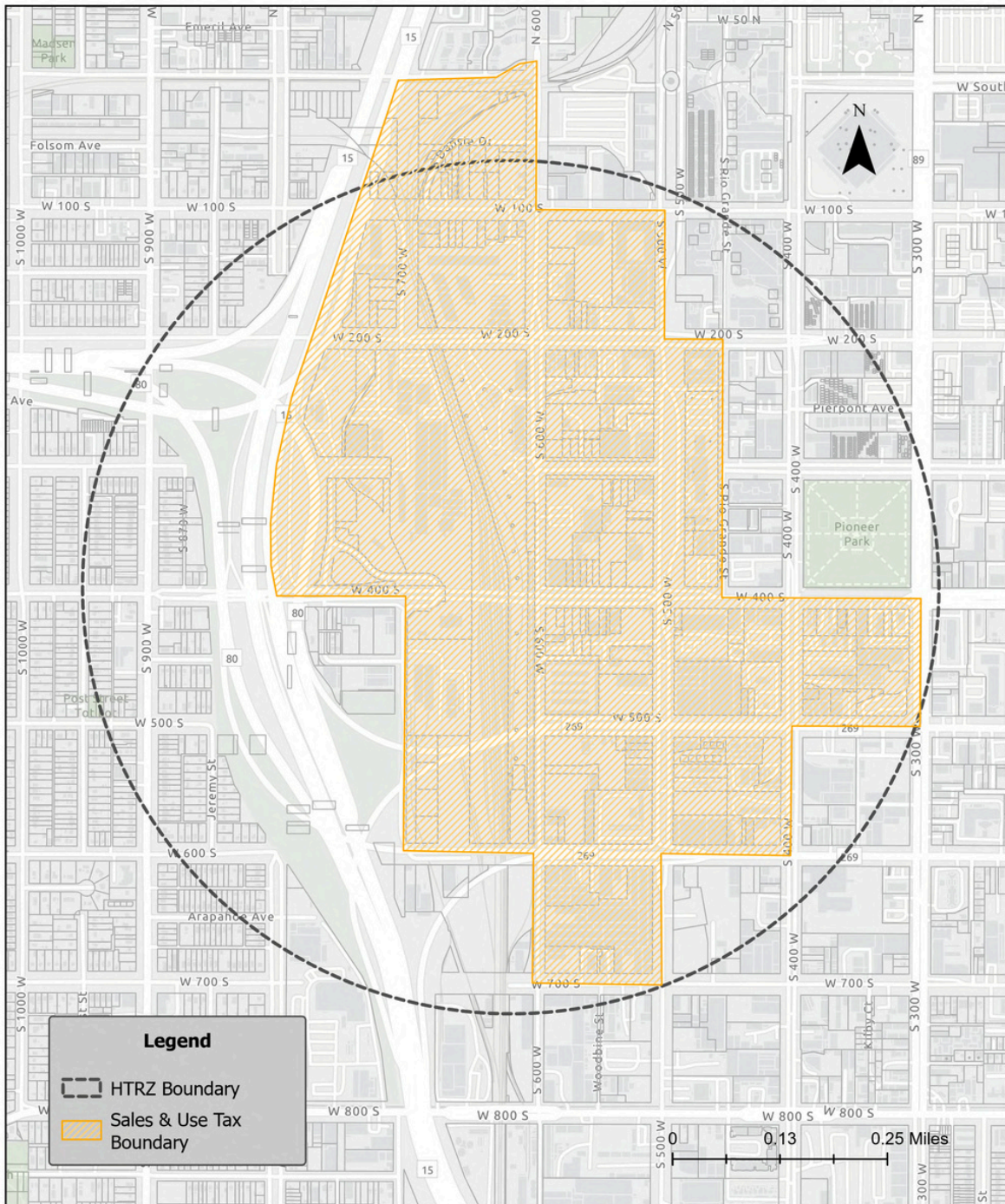


Figure 11. Map of proposed sales & use tax collection boundary

Sales & Use Tax Base Year	TY 2028
Estimated Base Year Value (taxable sales)	\$19,742,787
Incremental Taxable Sales	\$4,938,013,012
Estimated Sales Tax to TTIF	\$32,046,068

Sales & Use Tax Base Year Value

The estimated 2028 sales & use tax base year value was calculated using the \$11,996,574,173 total 2023 taxable sales for Salt Lake City. Using the City's total taxable sales and acreage, a proportion was created to determine an approximate base year taxable sales value for the HTRZ. The HTRZ represents 0.16% of Salt Lake City acreage and was assumed to account for 0.16% of taxable sales, providing a taxable sales base year value of \$19,742,787.

This sales and use base year value is included as an estimate only. Per the HTRZ Act, the Utah State Tax Commission will determine the actual sales & use tax base year value. The sales & use tax information included here is included only as a projection. Any sales and use tax information provided by the Utah State Tax Commission will supersede the estimate included in the HTRZ application.

Sales Tax Generation

The Salt Lake City commercial gross taxable sales were divided by the City's estimated commercial square footage to calculate an average commercial sales per square foot value of \$251. Online sales per resident are estimated to be \$2,301 per year. Using the projected absorption of residential and commercial development, taxable sales were projected for the HTRZ term. A 3% annual growth rate was applied to taxable sales. The total incremental taxable sales during the HTRZ term is projected to be \$4,938,013,012, or an average of \$176,357,608 per year. The sales and use tax generated over the full term is estimated to be \$213,640,452. The 15% set aside of the sales and use tax for the Transit Transportation Investment Fund (TTIF) is estimated at \$32,046,068. Attachment G includes additional details regarding the estimated sales tax generation.

Attachment A

List of Property Tax Increment Collection Parcels

Salt Lake Central Station HTRZ

Parcel List

Parcel Number	Legal Description	Phase	Tax Area	Taxable Value (2024)	Acres	% Residential	Residential Acreage
15011080320000	MCCARTHEYS 1S 0907LOT 2, MCCARTHEY'S SUB.	1	01N	21,250,405	3.390	100%	3.39
15011520260000	BEG SE COR LOT 7, BLK 63, PLAT A, SLC SUR; S 89°52'56" W 356.52 FT; N 00°03'58" W 71.95 FT; S 89°52'42" W 5.21 FT; N 00°03'58" W 17.60 FT; N 89°56'02" E 5.21 FT; N 00°03'58" W 75.51 FT; N 89°53'01" E 356.52 FT; S 00°03'58" E 165.05 FT TO BEG.	2	01N	4,895,092	1.350	95%	1.28
15011510210000	ALL OF THAT CERTAIN LAND DISCLOSED BY SALT LAKE CITY ORDINANCE NO. 26 OF 2014 (CLOSING A PORTION OF 300 SOUTH STREET BETWEEN 500 WEST AND 600 WEST STREETS) RECORDED JUNE 12, 2014 AS ENTRY NO. 11864850 IN BOOK 10237 AT PAGE 7422-7425 IN THE SALT LAKE COUNTY RECORDER'S OFFICE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 1, BLOCK 63, PLAT "A"; THENCE S0°03'31"E 23.89 FEET; THENCE S89°55'33"W 664.00 FEET; THENCE N0°03'33"W 23.42 FEET TO A POINT THAT IS S89°53'09"W 4.00 FEET FROM THE SOUTHWEST CORNER OF LOT 2, BLOCK 63; THENCE N89°53'09"E 664.00 FEET TO THE POINT OF BEGINNING.	2	01N	-	0.739	97%	0.72
15011520250000	BLK 063 PLAT A 1P 0202BEG S 00°11'10" W 330.13 FT FR NE COR OF BLK 63 PLAT A, SLC SUR; S 00°11'10" W 59.02 FT M OR L; N 89°52'10" W 165.09 FT M OR L; S 00°11'08" W 106.04 FT M OR L TO S'LY LINE OF LOT 8; ALG SAID S'LY LINE N 89°52'10" W 165.09 FT TO SW C	2	01N	-	0.560	97%	0.55
15011520210000	219BEG AT SE COR LOT 1, BLK 63, PLAT A, SLC SURV; S 89°53'08" W 330.19 FT; N 00°03'21" W 165.07 FT; N 89°53'11" E 165.08 FT; N 00°03'32" W 106.04 FT; N 89°53'11" E 165.08 FT; S 00°03'42" E 271.10 FT TO BEG. 1.65 AC M OR L (BE	2	01N	4,055,140	1.650	97%	1.61
15013020180000	1112BEG SE COR OF LOT 7, BLK 46, PLAT A, SLC SUR; N 80.75 FT; E 10 RDS; N 10 FT; W 10 RDS; N 74.25 FT; W 9 RDS; S 10 RDS; E 9 RDS TO BEG. 0.60 AC M OR L. 3914-0131 5036-0001 5117-1156 5686-0645 7289-1673 8599-0917	2	01N	-	0.600	0%	0.00
15013020190000	BLK 046 PLAT A 1P 1112BEG S 12 RDS FR NE COR OF LOT 8, BLK 46, PLAT A SLC SUR; W 7RDS; N 1.0 FT; W 3 RDS; S 42.25 FT; E 10 RDS; N 2.5 RDS TO BEG. 0.16 AC M OR L. 3914-0131 5036-0001 5117-1156 5686-0645 7389-1673 8599-0917	2	01N	-	0.160	0%	0.00
15013020200000	BLK 046 PLAT A 1P 1112BEG SE COR OF LOT 8, BLK 46, PLAT A, SLC SUR; N 80.75 FT; W 10 RDS; S 80.75 FT; E 10 RDS TO BEG. 0.31 AC M OR L. 3914-0131 5036-0001 5117-1156 5686-0645 7389-1673 8597-0917	2	01N	-	0.310	0%	0.00
15013020170000	215BEG AT SW COR LOT 2, BLK 46, PL A, SLC SUR; E 71.6 FT; N 150FT; E 93.4 FT; N 180 FT; W 10 RDS; S 20 RDS TO BEG. 3997-0484 5355-1358 8599-0921	2	01N	-	0.930	50%	0.47
15013020210000	BLK 046 PLAT A 1P 1112BEG AT SE COR LOT 2, BLK 46, PLAT A, SLC SUR; W 93.4 FT; N 150 FT; E 93.4 FT; S 150 FT TO BEG. 0.32 AC M OR L. 4030-0416 5807-1515 5977-2300 6452-0712 6793-72 6793-0071 7671-0762 7844-2053 8599-0917	2	01N	-	0.320	50%	0.16
15011510050000	415BEG AT NW COR LOT 4, BLK 63, PL A, SLC SUR; N 89°53' E 120 FT; S 0°03'33" E 12 FT; N 89°53'07" E 35 FT; S 0°03' E 52.82FT; S 74°34' W 108.06 FT; S 59°37'27" W 58.85 FT; N 0°03'33"W 123.05 FT TO BEG. TOGETHER WITH 4 FT STRIP VACATED STREET ABUTTING ON	2	01N	-	0.310	0%	0.00
15011510080000	1211BEG AT SW COR LOT 4 BLK 63 PLAT A SLC SUR N 24.95 FT N 57°23' E 59.45 FT N 76°56' E 50 FT N 85°39' E 50 FT E 27 FT N 11.33 FT E 107.47 FT S 11.33 FT E 20.5 FT S 72.1 FT W 303.6 FT TO BEG TOGETHER WITH 4 FT STRIP VACATED S	2	01N	-	0.490	69%	0.34
15011510200000	EG N 00°03'23" W 24.95 FT & S 57°19'05" W 4.75 FT FR SW COR LOT 4, BLK 63, PLAT A, SLC SUR; N 00°03'23" W 17.24 FT; N 59°36'50" E 63.53 FT; N 74°33'28" E 108.09 FT; N 00°03'59" W 52.84 FT; S 89°52'41" W 35.01 FT; N 00°03'59" W 12.04 FT; N 89°53'01" E 183.67 FT; S 00°03'58" E 75.51 FT; S 89°56'02" W 5.21 FT; S 00°03'58" E 17.6 FT; S 89°52'42" W 15.29 FT; N 00°03' 58" W 11.33 FT; S 89°52'42" W 107.51 FT; S 00°03'58" E 11.33 FT; S 89°52'42" W 27.01 FT; S 85°35'01" W 50.02 FT; S 76°51'58" W 50.02 FT; S 57°19'05" W 64.23 FT TO BEG.	2	01H	-	0.360	69%	0.25
15011510090000	1211COM AT NW COR LOT 2 BLK 63 PLAT A SLC SUR S 55 FT E 6 RDS N 220 FT W 6 RDS S 10 RDS TO BEG LESS ROFW TOGETHER WITH 4 FT STRIP VACATED STREET ABUTTING ON W 6281-1500 6737-475	2	01N	-	0.500	0%	0.00
15011510100000	1211BEG 6 RD E FR NW COR LOT 3 BLK 63 PLAT A SLC SUR E 14 RD S 10 RD W 14 RD N 10 RD TO BEG 5370-0777 6348-807 6348-0808 7303-2307 7374-2334 7377-0585 9551-2396,2399 9594-3567	2	01N	-	0.880	0%	0.00
15011510110000	1211COM 6 RD E & 7 RD N OF SW COR LOT 2 BLK 63 PLAT A SLC SUR E 6 RD N 3 RD W 6 RD S 3 RD TO BEG 6281-1500 6737-475	2	01N	-	0.110	0%	0.00
15011510120000	1211COM AT SW COR LOT 2 BLK 63 PLAT A SLC SUR E 6 RDS N 110 FT W 6 RDS S 110 FT TO BEG TOGETHER WITH 4 FT STRIP VACATED STREET ABUTTING ON W. 6281-1500 6737-0475	2	01N	-	0.260	0%	0.00
15011510130000	1211BEG 6 RDS E FR SW COR LOT 2 BLK 63 PLAT A SLC SUR E 3 RDS N 7 RDS W 3 RDS S 7 RDS TO BEG. 4646-628. 4703-917. 4664-1347,1350 4680-1111 6145-0197 6353-2775 6355-0658 8000-2243 8336-6928 8687-5450	2	01N	-	0.130	0%	0.00
15011510140000	1211COM 9 RDS E FR SW COR LOT 2 BLK 63 PLAT A SLC SUR E 3 RDS N 7 RDS W 3 RDS S 7 RDS TO BEG 8687-5450	2	01N	-	0.130	0%	0.00
15011520120000	1211BEG 7 RD N OF SE COR LOT 2 BLK 63 PLAT A SLC SUR W 6 RD N 3 RD E 6 RD S 3 RD TO BEG 5197-0002 7303-2307 7374-2334 7377-0585 9551-2396,2399 9594-3567	2	01N	-	0.110	0%	0.00
15011520130000	1211COM 3 RDS W FR SE COR LOT 2 BLK 63 PLAT A SLC SUR W 3 RDS N 110 FT E 3 RDS S 110 FT TO BEG CHURCH OF GOD IN CHRIST TD 5839-1948 8687-5450	2	01N	-	0.130	0%	0.00
15011520140000	1211BEG AT SE COR LOT 2 BLK 63 PLAT A SLC SUR W 3 RD N 110 FT E 3 RD S 110 FT TO BEG. 5096-353,354 8687-5450	2	01N	-	0.130	0%	0.00
15011530120000	929N 1/2 OF LOT 4, ALL LOT 5 & W 1/2 OF LOT 6, BLK 46, PLAT A, SLC SUR. ALSO, BEG AT NE COR LOT 6, BLK 46, PLAT A, SLC SUR;W 5 RDS; S 20 RDS; E 6 RDS; N 20 RDS; W 1 RD TO BEG. 3.24 ACM OR L. 6973-2960	2	01N	6,116,100	3.240	0%	0.00
15013020070000	1026COM AT NW COR LOT 3 BLK 46 PLAT A SLC SUR E 10 RDS S 10 RDS W 10 RDS N 10 RDS TO BEG 5584-1421 5749-0598 6529-0747 6629-2803 10035-7187 10775-6254	2	01N	-	0.630	95%	0.60
15013020080000	1026COM AT SW COR LOT 4 BLK 46 PLAT A SLC SUR E 126.75 FT N 10 RDS W 126.75 FT S 10 RDS TO BEG 5584-1421 5749-0598 6529-0747 6629-2803 10035-7187 10775-6254	2	01N	-	0.480	95%	0.46
15013020090000	1026COM 3 FT E FR SE COR LOT 4 BLK 46 PLAT A SLC SUR N 10 RDS W 41.25 FT S 10 RDS E 41.25 FT TO BEG 5584-1421 5749-0598 6529-0747 6629-2803 10035-7187 10775-6254	2	01N	-	0.160	95%	0.15
15013020100000	1026COM 3 FT E FR SW COR LOT 3 BLK 46 PLAT A SLC SUR E 46.5 FT N10 RDS W 46.5 FT S 10 RDS TO BEG 5584-1421 5749-0598 6529-0747 6629-2803 10035-7187 10775-6254	2	01N	-	0.180	95%	0.17
15013020110000	816COM 3 RDS E FR SW COR LOT 3 BLK 46 PLAT A SLC SUR E 2.25 RDS N 10 RDS W 2.25 RDS S 10 RDS TO BEG 5462-2739 5484-0346 10001-8409 10001-8402 10897-0399 10906-5319	2	01N	-	0.140	95%	0.13
15013020120000	816BEG S 1/4 RDS E OF SW COR LOT 3, BLK 46, PLAT A, SLC SUR; E 2 1/4 RDS; N 10 RDS; W 2 1/4 RDS; S 10 RDS TO BEG. 2728-531 4459-0819 10001-8409 10001-8402 10897-0399 10906-5319	2	01N	-	0.140	95%	0.13

15013020130000	1026COM AT SE COR OF LOT 3 BLK 46 PLAT A SLC SUR N 10 RD W 2 1/2RD S 10 RD E 2 1/2 RD TO BEG 5584-1421 5749-0598 6529-0747 6629-2803 10035-7187 10775-6254	2	01N	-	0.160	95%	0.15
15013020220000	BLK 046 PLAT A 1P 0106LOT 1, BLK 46, PLAT A, SLC SUR. 1.25 AC M OR L 5936-0707 7671-0763 7844-2053 8599-0917	2	01N	-	1.250	92%	1.15
15011080350000	BLK 064 PLAT A P 1107BEG N 00°01'00" W 395.00 FT FR SW COR OF BLK 64, PLAT A, SLC SUR; N 89°56'52" E 165.00 FT; N 00°00'50" W 100.00 FT; S 89°58'20" W 165.00 FT; S 00°01'00" E 100.07 FT TO BEG. (BEING PT OF LOT 5, BLK 64, PLAT A, SLC SUR). 0.378 AC M OR L	1	01N	4,044,865	0.380	100%	0.38
15011510190000	BLK 063 PLAT A P 0917BEG E 198.00 FT FR THE NW COR OF LOT 5, BLK 63, PLAT A, SLC SUR; E 113.50 FT; S 165.00 FT; W 113.50 FT; N 165.00 FT TO BEG. (BEING PT OF LOT 5, BLK 63, PLAT A, SLC SUR).	2	01N	5,617,920	0.430	100%	0.43
15011510150000	826BEG NW COR LOT 5, BLK 63, PL A, SLC SUR; E 116.8 FT; S 165 FT; W 116.8 FT; N 165 FT TO BEG. TOGETHER WITH 4 FT STRIP VACATED ST ABUTTING ON W. 7183-1759 1763 8681-2569 09799-6817	2	01N	6,093,120	0.460	100%	0.46
15011080340000	MCCARTHEY'S 1S 0104LOT 3, MCCARTHEY'S SUB. 10332-9309 10469-2695 10753-0416	1	01N	17,342,985	1.240	100%	1.24
15011080370000	BLK 064 PLAT A P 0120BEG AT THE SW COR OF LOT 4, BLK 64, PLAT A, SLC SUR; N 0°01'04" W 173.25 FT; N 89°57'33" E 165.02 FT; S 0°00'59" E 66.00 FT; S 89°57'33" W 26.00 FT; S 0°00'59" E 107.25 FT; S 89°57'33" W 139.02 FT TO BEG. (BEING PT OF LOT 4, BLK 64,	1	01N	18,753,161	0.590	95%	0.56
15011780020000	106BEG 57.5 FT E FR NW COR LOT 5 BLK 62 PLAT A SLC SUR E 206.5 FT S 251 FT W 186.5 FT N 45 FT W 20 FT N 206 FT TO BEG 5038-7,THRU 1 5038-0008 5932-2155 THRU 2166 5932-2168 6033-0204 6045-1735 06820-2614 10734-6755	1	01N	11,613,470	1.170	100%	1.17
15013790180000	508BEG NW COR LOT 5, BLK 26, PLAT A, SLC SUR; N 89°57'30" E 66 FT; S 0°01' E 42.89 FT; S 89°57'30" W 3.84 FT; S 0°01' E 30.88 FT; N 89°57'30" E 3.84 FT; S 0°01' E 58.23 FT; N 89°57'30" E 38 FT; S 0°01' E 63 FT; S 79°04'24" W 105.91 FT; N 0°01' W 215 FT TO	2	02A	895,100	0.370	75%	0.28
15013790200000	501BEG N 89°57'30" E 66 FT FR NW COR LOT 5, BLK 26, PLAT A, SLC SUR; N 89°57'39" E 84 FT; S 0°01' E 132 FT; S 89°57'30" W 84FT; N 0°01' W 58.23 FT; S 89°57'30" W 3.84 FT; N 0°01' W 30.8 FT; N 89°57'30" E 3.84 FT; N 0°01' W 42.89 FT TO BEG. 8665-1132	2	02A	602,500	0.260	75%	0.20
15013790240000	BEG N 00°01'01" W 267.10 FT FR SW COR BLK 26, PLAT A, SLC SUR; N 0°01'01" W 178.07 FT; N 78°58'31" E 105.91 FT; N 0°01'01" W 63 FT; N 89°57'29" E 64.69 FT; S 10°01'01" E 228.07 FT; S 79°58'59" W 211.47 FT TO BEG.	2	02A	1,938,400	0.890	75%	0.67
15011520240000	BLK 063 PLAT A 1P 1026BEG S 00°11'10" W 330.13 FT & N 89°52'10" W 330.17 FT FR NE COR OF BLK 63 PLAT A, SLC SUR; ALG N'LY LINE OF LOT 8 S 89°52'10" E 83.22 FT M OR L; S 00°20'51" W 152.80 FT M OR L; N 89°39'09" W 82.80 FT M OR L TO W'LY LINE OF LOT 8; ALG	2	01N	2,520,197	0.290	95%	0.28
15121070010000	1008W 1/2 OF BLK 10 PLAT A SLC SUR & COM 1 RD E FR NE COR LOT 6 SD BLK 10 S 0°01' E 231.4 FT N 89°57'26" E 20 FT N 0°01' W 231.4 FT S 89°57'26" W 20 FT M OR L TO BEG 5505-2429 6008-2935 6051-2956 6350-0527 07435-0192	1	13	15,113,900	5.110	0%	0.00
15011030100000	710BEG SE COR LOT 4, BLK 49, PLAT C, SLC SUR; W 24.75 FT; N 165FT; N 89°58'22" E 43 FT; S 165 FT; W 18.25 FT M OR L TO BEG. 7026-1564 9272-3163 9595-9152 9601-8556 10358-1035 10555-8494	2	01P	372,900	0.160	75%	0.12
15011030050000	809COM 2.5 RDS E & 81.5 FT N FR SW COR LOT 3 BLK 49 PLAT C SLC SUR E 2 RDS N 100 FT W 2 RDS S 100 FT TO BEG 11232-2781	2	01P	-	0.080	75%	0.06
15011030060000	918BEG 2.5 RDS E FR SW COR LOT 3 BLK 49 PLAT C SLC SUR E 2 RDS N 81.5 FT W 2 RDS S 81.5 FT TO BEG 7568-2742 9351-8288	2	01P	272,200	0.060	75%	0.05
15011030130000	708BEG E 18.25 FT FR SW COR LOT 3, BLK 49, PL C, SLC SUR; E 23 FT; N 181.5 FT; W 41.25 FT; S 16.5 FT; E 18.25 FT; S 165 FT TO BEG. 4932-0842 7026-1564 09528-0835	2	01P	116,300	0.100	75%	0.08
15011030170000	BLK 049 PLAT C 1P 0809BEG 2.5 RDS E FR NW COR LOT 3, BLK 49, PLAT C, SLC SUR; E 2.5 RDS; S 9 RDS; W 2.5 RDS; N 9 RDS TO BEG. LESS AND EXCEPTING, BEG N 89°59'15" E 41.25 FT FR NW COR OF SAID LOT 3; N 89°59'15" E 40.93 FT; SW'LY 46.16 FT, ALONG A 55 FT RAD	2	01P	-	0.130	75%	0.10
15011030200000	BLK 049 PLAT C 1P 0312BEG AT NW COR OF LOT 3, BLK 49, PL C, SLC SUR; E 41.25 FT; S148.5 FT; W 41.25 FT; N 148.5 FT TO BEG. LESS AND EXCEPTING, BEG N 89°58'31" E 29.63 FT FR SW COR BLK 49, PLAT C, SLC SUR; N 00°00'36' W 39.93 FT; N'LY 45.39 FT, ALONG A 140	2	01P	-	0.100	75%	0.08
15011030210000	106BEG W 82.50 FT FR NE COR LOT 2, BLK 49, PLAT C, SLC SUR; W 99 FT; S 165 FT; E 99 FT; N 165 FT TO BEG. 0.37 AC M OR L. 5530-1460 5648-0129 8511-4748 9648-8971 9671-0001	2	01P	-	0.370	75%	0.28
15011030220000	BLK 049 PLAT C 1P 0106BEG W 16.50 FT FR SE COR LOT 3, BLK 49, PLAT C, SLC SUR; W 66 FT; N 330 FT; E 66 FT; S 330 FT TO BEG. 0.50 AC M OR L. 4801-0763 6061-1524 8511-4746 9648-8971 9671-0001	2	01P	-	0.500	75%	0.38
15011030230000	106BEG W 92.50 FT FR SE COR LOT 2, BLK 49, PLAT C, SLC SUR; W 89 FT; N 165 FT; E 89 FT; S 165 FT TO BEG. 0.34 AC M OR L. 5530-1460 5648-0129 8511-4747 9648-8971 9671-0001	2	01P	-	0.340	75%	0.26
15011040130000	BLK 049 PLAT C 1P 0107BEG AT NE COR LOT 2, BLK 49, PLAT C, SLC SUR; W 82.50 FT; S 165 FT; E 82.50 FT; N 165 FT TO BEG. 0.31 AC M OR L. 3927-0114 6597-0906,0907 9079-3271,3274 9648-8971 9671-0001	2	01P	-	0.310	75%	0.23
15011040140000	BLK 049 PLAT C 1P 0107BEG AT SE COR LOT 2, BLK 49, PLAT C, SLC SUR; W 72.50 FT; N 165 FT; E 72.50 FT; S 165 FT TO BEG. 0.27 AC M OR L. 3927-0114 6597-0906,0907 9079-3271,3274 9648-8971 9671-0001	2	01P	-	0.270	75%	0.20
15011040150000	BLK 049 PLAT C 1P 0107BEG W 92.50 FT FR SE COR LOT 2, BLK 49, PLAT C, SLC SUR; N 165 FT; E 20 FT; S 165 FT; W 20 FT TO BEG. 0.08 AC M OR L. 6654-2203 8834-4656 9079-3271,3274 9648-8971 9671-0001	2	01P	-	0.080	75%	0.06
15011040160000	BLK 049 PLAT C P 0517BEG SE COR LOT 1, BLK 49, PLAT C, SLC SUR; S 89°58'08" W 165.09 FT; N 0°01'05" W 290.14 FT; N 89°58'14" E 165.10 FT; S 0°01' E 290.13 FT TO BEG.	2	01P	3,360,200	1.100	75%	0.83
15013040010000	424LOTS 2 & 3 BLK 45 PLAT A SLC SUR 5472-1851, 5483-812 05483-0813	2	13	3,998,716	2.500	65%	1.63
15011070080000	914COM S 89°58'19" W 53.29 FT FR NE COR LOT 6, BLK 48, PLAT C, SLC SUR; S 89°58'19" W 111.71 FT; S 0°02' E 132 FT; N 89°58'19" E 33 FT; N 0°02' W 33 FT; N 89°58'19" E 78.71 FT; N 0°02' W 99 FT TO BEG. 4577-448 THRU 450 4577-	2	01N	1,116,800	0.280	75%	0.21
15011070090000	914BEG AT THE NE COR LOT 6, BLK 48, PLAT C, SLC SUR; S 0°01' E 99 FT; S 89°58'19" W 53.29 FT; N 0°02' E 99 FT; N 89°58'19" E 53.2 FT TO BEG 4418-0100 9920-3354 9917-8233	2	01N	503,300	0.120	75%	0.09
15011070220000	504BEG N 89°59'11" E 116.5 FT FR SW COR OF LOT 2, BLK 48, PLAT C, SLC SUR; N 89°59'11" E 5.10 FT; N 15°50'49" W 147.28 FT; N 20°38'49" W 112.80 FT; N 71°39'11" E 10.35 FT; N 43°25'49" W 24.35 FT; SE'LY 280.38 FT TO BEG. 0.0348 AC	2	01N	-	0.030	75%	0.02
15011070340000	BLK 048 PLAT C 1P 0110BEG E 132 FT FR NW COR LOT 5, BLK 48, PLAT C, SLC SUR; E 53.50 FT; S 165 FT; W 53.50 FT; N 165 FT TO BEG. 0.20 AC M OR L. 5225-0800 5652-0863 5783-1185,1188 9648-8976 9671-0001	2	01N	-	0.200	75%	0.15
15011070350000	BLK 048 PLAT C 1P 0110BEG E 185.50 FT FR NW COR LOT 5, BLK 48, PLAT C, SLC SUR; E 3 FT; S 165 FT; W 3 FT; N 165 FT TO BEG. 0.01 AC M OR L. 5225-0800 5652-0863 5783-1185 THRU 1191 9671-0001	2	01N	-	0.010	75%	0.01
15011070360000	BLK 048 PLAT C 1P 0110BEG W 100.50 FT FR NE COR LOT 5, BLK 48, PLAT C, SLC SUR; W 41 FT; S 165 FT; E 41 FT; N 165 FT TO BEG. 0.16 AC M OR L. 4474-0042 5238-0725 5667-1327 5783-1185 THRU 1191 9648-8976 9671-0001	2	01N	-	0.160	75%	0.12
15011070370000	BLK 048 PLAT C 1P 0110BEG W 58 FT FR NE COR LOT 5, BLK 48, PLAT C, SLC SUR; W 42.50 FT; S 165 FT; E 42.50 FT; N 165 FT TO BEG. 0.16 AC M OR L. 5156-1059 5234-1126 5652-0863 5783-1185 THRU 1191 9648-8976 9671-0001	2	01N	-	0.160	75%	0.12

15011070380000	110BEG E 33 FT FR NE COR LOT 5, BLK 48, PLAT C, SLC SUR; W 91 FT; S 165 FT; E 91 FT; N 165 FT TO BEG. 0.34 AC M OR L. 4768-0154 6042-2712 9648-8976 9671-0001	2	01N	-	0.340	75%	0.26
15011070390000	BLK 048 PLAT C 1P 0110BEG E 33 FT FR NW COR LOT 6, BLK 48, PLAT C, SLC SUR; E 49.50 FT; S 165 FT; W 49.50 FT; N 165 FT TO BEG. 0.19 AC M OR L. 4768-0154 6042-2712 9648-8976 9671-0001	2	01N	-	0.190	75%	0.14
15011070400000	BLK 048 PLAT C 1P 0110BEG W 165 FT FR NE COR LOT 6, BLK 48, PLAT C, SLC SUR; S 115.50 FT; W 82.50 FT; N 115.50 FT; E 82.50 FT TO BEG. 0.22 AC M OR L. 3930-0205 6757-1041 8403-7037 9079-3262 THRU 32689648-8976 9671-0001	2	01N	-	0.220	75%	0.17
15011070410000	BLK 048 PLAT C 1P 0110BEG AT SW COR LOT 5, BLK 48, PLAT C, SLC SUR; N 82.50 FT; E 132 FT; S 82.50 FT; W 132 FT TO BEG. LESS RR. 0.25 AC M OR L. 5652-0863 5783-1185, 1188 9648-8976 9671-0001	2	01N	-	0.250	75%	0.19
15011070420000	BLK 048 PLAT C 1P 0110BEG AT NW COR LOT 5, BLK 48, PLAT C, SLC SUR; E 132 FT; S 82.50 FT; W 132 FT; N 82.50 FT TO BEG. 0.25 AC M OR L. 5652-0863 5783-1185, 1188 9648-8976 9671-0001	2	01N	-	0.250	75%	0.19
15011080110000	220BEG 1 FT W FR SE COR LOT 4, BLK 64, PLAT A, SLC SUR; W 25 FTN 6.5 RDS; E 25 FT; S 6.5 RDS TO BEG. 4568-751 5249-0063 6860-0279 10156-7018 10203-1904 10209-0291 10617-4684	1	01N	216,200	0.060	75%	0.05
15011080120000	1124COM SW COR LOT 3 BLK 64 PLAT A SLC SUR E 45 FT N 10 RD W 45 FT S 3 1/2 RD W 1 FT S 6 1/2 RD E 1 FT TO BEG 6021-2096 6021-2095	1	01N	1,089,100	0.170	75%	0.13
15011080130000	711COM 45 FT E FR THE SW COR LOT 3, BLK 64, PLAT A, SLC SUR; E 2 RDS; N 10 RDS; W 2 RDS; S 10 RDS TO BEG 4430-0283 6021-2096 6021-2095	1	01N	232,600	0.120	75%	0.09
15013030010000	612COM AT NW COR LOT 5 BLK 45 PLAT A SLC SUR E 4 RDS S 7 RDS E 3 RDS S 3 RDS W 7 RDS N 10 RDS TO BEG 5837-2022 6666-1757	2	13	600,900	0.310	65%	0.20
15013030020000	612COM 4 RDS E FR NW COR LOT 5 BLK 45 PLAT A SLC SUR E 3 RDS S 7 RDS W 3 RDS N 7 RDS TO BEG 5619-0731 5837-2022 6653-1449	2	13	252,000	0.130	65%	0.08
15013030030000	612COM 7 RDS E OF NW COR LOT 5, BLK 45, PLAT A, SL SUR; E 3 RDSS 10 RDS; W 3 RDS; N 10 RDS TO BEG 4452-420 10001-8409	2	13	368,300	0.190	65%	0.12
15013030040000	612COM 7 RDS W FR NE COR LOT 5, BLK 45, PLAT A, SLC SUR; W 3 RDS; S 10 RDS; E 3 RDS; N 10 RDS TO BEG 4443-839 10001-8409	2	13	368,300	0.190	65%	0.12
15013030050000	612COM 5 RDS W FR NE COR LOT 5, BLK 45, PLAT A, SLC SUR; S 10 RDS; W 2 RDS; N 10 RDS; E 2 RDS TO BEG 4443-837 10001-8409	2	13	232,600	0.120	65%	0.08
15013030060000	310BEG 4 RDS W OF NE COR LOT 5, BLK 45, PLAT A, SLC SUR; S 10 RDS; W 1 RD; N 10 RDS; E 1 RD TO BEG. 4443-837. 4479-540 4940-0122	2	13	69,800	0.060	65%	0.04
15013030070000	310BEG AT NE COR LOT 5, BLK 45, PLAT A, SLC SUR; S 10 RDS; W 4 RDS; N 10 RDS; E 4 RDS TO BEG. 4443-837. 4479-545 4940-0122	2	13	290,800	0.250	65%	0.16
15013030080000	310BEG AT NW COR LOT 6, BLK 45, PLAT A, SLC SUR; E 44 FT; S 165FT; W 44 FT; N 165 FT TO BEG. 4076-113. 4479-545 4940-0122	2	13	197,700	0.170	65%	0.11
15013030090000	310BEG 44 FT E FR NW COR LOT 6 BLK 45 PLAT A SLC SUR E 22 FT S 10 RDS W 22 FT N 10 RDS TO BEG. 4479-541 4940-0122	2	13	93,100	0.080	65%	0.05
15013030100000	310BEG 4 RDS E FR NW COR LOT 6 BLK 45 PLAT A SLC SUR E 4 RDS S 9.5 RDS W 4 RDS N 9.5 RDS TO BEG. 4479-543 4940-0122	2	13	2,244,900	0.240	65%	0.16
15013030110000	607BEG AT NW COR LOT 4 BLK 45 PLAT A SLC SUR S 44 FT E 120 FT N44 FT W 120 FT TO BEG 9175-6377 9268-4434,4438 9268-4439 *** BAILEY, GREG R; TR 1/2 INT (GRB REV TRUST) *** BAILEY, JONI K; TR 1/2 INT (JKB REV TRUST)	2	13	373,300	0.120	65%	0.08
15013030150000	310COM 33 FT N & 105 FT W FR SE COR LOT 4, BLK 45, PLAT A, SLC SUR; W 52 1/2 FT; N 8 RDS; E 52 1/2 FT; S 8 RDS TO BEG 4094-0254 5502-2279	2	13	187,900	0.160	65%	0.10
15013030160000	310COM 33 FT N & 52 1/2 FT W FR SE COR LOT 4, BLK 45, PLAT A, SLC SUR; W 52 1/2 FT; N 8 RDS; E 52 1/2 FT; S 8 RDS TO BEG 4094-0253 5502-2279	2	13	186,100	0.160	65%	0.10
15013030170000	310COM AT NE COR BLK 45, PLAT A, SLC SUR; S 14 1/2 RDS; W 16 RDS; S 5 1/2 RDS; W 4 RDS; N 2 RDS; W 52 1/2 FT; N 8 RDS; E 118 1/2 FT; N 1/2 RD; E 4 RDS; N 9 1/2 RDS; E 12 RDS TO BEG 4094-0254 5502-2279	2	13	2,677,200	1.620	65%	1.05
15013030180000	416BEG 120 FT E FR NW COR LOT 4, BLK 45, PL A, SLC SUR; E 52.5 FT; S 8 RDS; W 52.5 FT; N 8 RDS TO BEG. ALSO BEG 2 RDS N FR SW COR LOT 4, BLK 45, PL A, SLC SUR; N 44 FT; E 120 FT; S 44FT; W 120 FT TO BEG. ALSO BEG 44 FT S FR NW COR LOT 4, BLK 45, PL A, SL	2	13	467,300	0.400	65%	0.26
15013040030000	409COM AT SE COR LOT 7 BLK 45 PLAT A SLC SUR N 5.5 RDS W 16 RDSS 5.5 RDS E 16 RDS TO BEG 6052-0377	2	13	1,078,200	0.550	65%	0.36
15013040040000	409COM 20 RDS N FR SE COR LOT 1 BLK 45 PLAT A SLC SUR S 80 FT W20 RDS N 80 FT E 20 RDS TO BEG 6110-0396 6253-2476	2	13	759,500	0.610	65%	0.40
15013040070000	430BEG SE COR LOT 1, BLK 45, PLAT A SLC SUR; W 330 FT; N 250 FT; E 330 FT; S 250 FT TO BEG. 1.894 AC. 8595-5151	2	13	2,264,100	1.890	65%	1.23
15013300070000	805BEG AT NW COR LOT 4 BLK 43 PLAT A SLC SUR S 6 RDS E 20 RDS N6 RDS W 20 RDS TO BEG. 5017-0002 6788-1830 9784-9434 9941-3799	1	13	1,842,800	0.750	65%	0.49
15013300080000	805COM AT NW COR OF LOT 3 BLK 43 PLAT A SLC SUR S 5 RD E 20 RD N 9 RD W 20 RD S 4 RD TO BEG. 6788-1830 9784-9435 9941-3799	1	13	2,091,700	1.120	65%	0.73
15013520060000	122COM AT SW COR OF LOT 4 BLK 28 PLAT A SLC SUR E 5 RD N 10 RD W 5 RD S 10 RDS TO BEG 10025-9741 10099-1390 *** GIANELO, MARILYNN W; 50% INT *** GIANELO, ANGELO G; 50% INT	1	13	1,193,700	0.310	65%	0.20
15013520070000	122COM 42.5 FT W FR SE COR LOT 4 BLK 28 PLAT A SLC SUR W 40 FT N 10 RDS E 40 FT S 10 RDS TO BEG 10025-9741 10099-1390 *** GIANELO, MARILYNN; 50% INT *** GIANELO, ANGELO G; 50% INT	1	13	142,100	0.150	65%	0.10
15013520100000	105COM 27 FT W FR SE COR LOT 3, BLK 28, PLAT "A", SLC SUR, W 55.5 FT; N 20 RDS; E 55.5 FT; S 20 RDS TO BEG. 05872-2747	1	13	397,900	0.420	65%	0.27
15013520190000	1025COM AT NE COR OF LOT 8 BLK 28 PLAT A SLC SUR S 2 1/2 RD W 10RD N 2 1/2 RD E 10 RD TO BEG 5655-1791 5655-1795 6241-1302 7872-0699 7879-1326 09539-3217 10835-1822 11222-8833	1	13	992,100	0.160	65%	0.10
15013520200000	1025BEG 2 1/2 RDS S FR NE COR LOT 8, BLK 28, PLAT A, SLC SUR; S 2 1/2 RDS; W 10 RDS; N 2 1/2 RDS; E 10 RDS TO BEG. 4809-08525650-2541 6241-1300 6241-1302 7872-0699 7879-1326 09539-321710835-1822 11222-8833	1	13	252,600	0.160	65%	0.10
15013520210000	1025BEG 5 RDS S FR NE COR LOT 8, BLK 28, PLAT A, SLC SUR; S 3 RDS; W 10 RDS; N 3 RDS; E 10 RDS TO BEG 4838-1111 5650-2541 6241-1300 6241-1302 7872-0699 7879-1326 09539-3217 10835-1822 11222-8833	1	13	300,000	0.190	65%	0.12
15013520220000	1025COM 8 RDS S OF NE COR LOT 8 BLK 28 PLAT A SLC SUR S 2.5 RDS W 10 RDS N 2.5 RDS E 10 RDS TO BEG 5567-1886 6331-497 6331-0498 7872-0699 7879-1326 09539-3217 10835-1822 11222-8833	1	13	151,600	0.160	65%	0.10
15013520230000	1288BEG 173.25 FT S FR NE COR LOT 8, BLK 28, PLAT A, SLC SUR; S 156.75 FT; W 10 RDS; N 156.75 FT; E 10 RDS TO BEG. 4579-997,4692-0106 6662-0835 7855-1275,1277,1279 8322-1469	1	13	1,945,400	0.590	65%	0.38
15013520310000	105BEG AT SE COR LOT 4, BLK 28, PLAT A, SLC SUR; W 42.5 FT; N 165 FT; W 122.5 FT; N 265 FT; E 330 FT; S 100 FT; W 82.5 FT; S 330 FT; W 82.5 FT TO BEG. 5872-2748 THRU 2750 7554-1939 10196-6017	1	13	2,599,900	2.170	65%	1.41
15013520340000	1025BEG AT NE COR LOT 7 BLK 28 PLAT A SLC SUR S 00°01'-13" E 85 FT; S 89°57'37" W 17.50 FT; S 00°01'13" E 4.5 FT; S 89°57'37" W 24.00 FT; N 00°01'13" W 4.50 FT; S 89°57'37" W 17.5 FT; N 00°01'13" W 85.00 FT; N 89°57'37" E 59.00 FT TO BEG. 7875-2016 09539	1	13	113,700	0.120	65%	0.08

15013520370000	105BEG N 0°01'11" W 100.03 FT FR SW COR LOT 5, BLK 28, PLAT A, SLC SUR; N 0°01'11" W 49.77 FT; N 89°57'36" E 157.61 FT; SW'LY ALG A 398.07 FT RADIUS CURVE TO L 93.56 FT; S 89°57'35" W 78.65 FT TO BEG. ALSO BEG N 0°01'11" W 100.03 FT & N 89°57'35" E 129.8	1	13	369,500	0.390	65%	0.25
15013520380000	1120BEG AT THE NW COR OF LOT 5, BLK 28, PLAT A, SLC SUR; N 89°57'37" E 436 FT; S 0°01'03" E 85 FT; N 89°57'37" E 17.50 FT; S 0°01'03" E 4.50 FT; N 89°57'37" E 24 FT; N 0°01'03" W 4.50 FT; N 89°57'37" E 17.50 FT; S 0°01'03" E 245 FT; S 89°57'37" W 165 FT;	1	13	3,178,600	2.490	65%	1.62
15014040050000	402COM 8.03 FT W FR NE COR LOT 7 BLK 43 PLAT A SLC SUR W 321.97 FT S 82.5 FT E 321.97 FT N 0°13'17" E 82.5 FT TO BEG 5495-2171 5499-2226 5839-2381 07514-0067	1	13	1,952,300	0.610	65%	0.40
15014040060000	402BEG 5 RDS S & 8.03 FT W FR NE COR LOT 7 BLK 43 PLAT A SLC SUR S 140 FT W 123.98 FT N 40 FT W 198 FT N 100 FT E 321.97 FT TO BEG 5231-0705 5499-2223 5839-2381 07514-0067	1	13	2,742,100	0.850	65%	0.55
15015010370000	1207BEG SW COR LOT 2, BLK 48, PLAT C, SLC SUR; E 116.5 FT; NW'LY 280.38 FT; N 43°25' W 2.35 FT; N 20°38' W 61.2 FT; W 10.4 FTM OR L; S 330 FT TO BEG.	2	01N	-	0.500	75%	0.38
15121270130000	EG SW COR BLK 26, PLAT A, SLC SUR; N 0°01'01" W 267.10 FT; N 79°58'59" E 196.47 FT; S 10°01'01" E 103.76 FT; S 0°01'01" E 198.95 FT; S 89°57'35" W 211.50 FT TO BEG.	2	02A	2,983,900	1.370	65%	0.89
15013540050000	SIXTH SOUTH COMMERCIAL 15 0501 LOT 2, SIXTH SOUTH COMMERCIAL SUB 10517-1225 10680-3758	1	13	1,688,000	1.020	65%	0.66
15013540010000	201COM AT NW COR LOT 4, BLK 27, PLAT A, SLC SUR; S 82.5 FT; E 166.7 FT; N 5.1 FT; E 163.3 FT; N 77.4 FT; W 3.5 RDS; N 10 RDS; W 16.5 RDS; S 10 RDS TO BEG 4043-0097 6067-2256 7427-2001 7534-2907 7759-0526 08031-1975	1	13	4,931,100	1.640	65%	1.07
15011520230000	1222BEG NE COR LOT 6, BLK 63, PLAT A, SLC SUR; S 89°53'08" W 348.62 FT; S 0°03'32" W 165.07 FT; N 89°53'08" E 348.62 FT; N 0°03'32" W 165.07 FT TO BEG. 08367-3456	2	01N	4,964,352	1.320	95%	1.25
15013290010000	1104COM AT NW COR LOT 5 BLK 44 PLAT A SLC SUR E 45.5 FT S 120 FTW 45.5 FT N 120 FT TO BEG 06061-1150	1	13	342,400	0.130	83%	0.11
15013290020000	1104COM 8 RDS S FR NW COR LOT 5 BLK 44 PLAT A SLC SUR S 2 RDS E 3 RDS N 2 RDS W 3 RDS TO BEG 05328-0002	1	13	100,100	0.040	83%	0.03
15013290030000	416COM AT SW COR LOT 5 BLK 44 PLAT A SLC SUR N 10 RDS E 3 RDS N33.2 FT W 4 FT N 131.8 FT E 284.57 FT S 20 RDS W 20 RDS TO BEG.	1	13	3,141,600	2.330	83%	1.93
15013290060000	416COM AT SW COR LOT 4 BLK 44 PLAT A SLC SUR E 25 RDS N 20 RDS W 25 RDS; S 20 RDS TO BEG.	1	13	11,616,100	3.120	83%	2.58
15013290070000	416COM 2.5 RDS W FR SE COR LOT 2 BLK 44 PLAT A SLC SUR W 2.5 RDS; N 10 RDS; E 2.5 RDS; S 10 RDS TO BEG.	1	13	250,600	0.160	83%	0.13
15013290080000	416COM AT SE COR LOT 2 BLK 44 PLAT A SLC SUR W 2.5 RDS N 10 RDSE 2.5 RDS; S 10 RDS TO BEG.	1	13	250,600	0.160	83%	0.13
15013300090000	119BEG 32.5 FT N FR SW COR LOT 3 BLK 43 PLAT A SLC SUR N 50 FT E 20 RD S 5 RD W 231 FT N 12.13 FT TO CEN LINE OF SPUR TRACKN 73°20'30" W 18.84 FT M OR L N 68°47'30" W 18.78 FT N 63°23'30" W 18.3 FT W 47.07 FT TO BEG. 4539-229	1	13	1,854,400	0.560	65%	0.36
15013300100000	201BEG AT SW COR LOT 3 BLK 43 PLAT A SLC SUR N 32.5 FT E 47.07 FT TO CEN LINE OF SPUR TRACK S 63°23'30" E 18.3 FT S 68°47'30" E 18.78 FT S 73°20'30" E 18.84 FT M OR L S 12.13 FT W 99 FT TO BEG 3542-34. 2013-206 5408-1307 9309	1	13	77,000	0.050	65%	0.03
15013300110000	1112BEG AT NW COR LOT 2 BLK 43 PLAT A SLC SUR S 65.5 FT E 89 FT N 65.5 FT W 89 FT TO BEG 5199-0912 9309-4909 9658-0105	1	13	-	0.130	65%	0.08
15013300170000	109BEG 83.5 FT W & 147 FT N FR SE COR OF LOT 2, BLK 43, PLAT A, SLC SUR; N 18 FT; E 25.75 FT; S 18 FT; W 25.75 FT TO BEG. 5519-1275 6747-0520 8291-6875 9309-4909 9784-9439	1	13	32,000	0.010	65%	0.01
15013300190000	BLK 043 PLAT A 1P 0109BEG N 00°01'34" W 147.07 FT FR SE COR LOT 2, BLK 43, PLAT A, SLC SUR; S 89°14'29" W 56.65 FT; N 00°12'20" E 0.71 FT; S 89°57'49" W 1.12 FT; N 00°01'37" W 18.01 FT; N 89°57'49" E 57.76 FT; S 00°01'34" E 18.01 FT TO BEG. 0.02 AC M OR L.	1	13	64,000	0.020	65%	0.01
15013300230000	BEG SW COR LOT 2, BLK 43, PLAT A, SLC SUR; N 0°00'28" W 99.50 FT; N 89°57'28" E 58.25 FT; S 0°00'28" E 0.50 FT; N 89°57'28" E 40.75 FT; N 0°00'28" W 66.04 FT; N 89°57'44" E 71.88 FT; S 0°00'28" E 165.04 FT; S 89°57'28" W 170.88 FT TO BEG.	1	13	2,924,200	0.500	65%	0.33
15013300240000	BEG N 89°57'28" E 170.88 FT FR SW COR LOT 2, BLK 43, PLAT A, SLC SUR ; N 0°00'28" W 165.04 FT; N 89°57'44" E 75.75 FT; S 0°00'28" E 18.03 FT; N 89°57'28" E 26.87 FT; S 0°12'15" W 0.69 FT; N 89°14'24" E 56.64 FT; S 0°00'28" E 147.02 FT; S 89°57'28" W 159.25 FT TO BEG.	1	13	1,851,200	0.570	65%	0.37
15013780080000	201BEG 52 FT E FR SW COR LOT 4, BLK 30, PLAT A, SLC SUR; E 3 FTN 115 FT; W 3 FT; S 115 FT TO BEG. 4586-1030, 1031 04579-0876	1	13	32,000	0.010	65%	0.01
15013780070000	201BEG AT SW COR LOT 4, BLK 30, PLAT A, SLC SUR; E 52 FT; N 115 FT; W 52 FT; S 115 FT TO BEG. 4586-1030, 1031. 04579-0876	1	13	732,200	0.140	65%	0.09
15013780280000	BLK 030 PLAT A P 0728BEG S 89°59'18" W 660.13 FT & N 0°00'59" W 125.06 FT FR THE SE COR OF BLK 30, PLAT A, SLC SUR; N 0°00'59" W 122.56 FT; N89°58'20" E 157.66 FT; S 122.59 FT; S 89°58'57" W 157.63 FT TO BEG. (BEING PT OF LOT 4, BLK 30, PLAT A, SLC SUR).	1	13	7,909,220	0.440	65%	0.29
15013780290000	BLK 030 PLAT A P 0722BEG S 89°59'18" W 331.26 FT & N 125.10 FT FR THE SE COR OF BLK 30, PLAT A, SLC SUR; S 89°58'57" W 171.28 FT; N 122.59 FT; N 89°58'20" E 171.28 FT; S 122.62 FT TO BEG. (BEING PT OF LOTS 3 & 4, BLK 30, PLAT A, SLC SUR). 10944-2135	1	13	452,700	0.480	65%	0.31
15013780300000	BEG N 89°59'18" E 55.03 FT FR THE SW COR OF BLK 30, PLAT A, SLC SUR; N 00°00'51" W 115.06 FT; N 89°58'58" E 75.00 FT; N 00°00'51" W 10.01 FT; N 89°58'57" E 51.66 FT; S 00°00'51" E 125.08 FT; S 89°59'18" W 126.66 FT TO BEG. (BEING PT OF LOT 3 & 4, BLK 30, PLAT A, SLC SUR). 10944-2135	1	13	1,251,700	0.350	65%	0.23
15014040070000	201COM 182 FT W & 8.02 FT W FR SE COR OF BLK 43 PLAT A SLC SUR S 3 FT SW'LY ALG ARC OF CURVE 0.982 FT S 56°30' W 70 FT W'LYALG CURVE TO RIGHT 6.035 FT S 74°42' W 19.127 FT W 74.238 FTN 33 FT W 10 RDS N 147.5 FT E 198 FT S 40	1	13	3,395,200	1.050	65%	0.68
15014040080000	201BEG 10 RDS W & 141.26 FT N FR SE COR LOT 1 BLK 43 PLAT A SLC SUR N 23.74 FT W 71 FT S TO PT SW'LY FR BEG NE'LY TO BEG 5791-1773 7686-1478 9309-4909 9590-3139 10216-4783	1	13	192,100	0.060	65%	0.04
15014040110000	BEG N 00°00'28" W 73.05 FT FR SW COR LOT 1, BLK 43, PLAT A, SLC SUR; N 0°00'28" W 91.97 FT; N 89°57'44" E 94.06 FT; S 0°00'28" E 53.01 FT; S 67°28'12" W 101.83 FT TO BEG.	1	13	512,300	0.160	65%	0.10
15014040120000	BEG S 89°57'28" W 36.00 FT FR SE COR LOT 1, BLK 43, PLAT A, SLC SUR ; S 89°57'28" W 294.12 FT; N 0°00'28" W 73.05 FT; N 67°28'12" E 178.58 FT; S 0°00'18" E 9.26 FT; S 89°59'22" E 74.24 FT; N 74°40'40" E 19.13 FT; NE'LY ALG 19 FT RADIUS CURVE TO L, CHD LENGTH 6.04 FT (CHD N 65°34'40" E); N 56°28'40" E 55.17 FT; S 0°00'28" E 154.98 FT; S 44°57'59" W 21.22 FT TO BEG.	1	13	3,591,100	0.870	65%	0.57
15013780270000	BLK 030 PLAT A P 0728BEG S 89°59'18" W 660.13 FT & N 0°00'59" W 247.62 FT FR THE SE COR OF BLK 30, PLAT A, SLC SUR; N 0°00'59" W 412.71 FT; N89°57'22" E 329.06 FT; S 412.80 FT; S 89°58'20" W 328.94 FT TO BEG. (BEING PT OF LOTS 3 & 4 & ALL OF LOTS 5 & 6,	1	13	16,064,100	3.110	0%	0.00
15013760100000	No legal found.	1		-	1.291	57%	0.74
15013760020000	210BEG W 165 FT & S 96 FT, M OR L FR NW COR LOT 6, BLK 29, PLATA, SLC SUR; S 52 FT, M OR L; E 52 FT; N 52 FT, M OR L; W 52 FT TO BEG. 4392-141 5495-2853 6017-0738 07855-1716 11072-3071	1		-	0.000	57%	0.00
15013760040000	820BEG NW COR OF LOT 5, BLK 29, PLAT A, SLC SUR; N 89°52'20" E 165.08 FT; S 00°09'14" W 72.27 FT; W'LY ALG A 474.28 FT RADIUS CURVE TO L 90.46 FT; S 78°48'34" W 76.73 FT; N 00°09'14" E 95.80 FT TO BEG. 0.308 AC. 9209-1224 9393-4746 9393-4748 9746-6507 09	1	13	3,067,100	0.310	57%	0.18

15013760050000	210BEG S 0°09'14" W 95.8 FT FR NW COR OF LOT 5, BLK 29, PLAT A, SLC SUR; S 69.2 FT; E 165 FT; N 92.73 FT; SW'LY ALG A 474.28FT RADIUS CURVE TO L 90.46 FT; S 78°48'34" W 76.73 FT TO BEG. 4392-0141 5495-2853 6003-2485 6017-0736 7855-1716 09209-1224 11072-30	1		-	0.000	57%	0.00
15013760060000	BEG S 89°52'18" W 113.09 FT FR THE SE COR OF LOT 5, BLK 29, PLAT A, SALT LAKE CITY SUR; S 89°52'18" W 52.00 FT; N 0°09'27" E 17.05 FT M OR L; N 89°52'18" E 52.00 FT; S 0°09'27" W 17.05 FT M OR L TO BEG.	1		-	0.000	57%	0.00
15013760070000	LOT 6, BLK 29, PLAT A, SLC SUR. ALSO, BEG E 165.00 FT FR NW COR LOT 5, BLK 29, PLAT A, SLC SUR; E 165.00 FT; S 165.00 FT; W 113 FT; N 69 FT M OR L; W 52 FT N 96 FT TO BEG. BEING PART OF LOT 5 OF SD PLAT.	1		-	0.000	57%	0.00
15013760090000	No legal found.	1		-	0.904	57%	0.52
15013770080000	214BEG AT SW COR LOT 1 BLK 29 PLAT A SLC SUR E 3.5 RDS N 10 RDSW 3.5 RDS S 10 RDS TO BEG 5099-0889 7123-1718 07342-1426	1	13	862,700	0.220	57%	0.13
15013770090000	214BEG 3 1/2 RD E OF SW COR OF LOT 1 BLK 29 PLAT A SLC SUR E 3 1/2 RD N 10 RD W 3 1/2 RD S 10 RD TO BEG 5099-0889 7123-171807342-1426	1	13	815,700	0.220	57%	0.13
15013770100000	214COM 10 RD W FR SE COR LOT 1 BLK 29 PLAT A SLC SUR W 3 RD N 165 FT E 3 RD S 165 FT TO BEG 00000-0000	1	13	749,600	0.190	57%	0.11
15013770110000	214BEG AT THE SE COR LOT 1, BLK 29, PLAT A, SLC SUR; W 10 RDS; N 10 RDS; E 10 RDS; S 10 RDS TO BEG. 3984-488, 489, 492 5711-2375 05711-2374	1	13	999,000	0.630	57%	0.36
15013770130000	1229BEG 35.55 FT S FR NE COR OF LOT 7, BLK 29, PLAT A, SLC SUR; N 35.55 FT; W 20 RDS; S 9 RDS; E 8 RDS; S 4.5 FT; E 2 RDS; NTO RR R OF W; NE'LY ALG SD R OF W TO BEG. 5593-1128 5734-1669 5932-1608 6047-1036 6143-0702 7274-1743	1	13	4,629,600	0.960	57%	0.55
15013770140000	1013BEG 12 FT N FR SE COR OF LOT 7, BLK 29, PLAT A, SLC SUR; W 165 FT; N TO RR TRACK; NE'LY ALG TRACT TO STREET LINE S 117.45 FT TO BEG. 6169-1464, 1458, 5333-1342, 5325- 182 8593-7846 9932-6615 10309-0423	1	13	742,500	0.210	57%	0.12
15013770160000	214LOT 8, BLK 29, PLAT A, SLC SUR. 6239-2407 9035-6727,6830 09080-0001	1	13	1,764,100	1.250	57%	0.72
15013770170000	BLK 029 PLAT A P 0627LOTS 2 & 3, BLK 29, PLAT A, SLC SUR. 10814-5642	1	13	4,247,000	2.500	57%	1.44
15013770120000	904BEG AT SW COR OF LOT 4, BLK 29, PLAT A, SLC SUR; E 330 FT; N82.5 FT; W 330 FT; S 82.5 FT TO BEG. 5593-1128 5690-609 5691-0770 6210-2811 8106-1388 8232-2921 8338-7682 8960-1581 9267-6887 9271-5741 10392-6075	1	13	4,035,460	0.630	57%	0.36
15013260020000	1201BEG 27.5 FT W & 260 FT N FR MONUMENT AT INTERSECTION OF 4 THSO & RIO GRANDE ST N 150 FT W 148.5 FT S 150 FT E 148.5 FT TO BEG BLK 47 PLAT A SLC SUR 4671-0394 8779-6708 08914-0625	1	01N	3,328,900	0.510	100%	0.51
15013260080000	BEG S 89°56'13" E 60.50 FT & N 00°00'59" W 194.65 FR SW COR LOT 2, BLK 47, PLAT A, SLC SUR; N 00°00'59" W 150.45 FT; N 89°56'13" E 53.00 FT; S 00°00'59" E 150.45 FT; S 89°56'13" W 53.00 FT TO BEG.	1	01N	368,500	0.180	100%	0.18
15013260090000	BEG S 89°56'13" E 60.50 FT FR SW COR LOT 2, BLK 47, PLAT A, SLC SUR; N 00°00'59" W 194.65 FT; N 89°56'13" E 201.50 FT; S00°00'59" E 194.65 FT; S 89°56'13" W 201.50 FT TO BEG	1	01N	821,535	0.900	100%	0.90
15011530130000	ALL OF THAT CERTAIN LAND DISCLOSED BY SALT LAKE CITY ORDINANCE NO. 26 OF 2014 (CLOSING A PORTION OF 300 SOUTH STREET BETWEEN 500 WEST AND 600 WEST STREETS) RECORDED JUNE 12, 2014 AS ENTRY NO. 11864850 IN BOOK 10237 AT PAGE 7422-7425 IN THE SALT LAKE COUNTY RECORDER'S OFFICE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 8, BLOCK 46, PLAT "A"; THENCE S89°57'57"W 660.00 FEET TO THE NORTHWEST CORNER OF LOT 5, BLOCK 46, PLAT "A"; THENCE N0°01'00"W 23.42 FEET; THENCE N89°55'33"E 660.00 FEET; THENCE S0°01'01"E 23.88 FEET TO THE POINT OF BEGINNING.	2	01N	-	0.739	0%	0.00
15011530040000	1228COM 5 RDS E FR NW COR LOT 7 BLK 46 PLAT A SLC SUR E 48 FT S 10 RDS; W 48 FT; N 10 RDS TO BEG. 8339-6202	2	01N	-	0.180	0%	0.00
15011530050000	1228COM AT NE COR LOT 7 BLK 46 PLAT A SLC SUR W 34.5 FT S 10 RDSE 42.5 FT; N 10 RDS; W 8 FT TO BEG. 8339-6202	2	01N	-	0.160	0%	0.00
15011530060000	123COM 8 FT E OF NW COR LOT 8 BLK 46 PLAT A SLC SUR E 2.5 RDS S8 RDS; W 2.5 RDS; N 8 RDS TO BEG. 8339-6202 8410-875	2	01N	-	0.130	0%	0.00
15011530090000	1228BEG N 132 FT FR SE COR OF LOT 8, BLK 46, PLAT A, SLC SUR; N 198 FT M OR L; W 115.75 FT; S 132 FT; W 41.25 FT; S 33 FT; W8 FT M OR L; S 32 FT M OR L; E 49.5 FT; S 1 FT; E 115.5 FT TO BEG. 5710-1696 6593-1235 8218-0001 8359-2106	2	01N	-	0.590	0%	0.00
15011530100000	BLK 046 PLAT A 1P 0929BEG E 1 RD FR NW COR OF LOT 7, BLK 46, PL A, SLC SUR; E 54 FT; S 150 FT; W 54 FT; N 150 FT TO BEG. 3914-0131 5036-0001 5117-1156 5686-0645 7389-1673 8599-0917	2	01N	-	0.190	0%	0.00
15011530110000	215BEG E 70.5 FT FR NW COR LOT 7, BLK 46, PL A, SLC SUR; S 150 FT; E 12 FT; N 150 FT; W 12 FT TO BEG. ALSO BEG E 1 RD & S 10 RDS FR SD NW COR LOT 7; E 4 RDS; N 15 FT; W 4 RDS; S 15 FT TO BEG. (BEING A R OF W). 6411-1796 7389-1673 8599-0917	2	01N	-	0.060	0%	0.00
15011070240000	1129BEG AT SE COR OF LOT 1, BLK 48, PL C, SLC SUR; S 89°58'19" W 538.52 FT; N 15°50'00" W 148.88 FT; N 20°38'00" W 114.22 FT; N 71°40'00" E 10.35 FT; N 43°25'00" W 26.70 FT; N 20°36'39" W 61.24 FT; S 89°58'19" W 10.94 FT; N 0°00'58" W 165.07 FT; N 89°58'19"	2	01N	-	7.290	50%	3.65
15011090062000	114BEG N 89°58'13" E 13.12 FT FR NE COR OF BLK 37, PLAT C, SLC SUR; S 00°01'20" E 1240.23 FT; E 9.74 FT; S 00°00'53" W 1547.53 FT; W 3.62 FT; N 80 FT; N 89°29'48" W 2.38 FT; NW'LYALG A 1124.02 FT RADIUS CURVE TO L 20.10 FT; NW'LY ALG A 1166 FT RADIUS CUR	2	01P	-	11.300	100%	11.30
15022780120000	SHERWOOD FOREST ADDN S 0809BEG AT NW COR BLK 37, PL C, SLC SUR; N 89°57'02" E 71.90 FT;S 17°01'54" E 883.38 FT; S 00°01'45" E 608.51 FT; S 00°01'23" E 132.15 FT; S 00°01'49" E 195.66 FT; S 89°56'46" W 396.14 FT; N 00°01'55" W 130.96 FT; N 44°19'30" E 58.	2	01P	-	7.200	0%	0.00
TOTALS:				262,744,538	116.71		69.79

Attachment B

Development Details + Absorption Schedule

Salt Lake Central Station HTRZ
Development Details & Absorption Schedule

Unit Types	# Stories	Tax-Exempt? (Y=0,N=1)	Inflation	Residential	Commercial		Phase	Today's Dollars per Unit gr SF Construction Cost (\$)	YR Built Dollars per Unit gr SF Construction Cost (\$)	SF	# Units/Stalls/SF (If non-res)	Total Construction Cost	Assessed Value	Land Use
Block 1: Central West Apartments: MF	6	1	2.00%	Yes	No	55%	1	365,000		33,594	65	23,725,000	6,093,120	Residential/MF
Block 1: Central Station Apartments: MF	6	1	2.00%	Yes	No	55%	1	350,000		33,594	65	22,750,000	5,617,920	Residential/MF
Block 1: Central Station Apartments: Parking	1	1	2.00%	Yes	No	55%	1	55,000		120,000	34	1,870,000		Parking
Block 1: Art Space: MF	3	1	2.00%	Yes	No	55%	1	350,000			18	6,300,000		Residential/MF
Block 1: Art Space: Commercial	3	1	2.00%	No	Yes	80%	1	175		20,000	20,000	3,500,000		Commercial
Block 1: Macaroni Flats: MF	4	1	2.00%	No	Yes	55%	1	320,000			13	4,160,000		Residential/MF
Block 1: Macaroni Flats: Commercial	1	1	2.00%	No	Yes	80%	1	175		40,000	40,000	7,000,000		Commercial
Block 1: Norbridge Court: MF	3	1	2.00%	Yes	No	55%	1	302,807			62	18,774,027	10,325,715	Residential/MF
Block 1: Norbridge Court: Commercial	1	1	2.00%	No	Yes	80%	1	150		40,000	40,000	6,000,000		Commercial
Block 714: Cinq: Parking		1	2.00%	Yes	No	55%	1	55,000		120,000		-	-	Parking
Block 714: Cinq: MF	5	1	2.00%	Yes	No	55%	1	400,000	400,000		203	81,200,000	44,660,000	Residential/MF
Block 714: Cinq: Parking	2	1	2.00%	Yes	No	55%	1	55,000		120,000	123	6,765,000	3,720,750	Parking
Block 714: Greenprint Gateway Apartments: MF	6	1	2.00%	Yes	No	55%	1	400,000			150	60,000,000	18,753,161	Residential/MF
Block 714: Greenprint Gateway: Food & Bev	1	1	2.00%	No	Yes	80%	1	250		1,000	1,000	250,000		Commercial
Block 714: Greenprint Gateway: Parking	2	1	2.00%	Yes	No	55%	1	55,000		120,000	123	6,765,000	3,720,750	Parking
Block 714: Alta Depot: MF	5	1	2.00%	Yes	No	55%	1	400,000			288	115,200,000	63,360,000	Residential/MF
Block 714: Alta Depot: Parking	2	1	2.00%	Yes	No	55%	1	55,000		120,000	373	20,515,000	11,283,250	Parking
Luma Apartments: Residential	5	1	2.00%	Yes	No	55%	1	400,000			205	82,000,000	45,100,000	Residential/MF
Luma Apartments: Parking	2	1	2.00%	No	Yes	80%	1	59,000		57,400	144	8,466,500	6,773,200	Parking
Block 2608: The Nest: MF	5	1	2.00%	Yes	No	55%	1	375,000			220	82,500,000	45,375,000	Residential/MF
Block 2608: The Nest: Parking	2	1	2.00%	Yes	No	55%	1	55,000		120,000	123	6,765,000	3,720,750	Parking
Casa Milagro (345 S 600 W): MF	6	1	2.00%	Yes	No	55%	1	230,000			61	14,030,000	4,044,865	Residential/MF
Commercial Zone: Residential		1	2.00%	Yes	No	55%	1	400,000	412,000.0		394	162,333,933	89,283,663	Residential/MF
Commercial Zone: Office		1	2.00%	No	Yes	80%	1	600	618.0	312,691	312,691	193,243,102	154,594,482	Office
Commercial Zone: Commercial		1	2.00%	No	Yes	80%	1	450	463.5	26,058	26,058	12,077,694	9,662,155	Commercial
G-MU: Residential		1	2.00%	Yes	No	55%	1	400,000	412,000.0		16	6,575,520	3,616,536	Residential/MF
G-MU: Office		1	2.00%	No	Yes	80%	1	600	618.0	7,318	7,318	4,522,573	3,618,059	Office
G-MU: Commercial		1	2.00%	No	Yes	80%	1	450	463.5	915	915	423,991	339,193	Commercial
D-2: Residential		1	2.00%	Yes	No	55%	1	400,000	412,000.0		132	54,219,859	29,820,923	Residential/MF
D-2: Office		1	2.00%	No	Yes	80%	1	600	618.0	104,439	104,439	64,543,584	51,634,867	Office
D-2: Commercial		1	2.00%	No	Yes	80%	1	450	463.5	5,802	5,802	2,689,316	2,151,453	Commercial
PCA: Commercial		1	2.00%	No	Yes	80%	1	325	355	123,500	123,500	43,859,330	35,087,464	Commercial
PCA: Residential		1	2.00%	Yes	No	55%	1	325,000	355,136		661	234,745,078	129,109,793	Residential/MF
PCA: Parking		1	2.00%	No	Yes	80%	1	20,000	21,855		785	17,155,814	13,724,651	Parking
Silos: Residential		1	2.00%	Yes	No	55%	1	300,000	327,818		520	170,465,412	93,755,977	Residential/MF
Silos: Retail		1	2.00%	No	Yes	80%	1	350	382	123,500	123,500	47,233,125	37,786,500	Commercial
Silos: Hotel		1	2.00%	No	Yes	80%	1	350,000	382,454		150	57,368,168	45,894,534	Hotel
Silos: Office		1	2.00%	No	Yes	80%	1	350	382	200,000	200,000	76,490,890	61,192,712	Office
Silos: Restaurant		1	2.00%	No	Yes	80%	1	558	610	23,000	23,000	14,024,058	11,219,247	Commercial
Silos: Parking		1	2.00%	No	Yes	80%	1	45,000	49,173		842	41,403,426	33,122,741	Parking
Post District: Office		1	2.00%	No	Yes	80%	1	350	382	353,000	353,000	135,006,421	108,005,137	Office
Office: Life Science		1	2.00%	No	Yes	80%	1	681	744	40,000	40,000	29,765,883	23,812,707	Office
Block 1: Bldg A: MF	38	1	2.00%	Yes	No	55%	2	400,000	437,091	542,000	590	257,783,693	141,781,031	Residential/MF
Block 1: Bldg A: Parking		1	2.00%	No	Yes	80%	2	55,000	60,100	120,000	300	18,029,996	14,423,996	Parking
Block 1: Bldg A: Commercial		1	2.00%	No	Yes	80%	2	350	382	23,000	23,000	8,796,452	7,037,162	Commercial
Block 1: Bldg A: Makers Space		1	2.00%	No	Yes	80%	2	250	273	16,000	16,000	4,370,908	3,496,726	Makers Space
Block 2: Bldg B: USAC	3	0	2.00%	No	Yes	80%	2		-	110,000		32,000,000	-	Climbing Gym
Block 2: Bldg C: Commercial Historic Renovation	2	1	2.00%	No	Yes	80%	2	650	710	5,000	5,000	3,551,363	2,841,090	Commercial
Block 2: Bldg C: Office Historic Renovation	1	0	2.00%	No	Yes	80%	2	650	710	5,000	5,000	3,551,363	-	Office
Block 3: Bldg D: Parking	6	1	2.00%	No	Yes	80%	2	55,000	60,100	34,000	510	30,650,992	24,520,794	Parking
Block 3: Bldg F: Commercial	1	1	2.00%	No	Yes	80%	2	350	382	14,000	14,000	5,354,362	4,283,490	Commercial
Block 3: Bldg G: Residential	12	1	2.00%	Yes	No	55%	2	400,000	437,091	156,000	170	74,196,044	40,807,824	Residential/MF
Block 4: Bldg H: Residential	17	1	2.00%	Yes	No	55%	2	400,000	437,091	309,000	336	146,965,242	80,830,883	Residential/MF
Block 4: Bldg H: Parking	7	1	2.00%	No	Yes	80%	2	300,000	327,818	86,000	215	70,480,892	56,384,713	Parking
Block 4: Bldg H: Commercial		1	2.00%	No	Yes	80%	2	350	382	7,000	7,000	2,677,181	2,141,745	Commercial
Block 5: Bldg I: Office	11	1	2.00%	No	Yes	80%	2	350	382	316,000	316,000	120,855,606	96,684,485	Office
Block 5: Bldg I: Grocery Store		1	2.00%	No	Yes	80%	2	350	382	27,000	27,000	10,326,270	8,261,016	Commercial
Block 5: Bldg I: Makers Space		1	2.00%	No	Yes	80%	2	350	382	8,000	8,000	3,059,636	2,447,708	Makers Space
Block 6: Bldg J: Office	21	1	2.00%	No	Yes	80%	2	350	382	524,000	524,000	200,406,132	160,324,905	Office
Block 6: Bldg J: Retail		1	2.00%	No	Yes	80%	2	350	382	27,000	27,000	10,326,270	8,261,016	Commercial
Block 6: Bldg J: Makers Space		1	2.00%	No	Yes	80%	2	350	382	8,000	8,000	3,059,636	2,447,708	Makers Space
Block 6: Bldg K: Life Science	14	1	2.00%	No	Yes	80%	2	550	601	318,500	318,500	191,418,452	153,134,762	Office
Block 6: Hotel	10	1	2.00%	No	Yes	80%	2	350,000	382,454		175	66,929,529	53,543,623	Hotel
Block 6: Bldg K: Retail		1	2.00%	No	Yes	80%	2	350	382	27,000	27,000	10,326,270	8,261,016	Makers Space
Block 7: Bldg L: Life Science (office, lab)	18	1	2.00%	No	Yes	80%	2	350	382	179,000	179,000	68,459,347	54,767,477	Office
Block 7: Bldg M: Residential (Students)	11	0	2.00%	Yes	No	55%	2	400,000	437,091	212,000	231	100,830,522	-	Residential/MF
Block 7: Bldg M: Incubator Spaces		1	2.00%	Yes	No	55%	2	450	492	82,000	82,000	40,321,626	22,176,894	Office
Bldg S: Office	5	1	2.00%	No	Yes	80%	2	558	628	285,000	285,000	178,989,666	143,191,733	Office
Bldg S: Food & Bev	1	1	2.00%	No	Yes	80%	2	558	628	23,000	23,000	14,444,780	11,555,824	Commercial
Bldg S: Transit Amenity Space	1	0	2.00%	No	Yes	80%	2	558	628	13,500	13,500	8,478,458	-	Not public information
Bldg S: Parking	3	1	2.00%	No	Yes	80%	2	59,000	66,405	188,000	600	39,843,012	31,874,409	Parking
Bldg R: Public Plaza	0	0	2.00%	No	Yes	80%	2	125	141	50,000	50,000	7,034,430	-	Not public information
Bus Transit Facility	0	0	2.00%	No	Yes	80%	2	125	141	75,000	75,000	10,551,645	-	Not public information
Bldg P: Residential		1	2.00%	Yes	No	55%	2	400,000	463,710	309,000	350	162,298,370	89,264,104	Residential/MF
Bldg P: Parking		1	2.00%	No	Yes	80%	2	59,000	68,397	160,000	435	29,752,769	23,802,215	Parking
Bldg O: Office	3	1	2.00%	No	Yes	80%	2	558	628	70,000.00	70,000.00	43,962,374	35,169,899	Office
Bldg O: Parking	3	1	2.00%	No	Yes	80%	2	59,000	66,405	150,000	420	27,890,108	22,312,087	Parking
Bldg M: Office	3	1	2.00%	No	Yes	80%	2	558	666	94,000.00	94,000.00	62,630,431	50,104,345	Office
Bldg M: Food & Bev	1	1	2.00%	No	Yes	80%	2	558	666	2,600.00	2,600	1,732,331	1,385,865	Commercial
Bldg N: Parking	2	1	2.00%	No	Yes	80%	2	59,000	70,449	94,000	122	8,594,788	6,875,831	Parking
Bldg L: Residential		1	2.00%	Yes	No	55%	2	400,000	477,621	309,000	106	50,627,817	27,845,300	Residential/MF
Bldg L: Parking		1	2.00%	No	Yes	80%	2	59,000	70,449	160,000	90	6,340,418	5,072,334	Parking
Bldgs I, J, K: Residential		1	2.00%	Yes	No	55%	2	400,000	477,621	309,000	110	52,538,301	28,896,066	Residential/MF
Bldg I, J, K: Parking		1	2.00%	No	Yes	80%	2	59,000	70,449	90,000	95	6,692,663	5,354,130	Parking
Bldgs G, H: Residential		1	2.00%	Yes	No	55%	2	400,000	506,708	309,000	200	101,341,607	55,737,884	Residential/MF
Bldg G, H: Parking		1	2.00%	No	Yes	80%	2	59,000	74,739	90,000	169	12,630,964	10,104,772	Parking
Commercial Zone: Residential		1	2.00%	Yes	No	55%	2	400,000	450203.524		341	153,367,413	84,352,077	Residential/MF
Commercial Zone: Office		1	2.00%	No	Yes	80%	2	600	675	270,351	270,351	182,569,314	146,055,451	Office
Commercial Zone: Commercial		1	2.00%	No	Yes	80%	2	450	506	16,492	16,492	8,352,758	6,682,206	Commercial
G-MU: Residential		1	2.00%	Yes	No	55%	2	400,000	450,204		288	129,539,761	71,246,869	Residential/MF
G-MU: Office		1	2.00%	No	Yes	80%	2	600	675	131,935	131,935	89,096,084	71,276,867	Office
G-MU: Commercial		1	2.00%	No	Yes	80%	2							

Salt Lake Central Station HTRZ

Development Summary

PHASE 1	Units	Construction Cost	Assessed Value
Residential Units	3,073	1,138,978,829	588,916,672
Commercial SF	403,775	137,057,514	96,246,011
Office SF	1,017,449	503,572,454	402,857,963
Hotel Rooms	150	57,368,168	45,894,534
Structure Park Stalls	2,547	109,705,740	76,066,092
PHASE 1 TOTAL		1,946,682,704	1,209,981,272
PHASE 2	Units	Construction Cost	Assessed Value
Residential Units	2,721	1,229,488,770	620,762,037
No Assessed Value (Public/UTA/Non profit/etc)		58,064,533	-
Commercial SF	161,584	73,914,526	59,131,621
Makers Space	59,000	20,816,449	16,653,159
Office SF	2,275,785	1,182,260,395	932,886,819
Hotel Rooms	175	66,929,529	53,543,623
Structure Park Stalls	2,956	250,906,602	200,725,282
PHASE 2 TOTAL		2,882,380,804	1,883,702,541
TOTAL (ALL PHASES)	Units	Construction Cost	Assessed Value
Residential Units	5,793	2,368,467,599	1,209,678,708
No Assessed Value (Public/UTA/Non profit/etc)		58,064,533	-
Commercial SF	565,358	210,972,040	155,377,632
Makers Space	59,000	20,816,449	16,653,159
Office SF	3,293,234	1,685,832,849	1,335,744,782
Hotel Rooms	325	124,297,696	99,438,157
Structure Park Stalls	5,503	360,612,342	276,791,374
TOTAL		4,829,063,508	3,093,683,813

Attachment C

Property Tax Increment Budget + Base Year Values

Salt Lake Central Station HTRZ

Property Tax Increment Budget

The seal of the Salt Lake City Redevelopment Agency is a circular emblem. It features a central illustration of the Salt Lake Temple, a prominent Gothic Revival building with a tall spire. Radiating lines emanate from behind the temple, suggesting a sun or light. The temple is set against a light blue background. The entire scene is enclosed within a circular border. The words "THE REDEVELOPMENT AGENCY OF" are written in a dark blue, sans-serif font along the top inner edge of the circle. The words "SALT LAKE CITY" are written in the same font along the bottom inner edge. Two small, stylized blue flowers are positioned on the left and right sides of the circle, separating the top and bottom text.

Base Year Value

Base Year Value by Phase	TY2024
1	\$ 199,610,301.00
2	\$ 63,134,237.00
Total Base Year Property Value	\$ 262,744,538

NOTE: Taxing entities and tax rates are the same for all included tax districts.

[illegible]

Attachment D

Affordable Housing Gap Analysis

Salt Lake Central Station HTRZ

Affordable Housing Gap Analysis

Assumptions & Summary		Monthly Rent
Multifamily Average Rent (Cushman & Wakefield 2023 Multifamily Report)	\$23,800	\$1,963
2024 SL County 60% AMI, 1 Bedroom Rent Limit (NOVOGRADAC)	\$15,588	\$1,299
2024 SL County 80% AMI, 1 Bedroom Rent Limit (NOVOGRADAC)	\$20,796	\$1,733
Total Residential Units	5,793	
80% AMI Affordable Housing Component (%)	9.0%	
Affordable Units: 80% AMI (#)	521	
60% AMI Affordable Housing Component (%)	3.0%	
Affordable Units: 60% AMI (#)	174	
Total Affordable Units (Private Development & Public Benefit)	695	Total over Project
Residential Vacancy Rate (Cushman & Wakefield 2023)	2.50%	Term Years
Average Annual Affordable Housing Rent Gap	\$4,209,813	\$105,345,318
Additional Assumptions		
Rent Growth (HDL/P Submissions)		
Average Household Size (Census, 2022 ACS 1 YR Estimate, S1101)	2.17	

Time Indexed Rents (\$/SF)																														
Base Year	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25	YR 26	YR 27	YR 28		
Market Rent per Unit per Year	23,800	24,514	25,250	26,007	26,787	27,591	28,419	29,271	30,149	31,054	31,995	32,945	33,933	34,951	36,000	37,080	38,192	39,338	40,518	41,734	42,986	44,275	45,603	46,972	48,381	49,832	51,327	52,867	54,453	
60% AMI, 1 Bedroom Rent Limit	15,588	16,056	16,537	17,033	17,544	18,071	18,613	19,171	19,746	20,339	20,949	21,577	22,225	22,892	23,578	24,286	25,014	25,765	26,538	27,334	28,154	28,998	29,868	30,764	31,687	32,638	33,617	34,625	35,664	
60% AMI Unit Gap per Unit per Year	8,212	8,458	8,712	8,974	9,243	9,520	9,806	10,100	10,403	10,715	11,036	11,367	11,708	12,060	12,422	12,794	13,178	13,573	13,981	14,400	14,832	15,277	15,735	16,207	16,693	17,194	17,710	18,241	18,789	
80% AMI, 1 Bedroom Rent Limit	20,796	21,420	22,062	22,724	23,406	24,108	24,832	25,576	26,344	27,134	27,948	28,787	29,650	30,540	31,456	32,399	33,371	34,373	35,404	36,466	37,560	38,687	39,847	41,043	42,274	43,542	44,848	46,194	47,580	
80% AMI Unit Gap per Unit per Year	3,004	3,094	3,187	3,283	3,381	3,483	3,587	3,695	3,805	3,920	4,037	4,158	4,283	4,412	4,544	4,680	4,821	4,965	5,114	5,268	5,426	5,588	5,756	5,929	6,107	6,290	6,479	6,673	6,873	
Absorption Projections																														
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25	YR 26	YR 27	YR 28		
Residential Units by Phase																														
Phase 1 Residential Units	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	
Phase 2 Residential Units																														
Total Residential Units	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	
Less: Vacancies	(77)	(77)	(77)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	(145)	
Occupied Residential Units	2,996	2,996	2,996	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	2,928	
Market Rate Units	2,636	2,636	2,636	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	4,971	
60% AMI Units	90	90	90	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	169	
80% AMI Units	270	270	270	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	508	
Annual Rents by Affordability Type																														
TOTAL																														
Market Rents at 100% of Occupied Units	5,268,361,649	73,438,347	75,641,497	77,910,742	151,309,661	155,848,951	160,524,420	165,340,152	170,300,357	175,409,368	180,671,649	186,091,798	191,674,552	197,424,789	203,347,532	209,447,958	215,731,397	222,203,339	228,869,439	235,735,522	242,807,588	250,091,816	257,594,570	265,322,407	273,282,080	281,480,542	136,161,369	140,246,210	144,453,596	
Market Rents at 88% of Occupied Units	4,636,158,251	64,625,745	66,564,517	68,561,453	133,152,502	137,147,077	141,261,489	145,499,334	149,864,314	154,360,244	158,991,051	163,760,782	168,673,606	173,733,814	178,945,829	184,314,203	189,843,629	195,538,938	201,405,107	207,447,260	213,670,678	220,080,798	226,683,222	233,483,718	240,488,230	247,702,877	119,822,004	123,416,665	127,119,164	
60% AMI Rents at 3% of Occupied Units	103,516,318	1,442,966	1,486,255	1,530,843	2,973,034	3,062,225	3,154,092	3,248,715	3,346,176	3,446,561	3,549,958	3,656,457	3,766,151	3,879,135	3,995,509	4,115,375	4,238,836	4,366,001	4,496,981	4,631,890	4,770,847	4,913,972	5,061,362	5,213,233	5,369,630	5,530,719	2,675,390	2,755,652	2,838,322	
80% AMI Rents at 9% of Occupied Units	414,304,338	5,775,197	5,948,453	6,126,906	11,899,003	12,265,973	12,633,652	13,002,261	13,372,432	13,744,205	14,108,031	14,474,272	14,842,472	15,213,301	15,586,500	15,962,695	16,341,402	16,722,333	17,105,207	17,490,839	17,879,039	18,269,620	18,662,409	19,057,220	19,454,073	19,852,992	20,253,992	10,707,740	11,028,972	11,359,841
Total Affordable Rents	\$17,820,656	7,218,163	7,434,708	7,657,749	14,872,037	15,316,198	15,777,744	16,251,076	16,738,608	17,240,767	17,757,990	18,290,729	18,839,451	19,404,635	19,986,774	20,585,377	21,200,968	21,840,087	22,495,290	23,176,148	23,885,253	24,611,211	25,353,647	26,113,296	26,890,553	27,684,369	13,383,136	13,784,624	14,198,163	
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25	YR 26	YR 27	YR 28		
Affordable Housing Rent Gap (Total Loss in Rents)	114,382,742	1,584,439	1,642,272	1,691,540	3,285,123	3,383,676	3,485,187	3,589,742	3,697,434	3,808,357	3,922,608	4,040,286	4,161,495	4,286,340	4,414,930	4,547,378	4,683,799	4,824,313	4,969,043	5,118,114	5,271,657	5,429,807	5,592,701	5,760,482	5,933,297	6,111,296	2,956,234	3,044,921	3,136,269	

Attachment E

Sales Tax Analysis

Salt Lake Central Station HTRZ
Sales Tax Analysis

Assumptions	Retail
Commercial Sales per SF ¹	\$ 251.01
Buildout Commercial SF	565,358
Online Sales per Resident	\$2,301
Additional Assumptions	
Annual Inflation	1.0%
Average Household Size ²	2.17
Residential Vacancy Rate (Cushman & Wakefield 2023)	2.50%
New Sales to State	30.0%
New Sales to County	50.0%
New Sales to City	50.0%

Sales Tax Rates (Net Rate)	
State	4.850%
2023 Sales Base Year	
Taxable Sales Base Year Value (2023)	\$ 19,742,787
Overall City Sales Tax Revenue	
\$ 11,896,574,173	City Acreage 70,920
HTRZ Proportion of 2023 Taxable Sales	
0.16%	HTRZ Acreage 116.71

Note 1: This is the annual commercial gross taxable sales compared to the estimated commercial square footage for Salt Lake City. 2023 taxable sales data was obtained from the State Tax Commission website.

Note 2: Census, 2022 ACS 1 YR Estimate, S1101 Households & Families

Time Indexed Sales (\$)/SF		Base Year	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25	YR 26	YR 27	YR 28		
Commercial (brick & mortar) Sales		251	254	256	259	261	264	266	269	272	275	277	280	283	286	289	291	294	297	300	303	306	309	312	316	319	322	325	328	332		
Online Sales		2,301	2,324	2,347	2,370	2,394	2,418	2,442	2,467	2,491	2,516	2,541	2,567	2,593	2,618	2,645	2,671	2,698	2,725	2,752	2,780	2,807	2,835	2,864	2,892	2,921	2,951	2,980	3,010	3,040		
Absorption Projections			YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25	YR 26	YR 27	YR 28		
Phase 1 Residential Units	-		3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073	3,073		
Phase 2 Residential Units	-					2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721	2,721		
Total Residential Units	-		3,073	3,073	3,073	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793	5,793		
Vacant Units	-					145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145	145		
HTRZ New Residents	-		6,501	6,501	6,501	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257	12,257		
Phase 1 Commercial Square Feet	-		403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775	403,775		
Phase 2 Commercial Square Feet	-					161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584	161,584		
Commercial SF Expired Removal ³	-																															
Commercial Square Feet	-		403,775	403,775	403,775	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358	565,358		
			YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25	YR 26	YR 27	YR 28		
Commercial Gross Taxable Sales	-		102,364,963	103,386,612		104,422,499	147,672,693	148,146,420	150,940,915	152,147,324	153,668,797	155,205,465	156,757,540	158,325,115	159,908,366	161,507,450	163,122,524	164,753,750	166,401,287	168,065,300	169,745,953	171,443,413	173,157,847	174,889,425	176,638,319	178,404,703	180,188,750	181,990,637	52,534,440	53,669,784	53,590,362	4,963,145,993
Online Gross Taxable Sales	-		15,106,322	15,257,385		15,409,959	29,946,407	29,639,872	29,936,270	30,235,633	30,537,989	30,843,369	31,151,903	31,463,321	31,777,954	32,095,734	32,416,691	32,740,858	33,068,296	33,398,949	33,732,939	34,070,268	34,410,971	34,755,080	35,102,631	35,453,658	35,808,194	36,166,276	36,527,939	36,893,218	37,262,150	874,610,106
Less Sales Tax Base Year	(19,742,787)		(19,742,787)	(19,742,787)		(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	(19,742,787)	
Total Gross Taxable Sales	-		97,724,497	98,901,210		100,089,671	157,276,314	159,046,505	160,834,398	162,646,170	164,463,999	166,306,067	168,166,356	170,045,649	171,943,933	173,860,387	175,796,428	177,751,821	179,726,767	181,721,462	183,736,105	185,770,894	187,826,030	189,891,719	191,968,164	194,115,573	196,264,157	198,414,126	89,319,592	79,210,216	71,109,746	8,838,913,912
Sales Tax Summary			YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25	YR 26	YR 27	YR 28		
Sales & Use Tax Generation	-		4,739,832	4,796,806		4,854,349	7,627,901	7,713,755	7,800,468	7,888,048	7,976,504	8,065,844	8,156,078	8,247,214	8,339,261	8,432,229	8,526,127	8,620,963	8,716,748	8,813,491	8,911,201	9,009,888	9,109,562	9,210,233	9,311,911	9,414,605	9,518,327	9,623,085	3,362,000	3,406,195	3,448,823	213,640,452
Percentage to TTIF	-		15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	15%	
Total Sales Tax to TTIF	-		710,975	719,521		728,152	1,144,185	1,157,063	1,170,070	1,183,207	1,196,476	1,209,877	1,223,412	1,237,082	1,250,889	1,264,834	1,278,919	1,293,144	1,307,512	1,322,024	1,336,680	1,351,483	1,366,434	1,381,535	1,396,787	1,412,191	1,427,749	1,443,463	504,300	510,779	517,323	32,046,068

Source: Utah Calendar Year Gross Taxable Sales and Purchases - 2023 Prepared by the Economics and Statistical Unit of the Utah State Tax Commission

¹ Assumes that sales tax collection is triggered at the same time as the property tax for specific parcels. After parcels expire, their commercial square footage is removed from the sales tax collection.

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