



7505 South Holden Street
Midvale, UT 84047
(801) 567-7200
www.midvalecity.org

**MIDVALE CITY COUNCIL REGULAR MEETING
AGENDA
OCTOBER 3, 2023**

PUBLIC NOTICE IS HEREBY GIVEN that the **Midvale City Council** will hold a regular meeting on the **3rd day of October 2023** at Midvale City Hall, 7505 South Holden Street, Midvale, Utah as follows:

Electronic & In-Person City Council Meeting

This meeting will be held electronically and in-person. **Public comments may be submitted electronically to the City Council at www.Midvalecity.org/government/contact-us by 5:00pm on October 2nd and will be included in the record.**

The meeting will be broadcast on the following: **You Tube:** www.MidvaleCity.org/YouTube

6:00 PM - WORKSHOP

- Midvale Center and Midvale Ft. Union Station Area Plans Presentation [*Adam Olsen, Community Development Director*]
- EPA Lead and Copper Rule Update [*Glen Kennedy, Public Works Director*]

7:00 PM - REGULAR MEETING

I. GENERAL BUSINESS

- A. WELCOME AND PLEDGE OF ALLEGIANCE
- B. ROLL CALL
- C. Unified Fire Department Report
- D. Mayor Stevenson Next Generation Initiative Youth Program Report
- E. Proclamation – National Hispanic Heritage Month

II. PUBLIC COMMENTS

Any person wishing to comment on any item not otherwise scheduled for a public hearing on the agenda may address the City Council at this point by stepping to the microphone and giving his or her name for the record. Comments should be limited to not more than three (3) minutes unless additional time is authorized by the Governing Body. Citizen groups will be asked to appoint a spokesperson. This is the time and place for any person who wishes to comment on non-hearing, non-Agenda items. Items brought forward to the attention of the City Council will be turned over to staff to provide a response outside of the City Council meeting.

III. MAYOR REPORT

- A. Mayor Marcus Stevenson

IV. COUNCIL REPORTS

- A. Councilmember Heidi Robinson
- B. Councilmember Paul Glover
- C. Councilmember Dustin Gettel
- D. Councilmember Quinn Sperry

E. Councilmember Bryant Brown

V. **CITY MANAGER REPORT**

VI. **PUBLIC HEARING**

A. Public Hearing to receive input from the public with respect to (a) the issuance of approximately \$11,200,000 of General Obligation Bonds and (b) the potential economic impact that the improvements, facilities, or properties to be financed in whole or in part with proceeds of said bonds will have on the private sector **[Matt Dahl, City Manager]**

VII. **CONSENT**

A. Consider Minutes of September 19, 2023 **[Rori Andreason, H.R. Director/City Recorder]**

VIII. **ACTION ITEMS**

A. Consideration and Approval of **Resolution No. 2023-R-41** Confirming the Appointment of Molly Signoretty as the 2024 Chair of the Harvest Days Festival Committee **[Matt Dahl, City Manager]**

B. Consider **Ordinance No. 2023-O-13** Adopting Midvale Municipal Code Chapter 12.18 Parks **[Glen Kennedy, Public Works Director]**

IX. **CLOSED SESSION TO DISCUSS THE PURCHASE, EXCHANGE, OR LEASE OF REAL PROPERTY**

X. **ADJOURN**

In accordance with the Americans with Disabilities Act, Midvale City will make reasonable accommodations for participation in the meeting. Request assistance by contacting the City Recorder at 801-567-7207, providing at least three working days advance notice of the meeting. TTY 711

A copy of the foregoing agenda was provided to the news media by email and/or fax; the agenda was posted in the City Hall Lobby, the 2nd Floor City Hall Lobby, on the City's website at www.midvalecity.org and the State Public Notice Website at <http://pmn.utah.gov>. Council Members may participate in the meeting via electronic communications. Council Members' participation via electronic communication will be broadcast and amplified so other Council Members and all other persons present in the Council Chambers will be able to hear or see the communication.

DATE POSTED: SEPTEMBER 28, 2023

RORI L. ANDREASON, MMC
H.R. DIRECTOR/CITY RECORDER



COUNCIL MEETING ***Minutes***

Tuesday October 3, 2023
Council Chambers
7505 South Holden Street
Midvale, Utah 84047

MAYOR: Mayor Marcus Stevenson

COUNCIL MEMBERS: Council Member Heidi Robinson
Council Member Paul Glover
Council Member Dustin Gettel
Council Member Quinn Sperry
Council Member Bryant Brown

STAFF: Matt Dahl, City Manager; Rori Andreason, HR Director/City Recorder; Garrett Wilcox, City Attorney; Glen Kennedy, Public Works Director; Nate Rockwood, Assistant City Manager; Mariah Hill, Administrative Services Director; Adam Olsen, Community Development Director; Kate Andrus, RDA Program Manager; Wendelin Knobloch, Planning Director; Chief Randy Thomas, UPD; Chief Brad Larson, UFA; and Juan Rosario, Systems Administrator.

6:00 PM – WORKSHOP

- **MIDVALE CENTER AND MIDVALE FT UNION STATION AREA PLAN PRESENTATION**

Adam Olsen introduced MHTN, the consulting team that conducted the study for the Midvale Center & Fort Union Trax Station Area Plan Draft.

Ryan Wallace, Emily Seung, Daniel Smith, and Brian Vanneman reviewed the **Midvale Center & Fort Union Trax Station Area Plan Draft** (Supporting documents attached.) _

- **EPA LEAD AND COPPER RULE UPDATE**

Bryton Mecham reviewed and discussed the EPA Lead and Copper Rule Update.

Midvale EPA LCRR

What is LCRR?

- ▶ Lead and copper rule revisions (LCRR) was announced by the EPA January 15, 2021.
- ▶ The LCRR strengthens the current lead and copper rule enforced by the EPA.
- ▶ The EPA LCRR is requiring public water systems to evaluate all service lines throughout the PWS and create a material inventory for each service line both city owned and privately owned.

The History of Lead

- ▶ Prior to 1986 the united states had no rules specifying what piping materials plumbers were allowed to use.
- ▶ 1986, Congress amended the Safe Drinking Water Act (SDWA), prohibiting the use of pipes, solder, or flux that were not "lead free" in public water systems or plumbing in facilities providing water for human consumption. "lead free" was defined as solder and flux with no more than 0.2 percent lead and pipes with no more than 8 percent.
- ▶ 2011, Congress passed the Reduction of Lead in Drinking Water Act (RLDWA) that amended Section 1417 of SDWA and updated the definition for "lead free" as a weighted average of not more than 0.25 percent lead calculated across the wetted surfaces of a pipe, pipe fitting, plumbing fitting, and fixture and not containing more than 0.2 percent lead for solder and flux.

Why?

- ▶ In January of 2021, the EPA began the review process of the current lead and copper rule and published the outcome of its review on December 17, 2021.
- ▶ The review stated that EPA actions to protect the public from lead in drinking water should consider the following priority: Replacing **100 percent** of lead service lines (LSLs) is an urgently needed action to protect all Americans from the most significant source of lead in drinking water systems.
- ▶ EPA announced its decision to proceed with a proposed rule that would revise the LCRR while allowing the January 2021 rule to take effect.
- ▶ The LCRR effective date is December 16, 2021, and the compliance date is October 16, 2024.

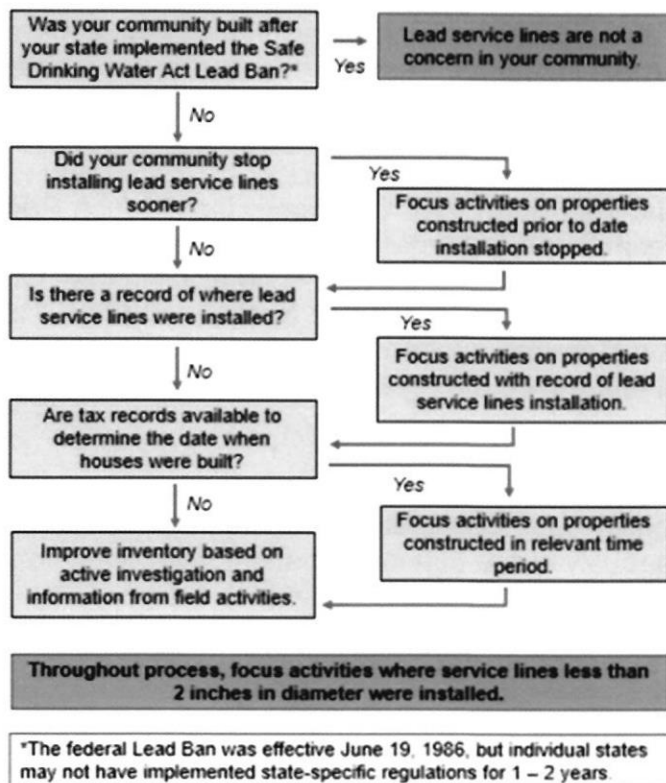
General Requirements to complete EPA LCRR

1. Inventory all service lines installed before 1988.
2. Sample at least 20% all Pre-K, Kindergarten, elementary, and childcare facilities once a year for the first 5 years.
3. Create public communication and education dashboard
4. Create new lead and copper sampling plan to meet new LCRR guidelines.
5. Create replacement plan once inventory is completed to eliminate any hazardous materials.

Where do we start?

Lead/Copper Construction & Plumbing Codes

- ▶ The 1986 Safe Drinking Water Act
- ▶ The federal government gave states 24 months to enforce these new revisions through state and local plumbing codes.
- ▶ To ensure our residents safety and inventory accuracy we are considering any structure built prior to 1989 risk for lead and will inventory all service lines installed before then to give us a 12-month buffer to ensure nothing is overlooked.



Inventory all Service Lines Regardless of Ownership Status and Intended Use

- ▶ All community water systems **must** prepare an inventory of all service lines connected to the public water distribution system, regardless of ownership status.
- ▶ In those instances where ownership is split, the inventory **must** include both the system-owned and customer-owned portions of the service line.

Required Service Line Inventory Material Classifications

- ▶ Lead
- ▶ Galvanized requiring replacement (GRR)
- ▶ Non-Lead (or the actual material, such as copper or plastic.)
- ▶ Lead status unknown service line unknown (or unknown)

Goosenecks, Pigtails, and Connectors

- ▶ **EPA encourages (not required)** water systems to identify the location and material of goosenecks and pigtails (connectors) and to include this information in their inventories.
- ▶ Lead from an upstream source can adsorb into the galvanized pipe over time. The LCRR requires that when lead connectors are encountered, they be removed or disconnected.

Notification and Requirements

- ▶ Water systems must make the inventory publicly accessible, including a location identifier for each LSL **unless** they serve less than **50,000 people**.

- ▶ At present, Midvale City serves a population of approximately 36.03K residents. We are fully committed to surpassing the minimum standards set by the EPA, and as part of our efforts, we will make our inventory readily accessible to our residents through an online platform.
- ▶ Once inventory is completed in full public water systems have 30 days to notify those who have lead service line connections.
- ▶ Public water systems (PWS) must indicate in their Consumer Confidence Report (CCR) how to access service line inventory information.
- ▶ Nonlead PWS must also include a statement that they have no LSLs in their CCR.
- ▶ Under the LCRR systems subject to LSLR must replace annually at least 7% of the initial number of LSLs in their distribution system. The initial number of LSLs is the number of lead lines in place at the time the replacement program begins.

Inventory Record Keeping

We have developed a simple and interactive web-based maps to present our service line inventory. This map provide us with an easily updatable platform for storing inventory data while also having the ability to instantaneously share that data in an intuitive, easy-to-use format with anyone that has internet access.

Accepted EPA Inspection Methods

Visual Inspections

- ▶ Visual Inspection of Service Line Material.
- ▶ Many utilities have enlisted the public's help to identify the material of the customer-owned portion of the service line.

Residential Diagnoses

1. 1. Locate the water service line entering the building. You need to see the pipe where it comes through the floor or wall. In the basement or lowest floor, or whole-house water shut-off valve nearby.
2. 2. Use Pipe Material Identification Sheet
Look for threads at connections.
Scratch pipe with a coin or key to reveal the metal. You may need to scratch through corrosion or paint. Lead is soft and scratches easily.
See if a kitchen magnet sticks to the pipe. A magnet will not stick to a lead pipe.
3. Take three (3) photos.
Pipe coming through wall or floor.
Closer view of pipe with scratch.
Further view of pipe that includes shut off valve.
4. Send photos to Midvale city with your address

Sampling Inspections

- ▶ **Targeted service line sampling** Flush all the water from the service line by figuring the total volume of water in the service line. Once flushed out, let the water sit for 15 minutes then take a sample if more than 3 micrograms per liter the water is unsafe to drink.

- ▶ **Flushed sampling** Collecting a sample from the customer's tap after a set flushing time. For example, flushing for five minutes could result in a sufficient difference in lead levels to distinguish LSL sites from non-LSL
- ▶ **Denver Water (Denver, CO)**, which uses pH adjustment for corrosion control, uses a subset of three samples to assess if a location has an LSL: a first draw, a second draw after a 30-second flush, and a third draw after another 30-second flush. If the average lead concentration is 5 µg/L or greater, they consider it an LSL (Denver Water, 2019, cited in Hensley et al., 2021).

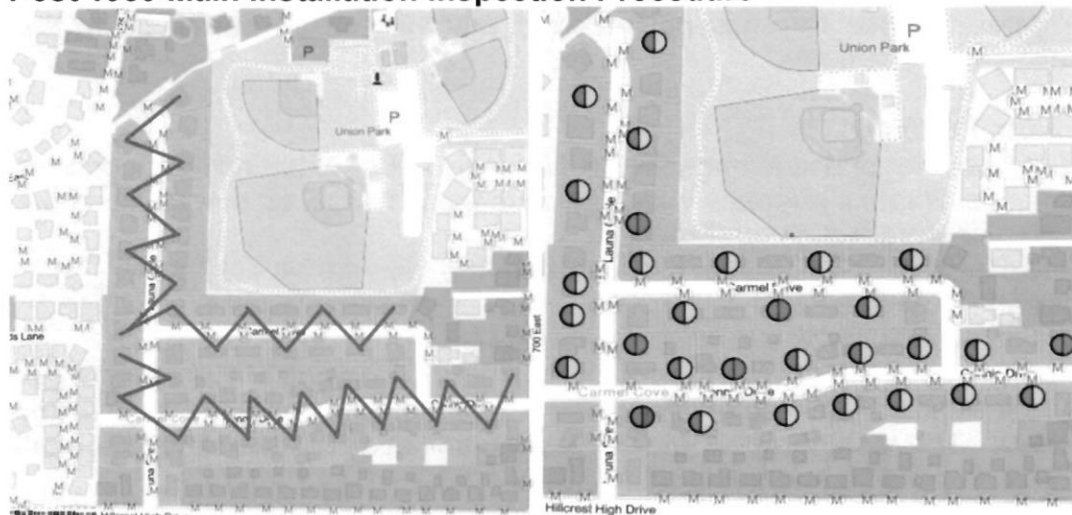
Line Excavation

- ▶ If a service line is not accessible for visual inspection, the water system may need to excavate soil, and potentially remove portions of the road, sidewalk, or other obstacles to determine service line materials.
- ▶ Excavation methods require different levels of disturbance, time investment, and cost as well as coordination with the property owner.

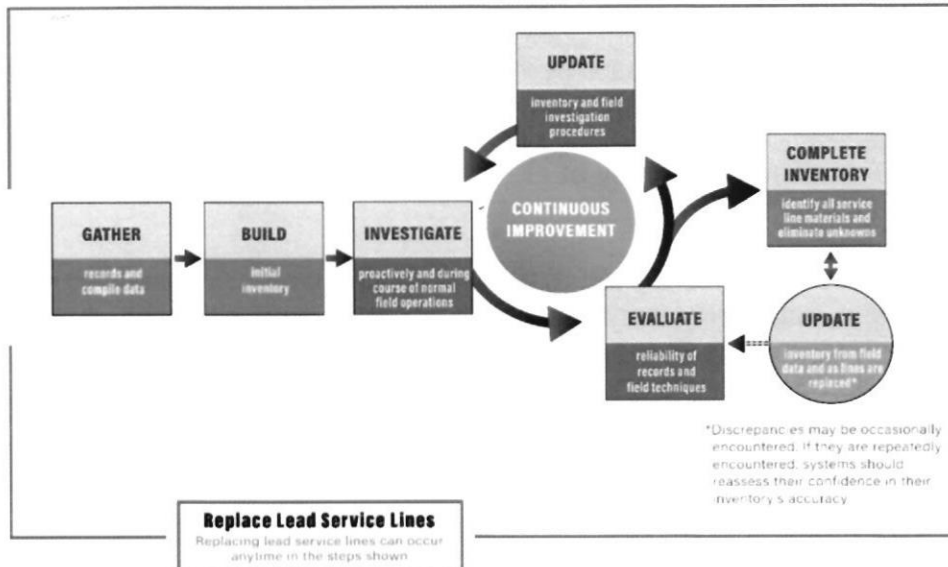
Inventory Completion

- ▶ Total we have 5,624 service lines that are needing to be inventoried.
- ▶ As of 9/26/2023 we have completed 912 Inspections.
- ▶ The state and EPA are allowing public water systems to make mass assumptions if
 1. The structures within a neighborhood were completed around the same time.
 2. At least 20% of our findings consist of the same material.
- ▶ Our goal is to inspect 50 service lines a week.
- ▶ Projected completion date 07/01/2024

Post 1989 Main Installation Inspection Procedure



Inventory Lifecycle



External Funding

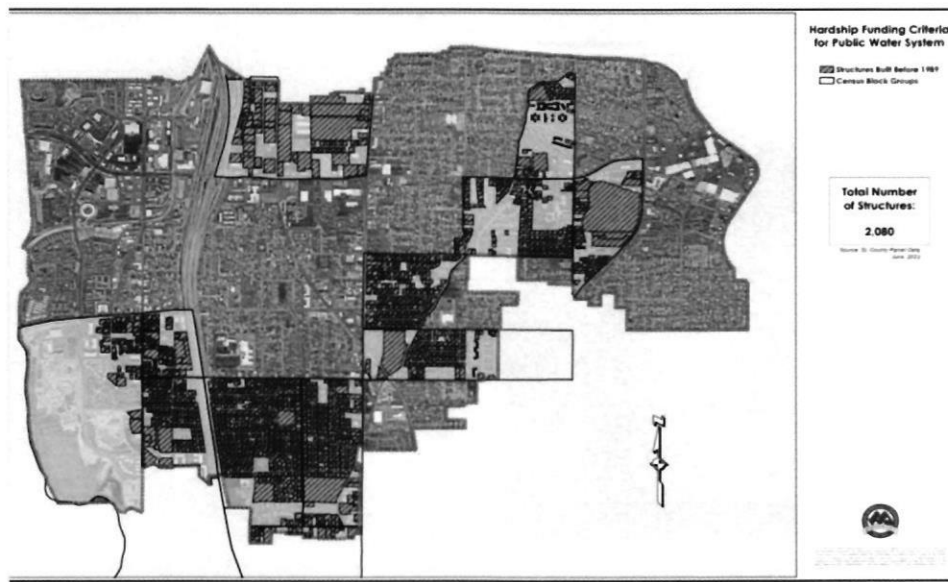
- ▶ On August 1st, 2023 Midvale city applied for \$100,000 in external Hardship Criteria funds to assist with the completion of the LCRR inventory.
- ▶ These funds can be used for almost anything LCRR related (equipment, Employee hours, outside consulting, and replacement material.)
- ▶ Along with the hardship criteria funding the city applied for School Lead service line replacement funding of \$25,000. If awarded this funding can be used to replace the private side of the service line for schools that qualify based on state and EPA stipulations.
- ▶ As of today, Midvale City has not received any information pertaining to their application for these funds.

Hardship Criteria Funding

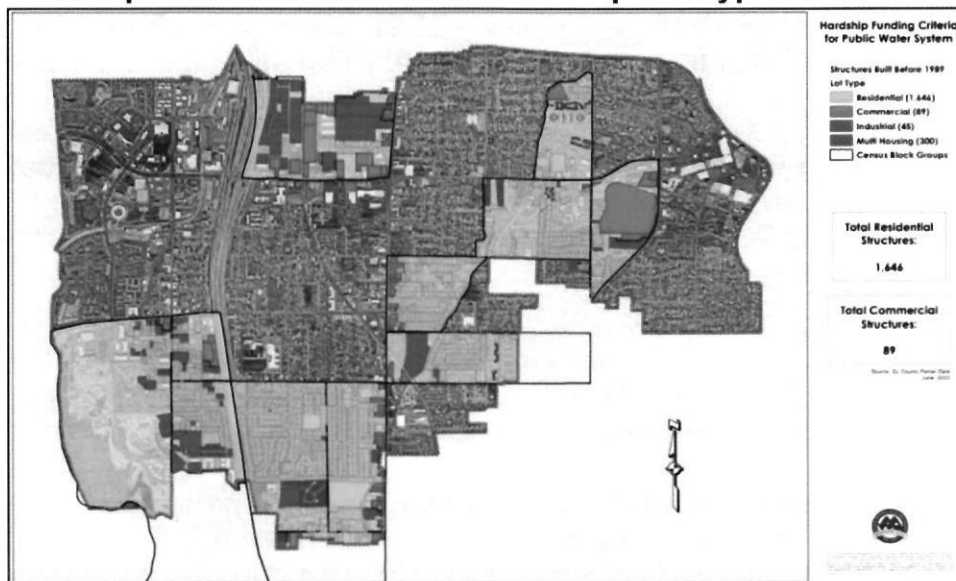
The system, is eligible for principal forgiveness if it meets either of the following criteria:

- The estimated average water bill exceeds 1.75% of the local median adjusted gross income (MAGI)
- The system MAGI is at or below 80% of the state MAGI (\$37,200)
- Utah MAGI \$46,500
- Midvale MAGI \$38,900 (83.7% Utah MAGI)
- Midvale may be eligible for grant funding for a portions of the service area. This eligibility is based on the EPA's demographic index at the census block level. The demographic index is a combination of two socioeconomic factors: income and demographic data.

Hardship Criteria Structure Pre 1989 Map



Hardship Criteria Structure Pre 1989 Map Lot Type



LCRR External Consulting

- Because of this large task Midvale city met with three LCRR consulting firms to assist with the completion of the Lead service line inventory.
- WSP Quote for LCRR. \$130,000.00
- AE2S quote for LCRR. \$70,500.00
- 120 water quote for LCRR. \$14,875.00 Annually

AE2S Quote Breakdown

AE2S Quote Breakdown	
AE2S	
General Project Management	\$6,000
Funding Acquisition Assistance	\$3,000
Service Line and Facility Inventory	\$30,000
School and Childcare Facility Testing	\$6,000
Public Education and Communication Plan	\$12,500
Sample Plan Preparation	\$6,500
Mitigation Plan Preparation	\$6,500
TOTAL	\$70,500

External Consulting Status

- ▶ After meeting with other *municipalities* (South Jordan, Heber, Herriman, Lehi, Sandy, kerns improvement district, Granger Hunter, and West Jordan) the city decided to manage this project internally to ensure best use of its funds.
- ▶ As of today, Midvale City is in the process of internally managing this significant project.
- ▶ If the city does seek outside consulting, we will be partnering with a firm that can assist in distributing 3M Lead swab kits and provide clear, step-by-step diagnosis instructions to residents who may be at risk of having lead service lines.
- ▶ By undertaking the project internally, we are projecting a saving of at least \$58,000 (*based on the AE2S quote*).

Visua1. Visual Inspection:

1.1. Purpose: The visual inspection aims to identify visible characteristics of service lines that indicate the presence of lead components.

1.2. Procedure:

- Examine the exterior of the service line from the water main to the property.
- Look for signs of corrosion, such as a dull gray color or white-scale deposits.
- Check for the presence of a soldered joint that indicates the use of lead-based solder.
- Inspect any visible sections of the service line within the property that is visible.
- Document all findings, including photographs, and record the location of identified lead service lines.

I Inspection SOP

Mechanical Excavation SOP

2. Mechanical Inspection (Excavation):

2.1. Purpose: Mechanical inspection involves excavating sections of the service line to visually confirm the presence of lead materials.

2.2. Procedure:

a. Select areas with the highest probability of containing lead service lines based on structures built prior to 1889 that are not able to be visually inspected.

a. Excavate carefully using appropriate tools to expose the service line.

b. Examine the exposed sections for visible signs of lead, such as the characteristic dull gray color.

c. Take photographs and document the location and condition of any lead service lines found.

Sampling SOP

3. Sampling if Needed:

3.1. Purpose: Sampling helps to confirm the presence of lead in service lines, particularly when visual and mechanical inspections are inconclusive.

3.2. Procedure:

a. Collect representative samples from the suspected lead service lines following established protocols.

b. Use appropriate sampling techniques to minimize the risk of contamination.

c. Label and handle samples carefully to maintain sample integrity.

d. Submit the samples to a certified laboratory for analysis.

e. Obtain analytical results from the laboratory and interpret the data.

f. Document the sampling process, including sample collection dates, locations, and laboratory analysis reports.

g. Include the sampling results in the LCRR, indicating whether lead service lines were confirmed or ruled out.

Conclusion:

This SOP provides a systematic approach for identifying lead service lines for the LCRR. By following the outlined procedures for visual inspection, mechanical inspection through excavation, and sampling, when necessary, accurate reporting and compliance with regulatory requirements can be achieved. The documentation of findings, including photographs and laboratory reports, will serve as crucial evidence in the LCRR. Regular review and updates to this SOP are recommended to incorporate any changes in regulations or best practices.

Project Status Overview

- ▶ Completed an initial Inventory of lead potential service lines based on structure build data and plumbing code. (5,624)
- ▶ Contacted and gathered quotes from external consulting companies (wsp, 120water, and AE2S)
- ▶ Met and consulted with other municipalities to ensure best use of funds.
- ▶ Created and implemented easy and interactive GIS map.
- ▶ Applied for LCRR funding through the Utah Division Of Drinking Water. (\$100,000)
- ▶ Applied for LCRR school service line replacement funds. (\$25,000)
- ▶ Visually inspected 16.3% of our total inventory within the last two months. (912)

Information and Resources

- ▶ [Midvale Service Line GIS Map](#)
- ▶ [Denver GIS Map](#)
- ▶ [Greater Cincinnati Water Works Service Line Information](#)

- ▶ [Example of public notification and implemented LCRR program](#)
- ▶ [Find the lead pipes in your home \(npr.org\)](#)

DC Water Customer Instructions for Self-Identifying LSLs (continued)

Step 1
Locate the water service line entering the building. You need to see the pipe where it comes through the floor or wall. In the basement or lowest floor, or whole-house water shut-off valve nearby.

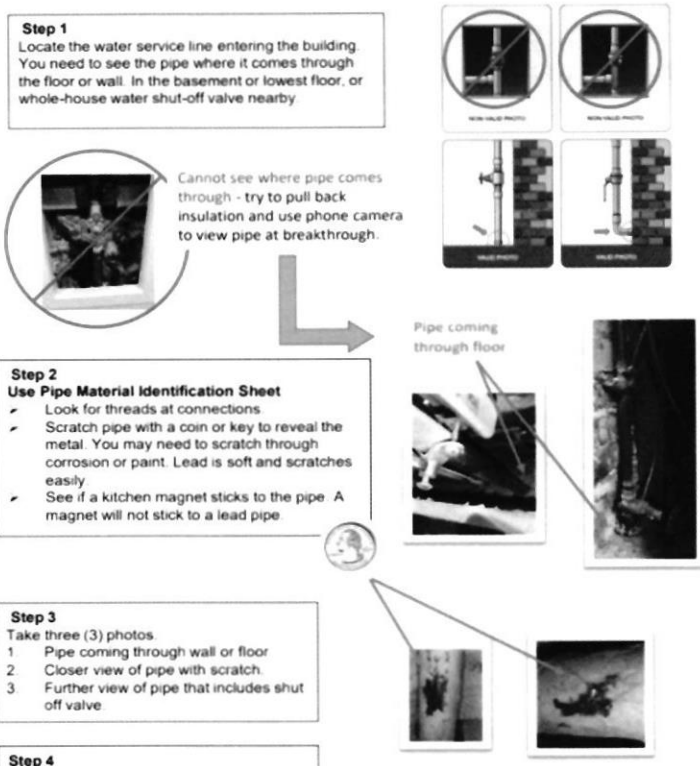
Cannot see where pipe comes through - try to pull back insulation and use phone camera to view pipe at breakthrough.

Step 2
Use Pipe Material Identification Sheet

- ✓ Look for threads at connections
- ✓ Scratch pipe with a coin or key to reveal the metal. You may need to scratch through corrosion or paint. Lead is soft and scratches easily
- ✓ See if a kitchen magnet sticks to the pipe. A magnet will not stick to a lead pipe.

Step 3
Take three (3) photos:
1. Pipe coming through wall or floor
2. Closer view of pipe with scratch.
3. Further view of pipe that includes shut off valve.

Step 4
Send photos to leadtest@dcwater.com.



7:00 PM – REGULAR MEETING

Mayor Marcus Stevenson called the business meeting to order at 7:00 p.m.

I. GENERAL BUSINESS

A. **WELCOME AND PLEDGE OF ALLEGIANCE**

B. ROLL CALL - Council Members Heidi Robinson, Dustin Gettel, Bryant Brown, Quinn Sperry, and Paul Glover were present at roll call.

C. **UNIFIED FIRE DEPARTMENT REPORT**

Chief Brad Larson reported on Unified Fire Authority strategic plan. When completed the draft plan will be presented to the Board. Fire prevention week starts October 8-15. The theme this year is "Cooking Starts With You". Safety information on cooking in the kitchen will be posted on social media. A live fire demonstration will be held on October 11th for the public. He stated the quarterly reports had not been completed so those will be presented in the future. He said the Midvale Unified Fire has the largest amount of fire

fighters in all Unified Fire. There are crews participating in fire safety lessons at Copperview Elementary and pay visits to the Senior Center to educate and visit with them. There are a lot of probationary fire fighters within the station, which Midvale provides a great experience for them.

D. MAYOR STEVENSON NEXT GENERATION INITIATIVE YOUTH PROGRAM REPORT

Mayor Stevenson introduced the applicants Jacklyn Wei, Matthew Miller, Hayley Carvalho, Tessa Andersen, Isabella Goates, Ivy Costello, Nyah Cox, Ethan Mears, Manvi Chechi, Benjamin Bridge, and Maqee Chavez participating in the Next Generation Initiative Youth Program, which starts next Monday. He said it's great to see the interest and awareness from the students. The program will run from October through April.

E. PROCLAMATION – NATIONAL HISPANIC HERITAGE MONTH

Mayor Stevenson read the proclamation for National Hispanic Heritage Month.

II. PUBLIC COMMENTS

There were no public comments.

III. MAYOR REPORT

Mayor Stevenson reported that he is excited for the NextGen Program. The Car show over the weekend had a great turnout. The Skate with the Mayor will be Saturday, October 7th at Copperview Recreation Center. At this event he will be giving away free skateboards to students that were nominated by teachers and the community.

IV. COUNCIL REPORTS

A. Council Member Heidi Robinson – reminded everyone that Wednesday October 4th, Midvale City Hall is holding a "Meet the Candidates Night". She encouraged everyone to attend and get to know the candidates.

B. Council Member Paul Glover – thanked the Unified Police for their assistance with his business that was broken into.

C. Council Member Dustin Gettel – said October is also Breast Cancer Awareness Month. He encouraged everyone to make an appointment for a mammogram. He said he would like to schedule a discussion regarding allowing the Mayor to vote on anything that has a fiscal impact. He said the City is growing and expanding and he would like Mayor's input and vote.

D. Council Member Quinn Sperry – had nothing to report.

E. Council Member Bryant Brown – said he participated in the Canyons District Golf Tournament fundraiser, which was great. He said he would like to have more communication with the school district in the future.

V. CITY MANAGER REPORT

Matt Dahl reported that a couple of weeks ago Council Member Gettel discussed issues with sidewalks. He said he has been working on a solution for those issues. He said going forward he will enforce no parking on the curbs and sidewalks. He said staff will start out by issuing notices.

Council Member Bryant Brown asked to have campers and trailers included in that.

Mr. Dahl said City Hall has a second damaged window. The security cameras did not pick anything up because they were directed in another direction. He said staff is working on getting new cameras. He said there was some flooding on Center Street over the weekend. There were some issues with the pump, so UDOT came out with a pump. He also mentioned that there are only three council meetings left for the rest of the year.

Council Member Dustin Gettel asked if the election canvass meeting and the City Council meeting could be combined on Wednesday, December 6, 2023. The Council agreed to combine the meetings.

VI. PUBLIC HEARING

A. PUBLIC HEARING TO RECEIVE INPUT FROM THE PUBLIC WITH RESPECT TO (A) THE ISSUANCE OF APPROXIMATELY \$11,200,000 OF GENERAL OBLIGATION BONDS AND (B) THE POTENTIAL ECONOMIC IMPACT THAT THE IMPROVEMENTS, FACILITIES, OR PROPERTIES TO BE FINANCED IN WHOLE OR IN PART WITH PROCEEDS OF SAID BONDS WILL HAVE ON THE PRIVATE SECTOR

Matt Dahl said on July 18, 2023, the Midvale City Council adopted Resolution No. 2023-R-32 approving a special bond election on November 21, 2023 that, if successful, would generate \$11.2 million to finance a portion of the costs to construct a new recreation center, including a community pool, and active transportation trails.

State law outlines an in-depth process of public notice and hearings that must be followed prior to the election. The following is a summary of those requirements.

- September 7 – Deadline for Bond Election Resolution to be delivered to Lt. Governor and Election Officer
- September 18 – Deadline for notice of intent to file arguments against the bond
- September 19 – Deadline for Midvale City to notice public hearing on bond election
- September 22 – Deadline for arguments for and against the bond to be submitted to the Election Officer
- October 3 – Midvale City to hold public hearing on bond election
- October 9 – Deadline for submission of rebuttal arguments
- October 23 – Deadline for arguments to be posted on state website
- October 31 – Deadline for Midvale City to post election notice
- November 6 – Deadline for voter information pamphlet to be mailed to registered voters
- November 14 – Hold Public Meeting regarding ballot proposition
- November 21 – Election
- December 6 – Election canvass

This public hearing is required by state code and is intended to provide the public an opportunity to speak on the record with respect to the issuance of the recreation bond

and the potential economic impact that the recreation improvements will have on the private sector. In addition to the public hearing, Midvale City will also host a public meeting regarding the ballot proposition on November 14.

Summary

On July 18, 2023, the Midvale City Council adopted Resolution No. 2023-R-32 approving a special bond election on November 21, 2023 that, if successful, would generate \$11.2 million to finance a portion of the costs to construct a new recreation center, including a community pool, and active transportation trails.

Public Hearing: Purpose

The public hearing is required by state code and is intended to provide the public an opportunity to speak on the record with respect to the issuance of the recreation bond and the potential economic impact that the recreation improvements will have on the private sector.

Recreation Bond Details – Recreation Center

\$10 million in bond funding would be used to partially fund the construction of a new modern recreation center that includes a community pool. Additional funding would be required to fully fund the recreation center.

Recreation Bond Details – Dedicated Biking and Walking Paths

\$1.2 million of the bond funding will unlock \$4.8 million in federal funding for new and improved dedicated walking and biking lanes throughout the City.

Schedule

Date	Activity
September 7	Deadline for bond election resolution to be delivered to Lt. Governor and Election Officer
September 22	Deadline for arguments for and against the bond to be submitted to the Election Officer
October 3	Midvale City to hold public hearing on bond election
October 31	Deadline for Midvale City to post election notice
November 6	Deadline for voter information pamphlet to be mailed to registered voters

November 14	Hold Public Meeting regarding ballot proposition
November 21	Election

Frequently Asked Questions

Q: If the bond is approved, is Midvale guaranteed to get a new recreation center and dedicated biking and walking paths?

The dedicated biking and walking paths that are included in this bond proposal already have matching federal funds, so the city can move forward with those projects if the recreation bond is approved. Approving the bond, however, does not guarantee that the city will receive a new recreation center, but it will get us one step closer by helping to strengthen our application for Salt Lake County Zoo, Arts and Parks or other matching funds.

Q: Have locations for dedicated biking and walking path been determined yet?

Yes, while designs have not been completed, four path projects have been identified for the RAISE Grant and matching bond funding:

- Center Street Protected Bike Lane from Jordan River Parkway to Sandra Way
- Fort Union Trax Station to Maple Street Multi-Use Path
- 700 W/Main Street/Holden Street Bike Lane extending from the northern city boundary to Center St.
- Cottonwood Street Buffered Bike Lane

Q: When will we know if Midvale will get a new recreation center?

Reaching our goal of a new recreation center is a multi-step process that began several years ago. If residents approve the bond and Salt Lake County selects Midvale for a new recreation center, Salt Lake County Zoo, Arts and Parks will award the remaining funding needed to construct the center in 2025.

Q: Why does Midvale City need a new recreation center?

Midvale's current center, Copperview Recreation, is one of the county's oldest fitness facilities, and while it has served us well, it is nearing the end of its life. A new modern recreation center would provide the city with a community pool and enhanced recreational facilities and programming to support residents of all ages and abilities throughout the community.

Q: If approved, how will the bond impact residents' and businesses' property taxes?

If Midvale residents approve the recreation bond, the average homeowner's property taxes will increase by \$3 to \$5 per month or \$48.80 per year for the life of the bond (up to 30 years). Businesses and secondary residences of the same value would see an increase of \$88.74 per year.

Q: What happens if Midvale City is not awarded ZAP funding for the recreation center?

Midvale has been evaluating ways to build a new recreation center for several years. Salt Lake County Zoo, Arts and Parks is the most likely funding source for this project. If the city is not awarded the ZAP grant, Midvale will look into alternative funding sources and explore other ways to increase recreation opportunities in the city.

MOTION: Council Member Paul Glover **MOVED** to open the public hearing to public comment. The motion was **SECONDED** by Council Member Heidi Robinson. Mayor Stevenson called for discussion on the motion. There being none, he called for a vote. The motion passed unanimously.

There were no public comments.

MOTION: Council Member Dustin Gettel **MOVED** to close the public hearing. The motion was **SECONDED** by Council Member Heidi Robinson. Mayor Stevenson called for discussion on the motion. There being none, he called for a vote. The motion passed unanimously.

VII. CONSENT AGENDA

A. CONSIDER MINUTES OF SEPTEMBER 19, 2023

MOTION: Council Member Paul Glover **MOVED** to approve the Consent Agenda. The motion was **SECONDED** by Council Member Dustin Gettel. Mayor Stevenson called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Quinn Sperry	Aye
Council Member Paul Glover	Aye
Council Member Heidi Robinson	Aye
Council Member Bryant Brown	Aye
Council Member Dustin Gettel	Aye

The motion passed unanimously.

VIII. ACTION ITEMS

A. CONSIDER RESOLUTION NO. 2023-R-41 APPOINTING THE HARVEST DAYS CHAIR

Matt Dahl said the Harvest Days Festival Committee was established on March 15, 2022, to provide leadership, planning, and staffing for the Annual Harvest Days Festival. The Committee consists of up to 5 members, appointed by the mayor. The chair appointment also requires approval from the City Council. The term of each Committee member is one year.

FINDINGS AND ALTERNATIVES:

Molly Signoretty served as the Harvest Days Festival Committee Chair in 2022 and 2023, having been appointed by Mayor Stevenson and approved by the City Council each year. Mayor Stevenson's original decision to select Ms. Signoretty was based on her professional experience working with government agencies, and leading committees of similar size and responsibility.

The 2022 Harvest Days Festival was unique, because it was the first year that the Harvest Days Festival Committee lead the planning for the event. Due to the timing of the creation of the Committee, the timeline to organize the event was compressed. Even with these challenges Ms. Signoretty, as Chair, provided the leadership that was needed to make the 2022 Harvest Days Festival a success. The 2023 Harvest Days Festival had significant changes in programming and an expansion in community involvement. These changes have been seen as improvements and also resulted in a successful festival. Ms. Signoretty has shown herself to be a creative, strategic, and hardworking leader who worked well with her colleagues on the Harvest Days Festival Committee, as well as community volunteers and city staff.

Given Ms. Signoretty's experience and proven leadership as the Harvest Days Festival Committee Chair, Mayor Stevenson has chosen to appoint Molly Signoretty to the position of Harvest Days Festival Chair for 2024. City Council approval of Mayor Stevenson's appointment is required to confirm the appointment.

STAFF RECOMMENDATION:

It is recommended that the City Council approve Mayor Stevenson's appointment of Molly Signoretty to serve as chair of the Harvest Days Festival Committee.

MOTION: Council Member Heidi Robinson MOVED to approve Resolution No. 2023-R-41 confirming Mayor Stevenson's appointment of Molly Signoretty to serve as the Chair of the Harvest Days Festival Committee. The motion was SECONDED by Council Member Quinn Sperry. Mayor Stevenson called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Quinn Sperry	Aye
Council Member Paul Glover	Aye
Council Member Heidi Robinson	Aye
Council Member Bryant Brown	Aye
Council Member Dustin Gettel	Aye

The motion passed unanimously.

B. CONSIDER ORDINANCE NO. 2023-O-13 ADOPTING MIDVALE CITY PARKS CURFEW

Glen Kennedy said there has been a significant increase in vandalism, graffiti, and camping, along with other crimes in Midvale City parks over the last year. The negative impacts of these activities include increased costs and time spent repairing, replacing, and cleaning, and in some cases having to take park assets and facilities out of service for periods of time. As a result, the parks and amenities are less inviting to patrons pertaining to safety.

To assist in reducing these negative activities, and to help the Unified Police Department with enforcement and policing activities in the parks, City staff proposed a seasonal curfew for City parks. The City Council requested the curfew be modified to be consistent year-round and not seasonal. In addition, Midvale Municipal Code currently does not include a specific chapter to govern Parks. This ordinance will create that chapter and the updated curfew section within it.

The updated proposed curfew is as follows:

PARKS; CURFEWS:

Except for an individual in attendance or participating in a City-permitted event, it is unlawful for any person to be at any City Park between the hours of 10:00 P.M. and 6:00 A.M. the following morning. Any person who is in violation of the provisions of this Section is guilty of a class C misdemeanor.

Midvale City Parks Curfew Discussion

Background

Over the past few years there has been an increase in vandalism, graffiti, and other various criminal activities within City parks.

Currently there is no enforceable curfew for City parks
Staff proposed a seasonal curfew to help curb some of the nefarious activities and to assist Unified Police in patrol and enforcement efforts.

Consistent Annual Curfew

Rather than a seasonal curfew, Council indicated the preference for a consistent annual curfew of 10:00 pm to 6:00 am the following day.

Proposed Annual Curfew Ordinance-

Except for an individual in attendance or participating in a City-permitted event, it is unlawful for any person to be at any City Park between the hours of 10:00 P.M. and 6:00 A.M. the following morning. Any person who is in violation of the provisions of this Section is guilty of a class C misdemeanor.

Creation of Chapter 12.18

Currently there is no specific Chapter for governing parks within City Code
The proposed ordinance creates this Chapter along with creating Section 12.18.010 establishing a curfew.

Discussion/Questions

- Hours
- Class C Misdemeanor
- Creating a specific Parks section in Chapter 12 (Streets, Sidewalks, and Public Places)
- Thoughts, questions, requests.

MOTION: Council Member Heidi Robinson MOVED to adopt Ordinance No. 2023-O-13 creating Chapter 12.18 within the Midvale Municipal Code and creating Section 12.18.010 within that Chapter to set a curfew for all City parks. The motion was SECONDED by Council Member Bryant Brown. Mayor Stevenson called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Quinn Sperry	Aye
Council Member Paul Glover	Aye
Council Member Heidi Robinson	Aye
Council Member Bryant Brown	Aye
Council Member Dustin Gettel	Aye

The motion passed unanimously.

IX. CLOSED SESSION TO DISCUSS THE PURCHASE, EXCHANGE, OR LEASE OF REAL PROPERTY

MOTION: Council Member Dustin Gettel MOVED to table the closed session to October 17, 2023. The motion was SECONDED by Council Member Heidi Robinson. Mayor Stevenson called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Quinn Sperry	Aye
Council Member Paul Glover	Aye
Council Member Heidi Robinson	Aye
Council Member Bryant Brown	Aye
Council Member Dustin Gettel	Aye

The motion passed unanimously.

X. ADJOURN

MOTION: Council Member Paul Glover MOVED to adjourn the meeting. The motion was SECONDED by Council Member Heidi Robinson. Mayor Stevenson called for discussion on the motion. There being none, he called for a vote. The motion passed unanimously.

The meeting adjourned at 7:45 p.m.


Rori L. Andreason, MMC
H.R. DIRECTOR/CITY RECORDER

Approved this 17th day of October, 2023

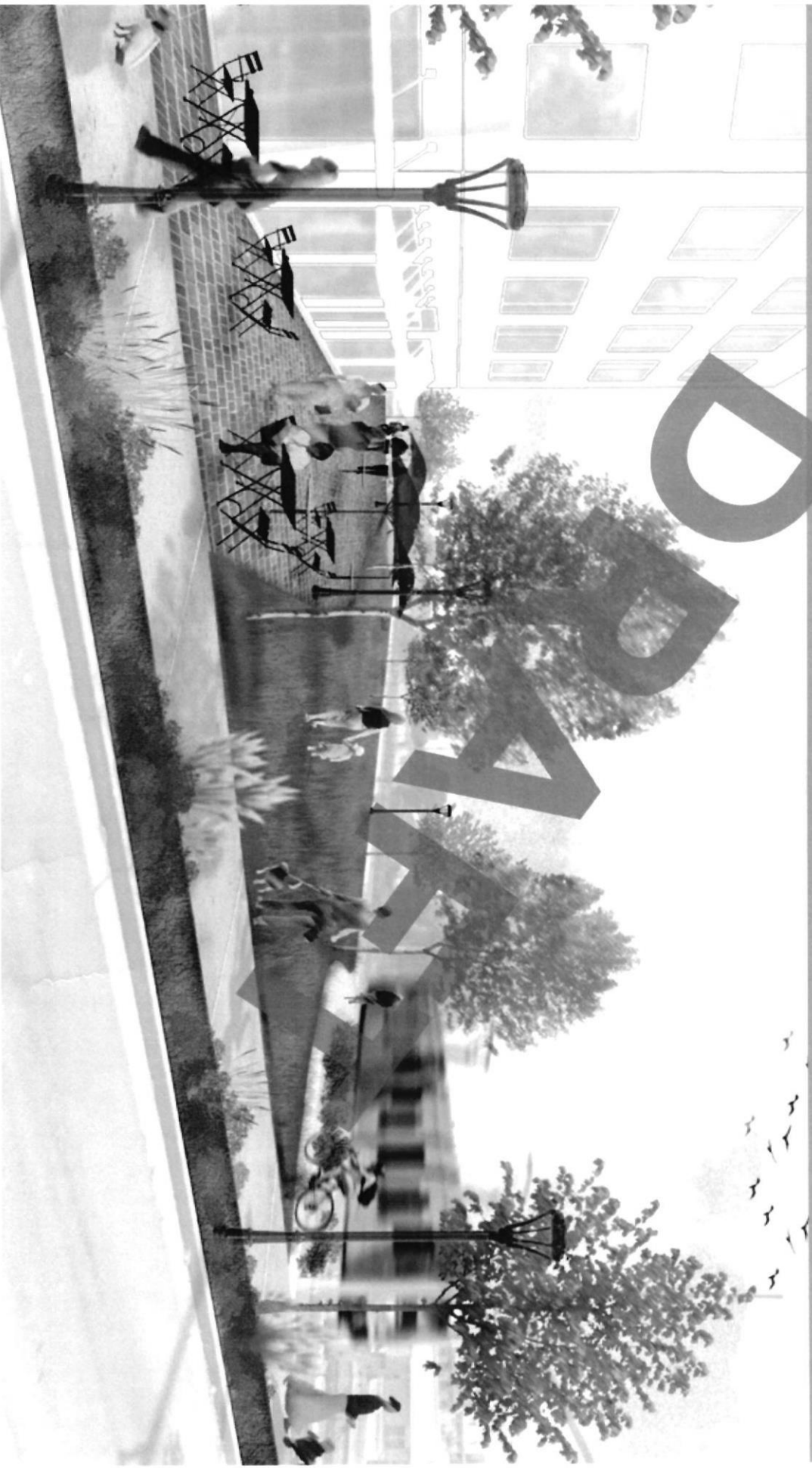


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Midvale Center & Fort Union TRAX

Station Area Plan

October 2023 **DRAFT**



ACKNOWLEDGMENTS

Mobile Station Area Plan

01 EXISTING CONDITIONS REPORT

02 EXISTING CONDITIONS REPORT

03 EXISTING CONDITIONS REPORT

04 EXISTING CONDITIONS REPORT

05 EXISTING CONDITIONS REPORT

06 EXISTING CONDITIONS REPORT

07 EXISTING CONDITIONS REPORT

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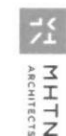


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EXECUTIVE SUMMARY

This Station Areas Plan is intended to provide focused direction for improvements to urban design, land use, economic development, and walking and biking facilities within a half-mile from the Midvale Center and Fort Union TRAX stations. The plan builds on Midvale City's 2016 General Plan and other local and regional plans, providing recommended improvements to address needs specific to each station area.

In accordance with House Bill 462 (10-9a-403.1), the station area plan must address how it seeks to promote each of the following objectives:

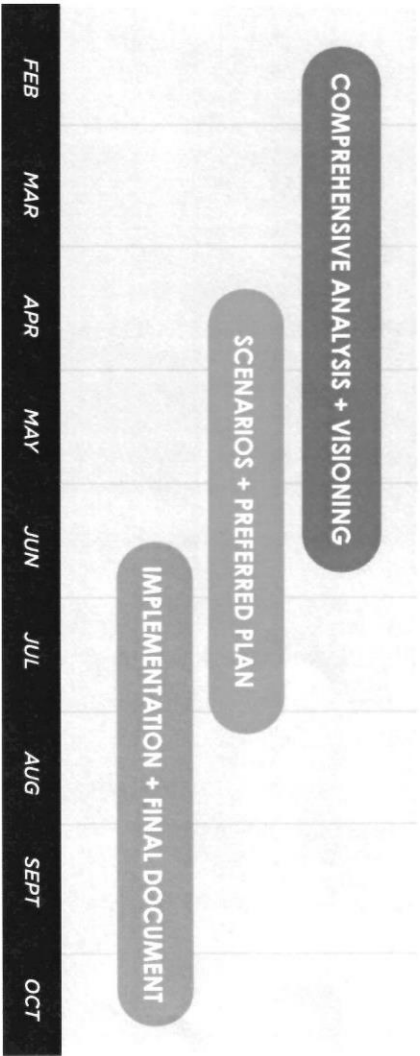
- Increasing transportation choices and connections;
- Increasing the availability and affordability of housing, including moderate income housing;
- Promoting sustainable environmental conditions;
- Enhancing access to opportunities.

Guiding Documents
Several regional and local planning documents help inform the understanding of the project areas and what recommendations complement existing planning efforts. These plans were reviewed to better understand the transportation, land use, and market context of Midvale City. Some notable plans were the 2016 Midvale General Plan, 2019 Midvale City Housing Plan, 2022 Midvale State Street Corridor Study, and the 2014 UTA TOD Design Guidelines among others.

Community Engagement
Several activities for engagement were hosted to get feedback and insight from a variety of stakeholders. These events help participants learn about the plan process and provided a space to discuss any challenges, barriers, or opportunities they see at the Station Areas. These engagement efforts included:

- Online surveys
- Stakeholders Workshop
- Community Workshop
- Open House
- Bi-monthly discussions with the Midvale City Council

PROJECT TIMELINE



Guiding Principles and Vision
These project guiding principles have been developed from the House Bill 462 (10-9-4031) objectives, other guiding documents, goals, and the feedback expressed from the community stakeholders. Steering Committee and City Council Vision are further defined in the document for each Station Area to address specific needs and aspirations unique to the surrounding community, which then informs the recommended strategies for implementation.



CONNECTED AND SAFE



ACCESS TO OPPORTUNITIES



VARIED & VIABLE DEVELOPMENT



QUALITY HOUSING OPTIONS



COLLABORATIVE & SUSTAINABLE DESIGN

Existing Conditions

The Existing Conditions chapter examines the current context of the built environment. Strengths, challenges, and opportunities are outlined within the existing land use, transportation, connection, and market situation. Assessments in the chapter are categorized into three specific areas: Urban Form and Land Use, Transportation and Demographics, and Housing Needs and Market Assessment.

Preferred Plan

This chapter explores redevelopment scenarios and a preferred vision and plan. Desired future conditions and recommendations for walking and biking connections, land use, public spaces, and placemaking are shown for both the Midtown Fort Union and Center TRAX Stations.

FORT UNION STATION VISION

The Fort Union Station Area is a gateway which presents an opportunity to create a vibrant, walkable neighborhood with ample opportunities to also work and play. It welcomes residents and visitors to explore Midtown's diverse cultures and key destinations.

Implementation

The Implementation chapter will focus on the recommended strategies and phases for achieving the Station Areas vision(s). The recommendations have been organized into project, program, policies, and plans for transportation, land use, regulatory framework, and urban design. The strategies are organized into potential phases, rough order of magnitude (ROM) costs, and range of impact.

5-year Implementation Plan

- Zoning and Regulation
- Public Infrastructure/Improvements
- Moderate Income Housing Strategies
- Funding Strategies

CENTER STATION VISION

At the vital crossroads of regional transportation access, which lies in the heart of Midtown, the Center Station Area is a key intersection with infrastructure to support activities and events which make a strong sense of place and pride for the diversity, vitality, and opportunity in Midtown.



PREFERRED PLAN

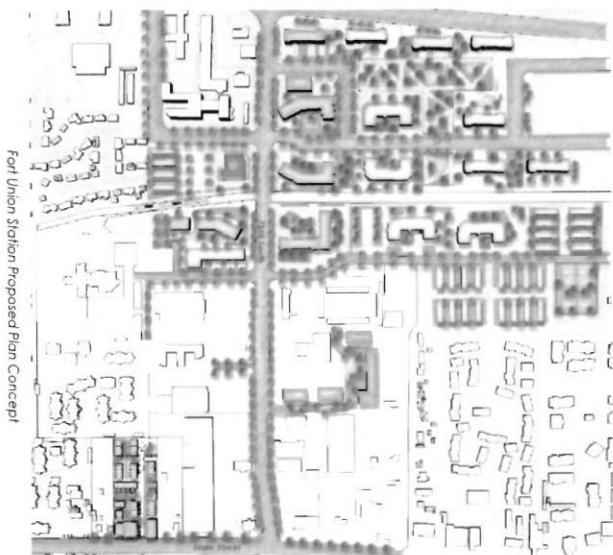
Fort Union Station Recommendations

Increased mid-block connections and potential enhanced walking/biking facilities

Denser mixed-use residential development oriented to transit and along 7200 South with low rise row style development transitioning to single-family residential

Key Elements:
Grocery store, linear green spaces, walkways, public plazas, street trees, etc.

USE
Residential
Mixed Use
Commercial
Office
Green Space



Fort Union Station Proposed Plan Concept

PREFERRED PLAN

Midvale Center Station Recommendations

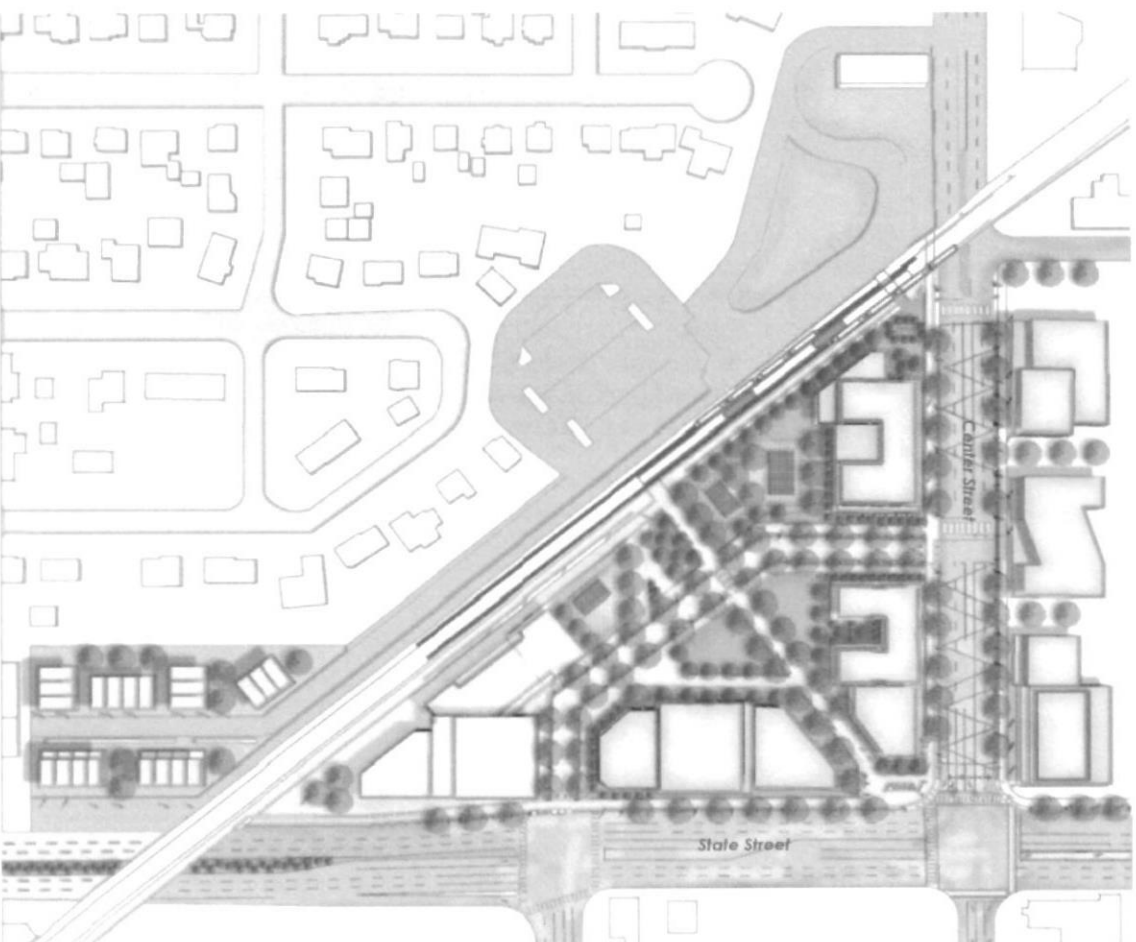
Mid-block access to
TRAX station, enhanced
crossings, and streetscape
improvements

Denser mixed-use residential
near the station and along
major corridors with row style
residential to transition to single
family residential to the south

Key Elements:
Central green space,
engaging walkways, flexible
placemaking and gateway
signage along Center Street

USES

- Residential
- Mixed Use
- Green Space

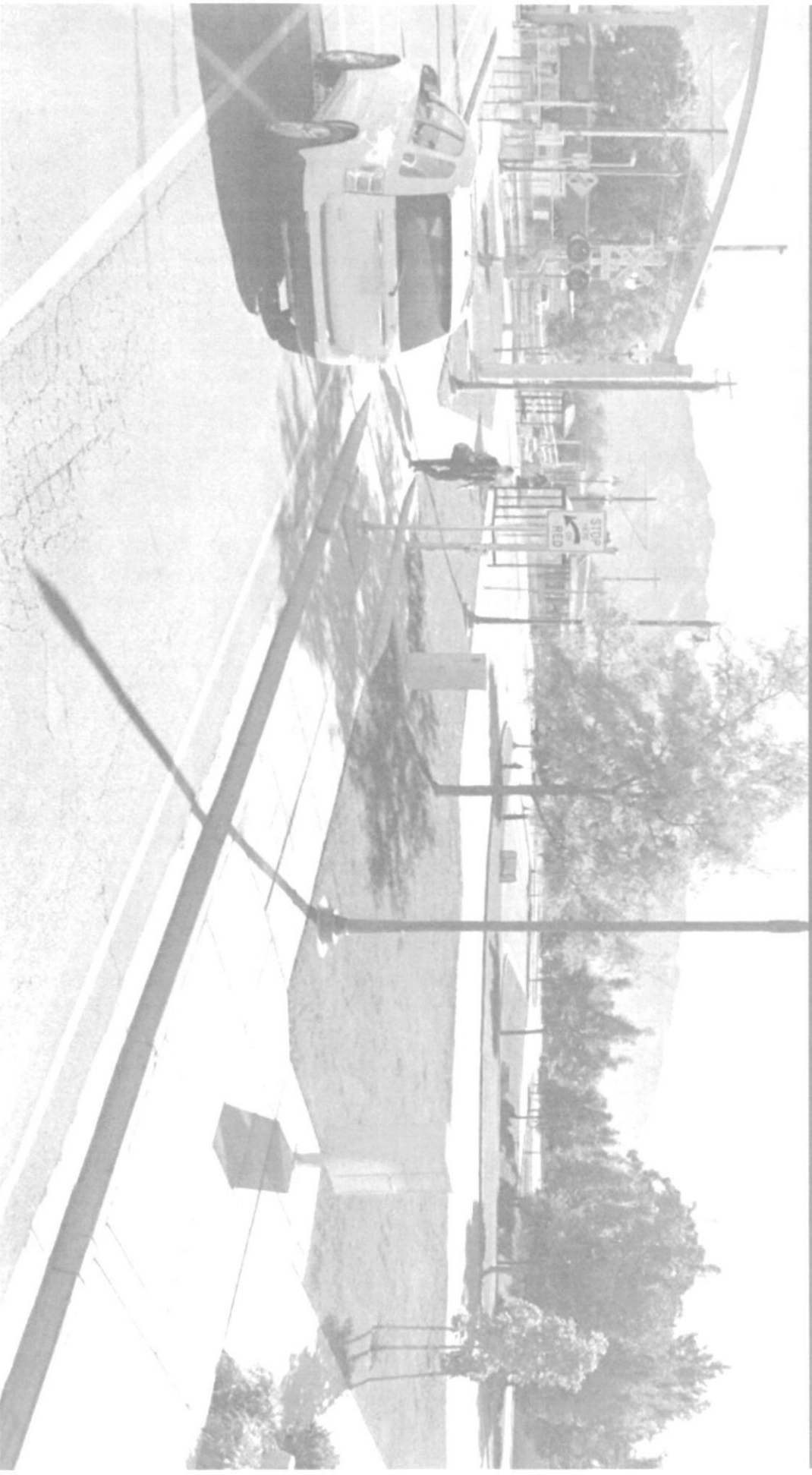


Midvale Center Station Proposed Plan Concept



01

Introduction





01 INTRODUCTION

The Midvale Station Area Plan builds on previous planning documents and aims to create a shared vision for the Station Areas. The plan supports goals and requirements from House Bill 462 (10-Ya-403.1), Wasatch Choice Vision, and Midvale's General Plan to ensure quality places, transportation connections, and housing options near light-rail transit stations. As part of the Existing Conditions chapter, a comprehensive analysis of the site; explores the transportation systems, urban form, market, and regulatory framework has been provided which defines the areas. The Station Areas Plan also includes necessary goals and recommended strategies to gain implementation.

The chapters are organized by:

- Introduction
- Existing Conditions
- Preferred Plan
- Implementation Plan

An Appendix follows the plan and provides a detailed Market and Housing Needs Assessment, Transportation Implementation Road Map, Public Survey Summary, and Glossary.



Figure 1.1. Station Areas Plan Project Boundary

PREVIOUS PLANS AND STUDIES

Previous documents and plans were reviewed to better understand the transportation, land use, and market context of Midvale City. The stations area, and how the Midvale City Station Areas Plan can best complement the work done to date.

2016 Midvale City General Plan

The Midvale City General Plan was prepared and adopted in 2016 to help direct future planning decisions. This plan included mobility challenges and barriers in Midvale. The challenges around stations areas are 1) highway and trail networks are barriers to east-west mobility, 2) State Street and 7200 South are the biggest challenges to nonmotorized users, especially when crossing these roads, and 3) piecemeal and ad-hoc development in some areas of the City has also led to gaps in the sidewalk network.



Some of the recommendations included the following:

- A trail along the mainline I-15 corridor
- Additional bulk along the branch I-15 corridor, the Jordan River, and Salt Lake City Canal
- Enhancement of the pedestrian accessibility to Midvale's two I-15 stations by establishing thorough connections on the streets leading to them

2022 Midvale State Street Corridor Study

The Midvale State Street Corridor Study was adopted in 2022 to plan for future development and mobility improvements that are desired by the community and are economically feasible. Recommendations included:

- State Street and 7800 South intersection improvements and additional/improved crossing, remove and shift right-turn lane
- Midvale Fort Union station connection, a multiuse path on 7300 South
- Streetscape enhancements on Center Street
- State Street connection to the Midvale Center station
- A variety of placemaking strategies



2018 Midvale Main Street Small Area Plan

The Midvale Main Street Small Area Plan was developed in 2018 and included goals that relate to attracting new investment along Main Street, supporting existing businesses, strengthening residential areas, improving connections between areas, and supporting a stronger sense of community identity. With the future development of Main Street, the nonmotorized demand on connector roads like 7200 South and Center Street will increase and may require safer and more comfortable facilities. Transportation recommendations from that study are:

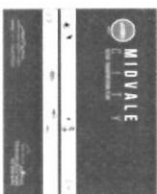
- Solidify walking and biking transportation connections to the nearby I-15 stations and Jordan River Parkway
- Because connectivity issues are largely due to the surrounding infrastructure that encloses the neighborhood, provide options for better connections both internally and externally to address pedestrian and bicycle network gaps.



2021 Midvale Active Transportation Plan

This plan was adopted in 2022 and identifies goals that make pedestrians and bicyclists a central priority, identifying possible networks, connections, access, and safe routes all of which support more livable and healthy communities and mitigate traffic. Transportation recommendations that touch the station areas are:

- Project # 142 - Porter Rockwell Trail, Frontier Avenue to Winchester Street - rail with trail
- Project # 18 - Center Street Western boundary to Sandoz Way - raised cycle track



2017 Salt Lake County Active Transportation Implementation Plan

This plan was adopted in 2017 and identified a high-comfort network throughout Salt Lake County and prioritized specific routes and spot improvements throughout the valley that contribute to safe connections between cities, townships, neighborhood, school, commercial centers, and transit. Transportation recommendations that touch the station areas are:

- Multiuse/path along Center Street, east of State Street
- A neighborhood bikeway on 7700 South, west of State Street
- Bike lane along 7500 South and 8000 South

2023 Transit-Oriented Communities Guidelines

Urban Design Associates assembled these guidelines in 2023 for use by cities, Metropolitan Planning Organizations, UTA, and private development companies. It assists with the visioning and planning of the station areas. This document includes information on the following:

- Station Accesses: This includes recommendations for connectivity and block size, cut-through area, access to opportunities, transportation demand management, and modal diversity.
- Transit-Oriented Development: This includes recommendations for building intensity, land use mix, open space, parking, building orientation, and context.

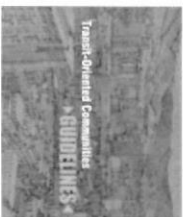
2014 UTA Transit-Oriented Development Design Guidelines. This plan was published in 2014 and had standard and minimum requirements for designing pedestrian, bicycle, transit, and automobiles including:

- Pedestrian design elements: narrow streets, sidewalks, street crossings, pedestrian scale lighting, street furniture, wayfinding, etc.
- Bicycle design elements: bike facility types and bike parking.
- Automobile design elements: key-ride and park-orchide lots.

2019 Midvale City Housing Plan

The Midvale City Housing Plan was adopted in 2019 and identified goals related to population growth and housing. The Comprehensive Economic Development Strategy addresses how cities can create more livable and healthy communities that provide quality transportation, clean or ample parks/recreation, and a sustainable environment. Transportation recommendations that touch the station areas are:

- Explore opportunities to overcome physical barriers to bicycling.
- Explore the potential for additional trails along the branch TRAX corridors.
- Enhance pedestrian access to Midvale's TRAX stations.



COMMUNITY ENGAGEMENT PROCESS

A number of community engagement efforts have been conducted to gather feedback from various stakeholders in Midvale City. Key stakeholders included residents, nearby businesses, services, developers, transit users, Midvale Planning Commission, and Midvale City Council members.

Stakeholder and Community Workshops

Two in-person workshops were held in April and informed the Steering Committee about areas of concern and opportunity. An activity called "Rose Bud Train" allowed participants to map where in the Station Areas they saw assets, weaknesses, and opportunities. Participants were also asked to prioritize different types of improvements to the Station Areas and discuss together what improvements would be most of least salient and provide the most impact for the community.

Online Survey and Outreach

The online survey garnered 59 responses with many respondents who lived near the Station Areas, particularly Center Station. Advertising went out through the City's website, social media pages, lists at the local library, stores, housing complexes, and at the Midvale Mural Festival. A summary of the responses can be found in the Appendix.

Open House

In September, a public open house was hosted to showcase the concepts and preferred plans developed. This event provided visual representations of redevelopment scenarios and transit-oriented best practices to see what design elements and amenities resonated with residents and stakeholders.



Figure 1.2 Midvale Station Areas Plan Open House



Figure 1.3 Midvale Station Areas Plan Community Workshop



WHAT WE HEARD

The comments from the online survey and workshops ranged from safety to mobility throughout the site or well as development they hope to see or not see in the area.

In general, there are concerns with safety at the park-and-ride lots, poor lighting, uncomfortable walking and biking conditions, and lack of amenities at the Station Areas. Inconvenient routes to and from the TRAX Stations, uncomfortable crossing situations, and large areas of undeveloped parking were also challenges expressed that impacted the experience of walking or biking in the area. Regarding uses in the Station Areas, there are limited retail spaces, food and grocery services, and civic spaces to enjoy.

Overall, there is consistent feedback that both Station Areas would greatly benefit from better connectivity, transportation safety improvements, transit amenities (i.e. covered platforms, lighting, wayfinding signs, placemarking elements like public art, plazas, mural, more green space) and improved walking and biking conditions. More quality and affordable housing options and civic spaces were also important components of the Station Areas, especially at Fort Union Station.



Figure 1.4 Midvale Station Areas Plan Stakeholders Workshop



Figure 1.5 Midvale Station Areas Plan Community Workshop



GUIDING PRINCIPLES

The guiding principles have been developed in response to the objectives from House Bill 452, goals outlined in the guiding documents, and feedback expressed from the community, stakeholders, Steering Committee, and Midvale City Council. These principles are used to focus conversations, design recommendations, and implementation strategies in a way that would create a collective vision and future condition that is impactful to the communities around the Station Areas and within Midvale City.

CONNECTED AND SAFE		ACCESS TO OPPORTUNITIES		VARIED & VIABLE DEVELOPMENT		QUALITY HOUSING OPTIONS		COLLABORATIVE & SUSTAINABLE DESIGN	
Station areas are easy to access, connected by all mode choices, and prioritize human scale design.		Station area planning will embrace the existing neighborhood amenities and seek to enhance opportunities to live, work, learn, and recreate in and around station areas.		New development near the station areas should provide a mix of services, businesses, housing, or employment opportunities to benefit the community.		A variety of affordable housing types are offered within the station areas, carefully integrated with adjacent neighborhoods, and seek to accommodate different needs and incomes.		The process for creating the station area plans is collaborative and works to improve the health, safety, and environmental conditions for Midvale residents.	

GUIDING PRINCIPLES

GOALS

**CONNECTED AND SAFE**

- Support multiple transportation choices
- Improve first- and last- miles connections to transit
- Integrate with stations and transit utilization
- Improve ridership sense of safety through improvements to visibility and lighting

**ACCESS TO OPPORTUNITIES**

- Improve connections to housing, destinations and, services
- Link where people live, work, learn, and play through comprehensive signage and wayfinding
- Provide opportunities for recreation and open space

**VARIED & VIABLE DEVELOPMENT**

- Encourage a mix of complementary uses
- Create a regulatory environment that supports site-appropriate design and density
- Celebrate unique attributes and character within the existing community

**QUALITY HOUSING OPTIONS**

- Support affordable housing initiatives
- Work together with goals for the Moderate Income Housing Plan
- Create a variety of housing options to rent and buy

**COLLABORATIVE & SUSTAINABLE DESIGN**

- Maximize resources and space
- Plan for infrastructure that support optimal investment
- Improve safety and health of Midvale residents
- Engage with diverse stakeholders and residents
- Enhance environmental conditions within and around the station areas

02

Existing Conditions



02 EXISTING CONDITIONS

The Existing Conditions chapter works to explore the physical and economic context of the Fort Union and Center Station Areas in Midvale. The assets, weaknesses, and opportunities outlined guide the design concept and recommendations for each station area in accordance with Utah House Bill 462 (Utah Code (10-39-403.1)). Considering the demographic, geographic, and economic factors, as well as Midvale's overall character and goals, allows the plan to be site-specific and attentive to the needs within and surrounding the station areas. The Existing Conditions chapter seeks to capture a snapshot of the current land use, transportation and economic situation of the two station areas within the project area. It builds the foundation upon which future phases of work can be explored upon which the Preferred Plan will expand.

The study area looks at approximately a half-mile radius around both the Fort Union Station and Center Station and encompasses existing neighborhoods and key existing commercial areas. As the two station areas are located closely to one another, the half-mile radius overlap each other creating in effect one large station area. This plan will address each station area separately as required, but also consider connectivity options and planning improvements holistically due to this unique condition.



Figure 2.1 Center Station Pedestrian East Entrance

SITE CONTEXT

Fort Union Station

The surrounding area around the Fort Union Station is closely connected to 7200 South. The most prominent west to east connection in this area extending to the west under I-15 where it becomes Jordan River Blvd. While vehicles frequently use 7200 South to access the highway, the high traffic and seven-lane width present a significant barrier for pedestrians and cyclists crossing this street. Other key east to west connections include 7200 South which overlaps with the 1/2 mile radius of the Center Station. A mix of single-family residential streets and cul-de-sacs disrupt any fluid grid-like connections flowing east to west or north to south.

North of 7200 South, street connectivity is constantly interrupted by a mix of large commercial and industrial parcels. The area presents an opportunity to increase housing density in the area by redeveloping these large parcels with multi-family housing options. The key north to south street connection in this area is State Street east of the IRLAY line. The most important north to south connection in this area west of the IRLAY line is the area Cottonwood Street. This urban area not surrounding Fort Union Station has limited open and green spaces. The large areas of asphalt and concrete are typical of what is frequently seen around I-15. The scale and atmosphere of these spaces accommodate vehicles but are inhospitable to pedestrians and do not encourage multiple modes of transportation.

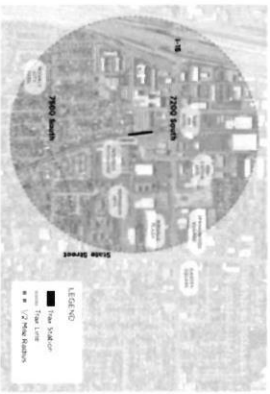


Figure 2.2 Fort Union Station Study Area



Figure 2.3 Fort Union Station 3D View



SITE CONTEXT

Center Station

The Center Station is closer to State Street giving it a stronger nearby north to south connection than those that exist at the Fort Union Station. While lacking the strong vehicular west to east connection of 7200 South, Center Street extends west to under I-15 connecting major points in Midvale such as State and Main Streets. Other strong west to east connections include 7200 South and 8000 South. The streets form a more consistent grid than those seen surrounding the Fort Union Station. Smaller single family home parcels form over 55% of the surrounding area.

Center Station belongs less to the I-15 corridor unlike Fort Union Station. Center Station is more closely tied to Midvale City. The surrounding businesses and neighborhoods help define a key difference between stations. The decreased presence of larger multi-storied parcels such as those seen at Fort Union Station, and the increased number of landscaped single family homes give this station a distinct feel.

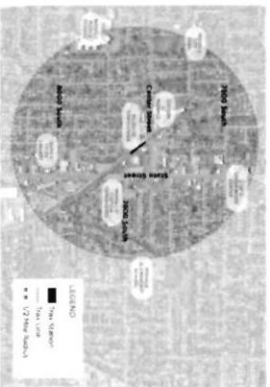


Figure 2.4 Center Station Study Area



Figure 2.5 Center Station 3D View

Major intersecting east-west thoroughfares such as 7200 South, 7500 South, and Center Street are within the station areas, as well as State Street, as a major north-south connection for vehicular traffic and transit users. Midvale's central location and proximity to key landmarks within the Salt Lake Valley, and significant commercial areas provides additional traffic through the corridor. Additionally, Midvale is well situated to access outdoor recreation opportunities along the Jordan River which runs through the western edge of Midvale City, as well as access to the Wasatch Mountain Range by private car, active transportation and bus shuttle or also available.

Based upon the findings discovered in analysis of the project area and information gathered from interviews with the project Steering Committee, City Council, and community engagement events, a series of guiding principles for the development of the plan are developed to serve as guideposts for future development. These will serve for both station areas while each will have its own unique vision statement to recognize its unique context seeking to depict the future condition that will take place once assets have been leveraged, weaknesses overcome and opportunities seized, which are outlined in this report.

The market and housing needs assessment shown later in the chapter aids in understanding the mix of housing, commercial, and public spaces that will help Midvale support the character of the surrounding residential streets and address concerns of established neighborhoods and long-term residents.

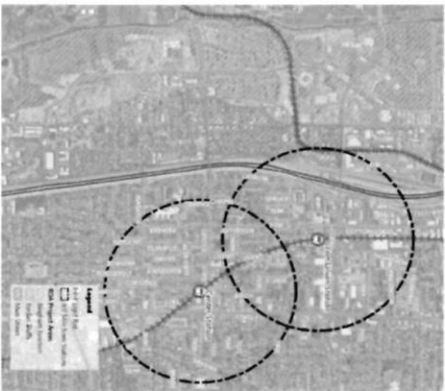


Figure 2.6 Station Area Context in Relation to RDA Project Areas

STATE & REGIONAL GUIDANCE

Station Area Plans (SAP) are intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. Cities are encouraged to align their SAPs with their Moderate-Income Housing Plans (MIHP), which cities have been required to produce since 2019. While the state legislation behind the SAP requirement (HB462) is not prescriptive regarding density or affordability targets to be met, the Steering Committee understands that the legislature's goal and expectation is that station areas will accommodate more housing at a "transit-oriented development" (TOD) scale.



Figure 2.7 Mojesic Townhomes Near Center Station

Additionally, in their Transit-Oriented Communities (TOC) guidelines, the Utah Transit Authority (UTA) specifies the following principles of TOD. UTA's policies provide guidance for this project but do not impose binding requirements.

- **Building Intensity:** Activity generally a result of increased land use density diversity and decreased space for parking.
- **Land Use Mix:** Living, working and shopping in walking distance with the most diversity near the station.
- **Open Space:** May include sidewalks, trails, pocket parks, plazas.
- **Parking:** In terms of transportation modes and origins/destinations serving different income levels.
- **Building Orientation:** Cohesive human-scale arrangement of streets, buildings, plazas, promenades.
- **Context:** Cohesive human-scale arrangement of streets, buildings, plazas, promenades.

Lastly, in its 2022 Moderate-Income Housing Plan (update the City identified Housing and Transit Reinvestment Zones (HTRZ) as one of its strategies for producing moderate-income housing. HTRZ is a new development tool to help tollbooth housing development near transit stations, using incremental property and sales tax revenues. At least 51% of the HTRZ area must be zoned to allow 30+ units housing per acre.



A. LAND USE AND URBAN FORM

To plan properly for each station area, the planning team must first understand existing performance and future potential. By researching and analyzing the experience for pedestrians today, future potential can be unlocked by identifying potential catalytic sites, with associated uses and amenities which align to the station area vision.

To understand station area land use context and the resulting urban form, analysis of key indicating factors has been conducted. While land use identifies the quantitative aspects of the study area's characteristics, the urban form analysis takes a metaphorical x-ray image of the community to understand more complex qualitative and experiential aspects of a community. Land use analysis is rather straightforward, identifying current uses of land and compares these with what zoning and the regulatory framework permit to understand current and future potential.

Urban form begins at the block level, identifying block size, street grid connectivity, land utilization, building scale, and other factors which identify the solid to void relationship and perception of scale one experiences as a pedestrian at the street. An additional layer of information is integrated to understand the street-level experience by documenting sidewalk width, ground-level activity, streetscape enclosure, comfort, and perception of safety. By understanding the existing condition relative to qualitative aspects of the community, weaknesses can be overcome and assets can be leveraged to create a Station Area Plan that the community would like to see and the market can support.



Figure 2.8 Midvale Fort Union Station Park-and-Ride



LAND USE AND ZONING

Fort Union Station

Zoning surrounding the Fort Union Station includes a wide array of land uses. South of 7200 South, there larger parcels consist primarily of clean industrial and regional commercial. South of 7200 South, the land use is a mix of single family residential, transit-oriented development, with some varieties of multi-family housing zoning. Commercial zoning is concentrated along 7200 South and State Street. The Transit-Oriented Development overlay and Transit-Oriented Development zone occur along the TRAX line and are focused around the Fort Union Station.

Center Station

Similar to the Fort Union Station, Transit-Oriented Development zone and overlay occur round the Center Station Area and the TRAX line. Land use surrounding the Center Station is less varied than the Fort Union Area. The majority of zoning is single-family housing (over 55% of the station area) and includes some duplex overlay in some areas of this single-family housing. The higher density housing is focused closer to the TRAX Line and Center Street. There is limited commercial land use focused along State Street as well as some clean industrial zoning found adjacent to the TRAX south of the Center Station Area.

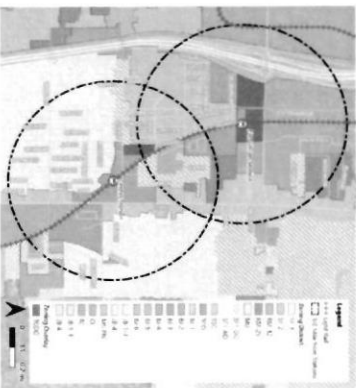


Figure 2.9 Midvale Zoning Map

PARCEL SIZES

Understanding existing parcel sizes is one of the most important aspects to identifying where current uses are likely to remain and where redevelopment may be possible. Smaller parcels under one acre, associated with single-family residential or small commercial sites often remain since they are stable uses and/or difficult for potential redevelopment parties to assemble multiple parcels for creating a larger development, which is required for a redevelopment to make financial sense.

Fort Union Station

The Fort Union Station Area presents a variety of parcel sizes due to its location from Interstate 15 and with 7200 South as a major thoroughfare. Just under half of the station area being parcel sizes over five acres. One-third of the station area is comprised of parcels between one to five acres, showing a strong presence of stable single-family neighborhoods. With favorable zoning, great location, and access, this area has seen recent redevelopment and attributes conducive for redevelopment including size, lotage, shape, and access.

Center Station

Center Station sits at the intersection of State Street and Center Street, a unique geographic center of the community. Over 80% of small parcels is the primary development pattern, with single-family residences, and small commercial parcels. These uses are unlikely to change in the near future. However, key parcels of over five acres (1.3%) exist along State and Center Streets where future redevelopment may be feasible due to market and regulatory conditions.

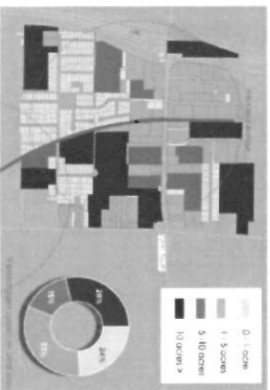


Figure 2.10 Fort Union Station Area Parcel Sizes

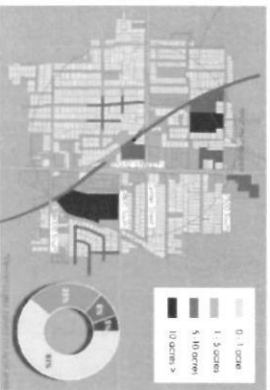


Figure 2.11 Center Station Area Parcel Sizes

BLOCK LENGTHS AND CONNECTIVITY

Smaller block sizes and frequent access to cross-corridor make the walking experience more easy to navigate, and frequent sections of the block to turn can enhance the ease and convenience of getting to destinations. The majority of blocks within the station areas are large and difficult to permeate except near single-family residential neighborhoods within the study area. Generally, comfortable block lengths to walk in the Salt Lake City Metro Area are between 400 and 700 feet and even smaller for other cities.

Fort Union Station

The Fort Union Station Area has mostly moderate to large blocks mainly due to its location between Interstate 15 and lengthy strip mall lining 7200 South east of the 184X station. There are also clean industrial uses that prevent a more connected street grid.

Center Station

Areas near and along the stations have moderate to large block lengths with little connectivity through the sites. Although, the transit station is an asset for users getting to and from the station may be challenging with one or two entry points. The single-family residential benefits with a grid pattern making those areas more walkable.

BLOCK LENGTHS

400 - 700 ft
700 - 100 ft
1000 ft or more



Figure 2.12 Fort Union Station Area Blocks

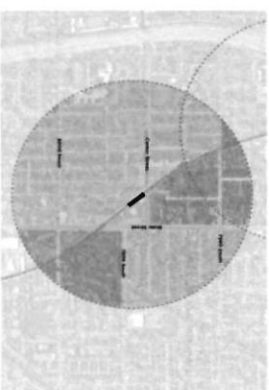


Figure 2.13 Center Station Area Blocks



PHOTO INVENTORY

Much of the pedestrian experience can be influenced by physical characteristics along the street: the building setbacks, sidewalk conditions, amenities, tree canopy, and landscaping and more. These visual cues in the streetscape impact the perceived safety, comfort, and interest of people going to and from the station area. Examples are shown on the following pages.

Building Setbacks

Building setbacks greater than 20 feet can sometimes lack a sense of enclosure. Paved with driveways and vast parking lots in front of buildings, these scenarios reduce the human-scale and make interactions with street-levels difficult. Both the Fort Union and Center Station Areas have examples of this especially along high-traffic corridors such as 7200 South, Center Street, and State Street. Most building setbacks along these streets tend to be over 20 feet, sometimes extending beyond 200 feet, with the exception of a few businesses and areas of residence.

Tree Coverage and Green Space

Trees add shade, feelings of enclosure, and visual interest and add to the overall comfort of the streetscape. Tree canopies that shade over the sidewalks are scarce but more apparent near residential areas. Midkyle City Park, some business frontages within both station areas. There are gaps with shade coverage on the sidewalks, creating some stretches that can be uncomfortable for people walking. Places with significant tree canopies and green space, like Midkyle City Park, are valuable amenities to the station areas, helping to reduce the overall heat generated from the urban heat island effect.

Connectivity, Sidewalk Conditions, Wayfinding, & Interest: Sidewalk conditions, width gaps, and other impediments on walking paths can make it especially difficult to access the transit stations and other destinations in Midkyle. Vacant lots and underutilized structures break up the visual continuity along the street, look unappealing, and can sometimes be barriers to more convenient pathways.

There are some areas of interest that help create a sense of arrival into Midkyle City or share aspects of Midkyle's history. Historical landmarks like Trodes Rest, also known as Traveler's Rest, near 7200 South and art installations under the I-PAX bridge on State Street are some examples. There is one Midkyle gateway sign near the Fort Union park-and-ride lot near I-15 but is usually covered by foliage.

Transit Station - Waiting Areas

Transit stations with sufficient shelters, seating and first- and last-mile amenities can greatly enhance the experience for riders. The Fort Union Station and Center Station Areas have these elements with some form of bike parking/lockers. In addition, the Fort Union Station includes micromobility options, like e-scooters.

Fort Union Station Area



Building setback along 7200 South (Eastbound View towards station)



Moda Apartments near Fort Union Station

Center Station Area



Setback of the post office near Center Street



The Station and Modestic Townhomes near Center Station

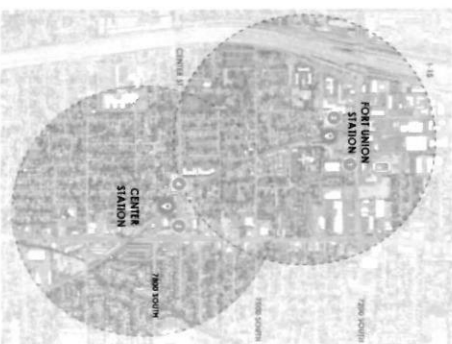


Figure 2.14 Existing Infrastructure around Fort Union and Center Station



Fort Union Station Area



Tree Coverage along 7200 South (westbound view)



Instructive gas approaching towards the station



Sparse tree coverage along Center Street (westbound view)



Vacant lot on Center Street and State Street

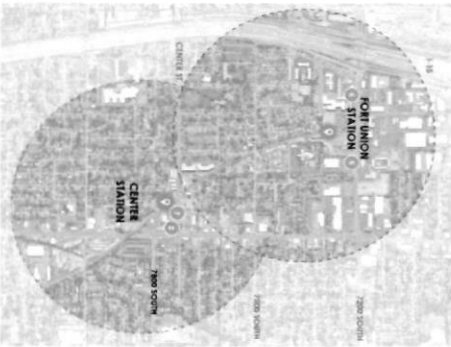


Figure 2.15 Tree Coverage and Gaps around Fort Union and Center Station



Fort Union Station Area



Midvale City Gateway Sign (near Interstate 15 entry)



Waiting area with some bike parking



Art installation under I-15X Bridge along State Street



Waiting area with micromobility and other fast- and last-mile amenities

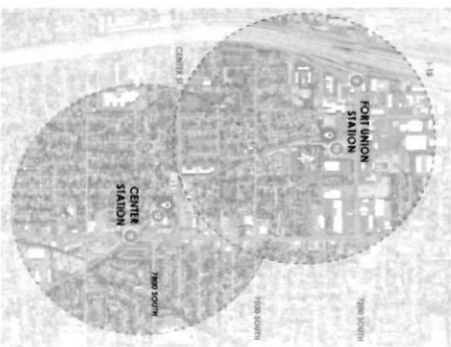


Figure 2.16 Waiting Areas and Gateways around Fort Union and Center Station

GATEWAYS

Gateway can be areas to establish a sense of arrival. There are some of the touchpoints for many residents and visitors within Midvale City, whether they are approaching or leaving the station areas. They can be spaces for creative wayfinding and signage and be significant landmarks for the community. Below are places that can become natural gateways, but have the potential for improvement and stability.

Gateway enhancements work best when they are visible by any mode of transportation, especially as pedestrians. Examples of existing placelanding elements within the station area are the gateway sign at 7200 South and Interstate 15 and the historical art underneath the bridge on State Street.

- 7200 South and Interstate 15 (eastbound entrance)
- 7200 South and State Street
- Center Street and Interstate 15
- State Street and Near the 7800 South Crossing
- Center Station and Fort Union Station

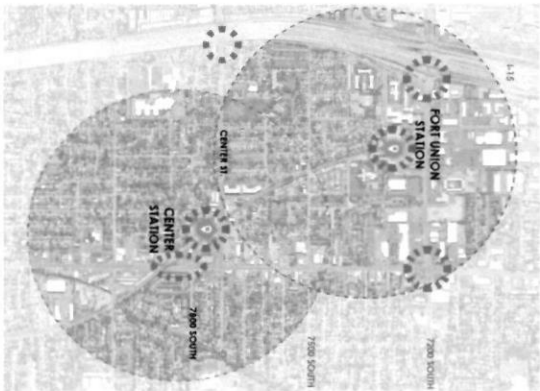


Figure 2.1/ Station Areas Plan Project Boundary and Gateways



AREAS OF ANTICIPATED CHANGE

Based on the existing conditions for land use and urban form and discussions with Midvale City staff, there are a few areas outlined for anticipated change at each station area. These locations can be potential places for redevelopment or can explore additional ways to enhance the pedestrian realm

Fort Union station. Key deeps are along 7200 South and there is already one parcel that is underway for the Lotus Apartments, shown in the matched box near the station park-and-ride. Some significant connectors to the station are possible routes through the State-owned parcel on State Street and south of the bus loop near the single-family residential neighborhoods.

Center Station
The Center Station Area is predominantly surrounded by single-family residential which are likely to be areas for unimpacted stability. Underutilized sites clustered near the station are likely candidates. Center Street is a prominent corridor to connect the station area to destinations, like notable City Park, Main Street and more. Other routes to move along State Street and a possible introduction of the corridor east of the IGA line.

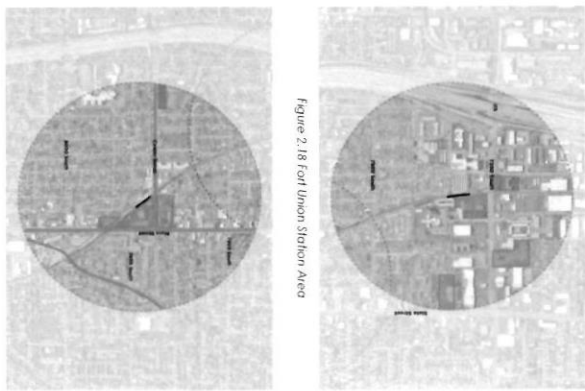


Figure 2.18 Fort Union Station Area

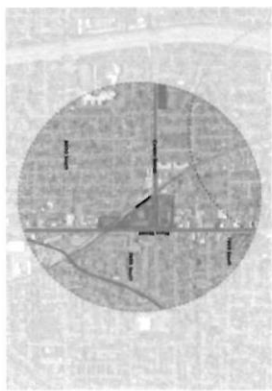


Figure 2.19 Center Station Area

B. TRANSPORTATION AND DEMOGRAPHIC ANALYSIS

With any station area development planning process, it is important to look closely at the supporting multimodal transportation networks to create a permeable and comfortable environment for people accessing transit. Access to a transit station for transit riders, whether by foot, bike, vehicle, bus, or some combination, is an essential consideration in the Midvale City Station Area Plan. These first-and-last-mile connections help people get from their homes to the transit stations, and from the stations to work, school, shops, or other destinations that lie within a reasonable walkable or bikeable area.

A combination of qualitative and quantitative sources were used to identify community needs and tell the transportation story. This information, supplemented with findings from public engagement, defined areas of opportunity around the Utah Transit Authority (UTA) IRAX Midvale-Totem and Midvale Center stations (see Figure 2.20). More information on transportation and demographic analysis can be found in Appendix

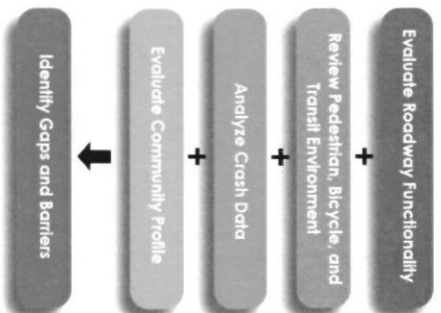


Figure 2.20 Evolution Process

NON-MOTORIZED NETWORK

Providing safe and comfortable access to transit for foot traffic is a critical part of first-and-last-mile connection. A complete pedestrian network supports increased access to transit, expanded ridership, and improved public health due to physical activity. In the station areas, adding built-out systems for pedestrians, bicyclists, and other non-motorized modes will provide transportation choices that may not be available today. These transportation improvements can increase ridership, improve quality of life, and become a new driver for economic development. This section summarizes the non-motorized network, existing and planned conditions, including pedestrian and bicycle facilities and catchment areas.

Existing and Planned Facilities
Figure 2.21 shows existing and planned pedestrian facilities within a half-mile of the stations. In many locations, sidewalks exist along roads but are not continuous nor compliant with the Americans with Disabilities Act (ADA). Also, sidewalks adjacent to major roads with high traffic volume like State Street and 7200 South are uncomfortable for users. Pedestrian barriers such as properties, fences, and major streets prevent the stations' surrounding areas from being fully accessible to transit users.

In the WTRC Draft 2023 Regional Transportation Plan (RTP) Workshops Map and the 2021 Midvale Active Transportation Plan, shared-use paths are planned along the mainline IRAX corridor and Salt Lake City Canal.

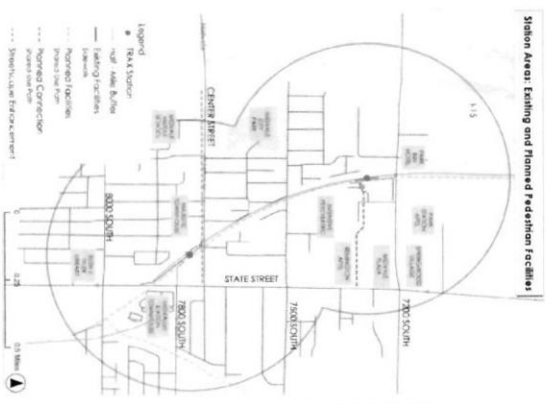


Figure 2.21 Existing and Planned Pedestrian Facilities



The Middle State Street Corridor Study has recommended streetscape enhancements on Center Street to improve the walking and biking environment and to develop a creative festival street

Figure 2 shows existing and planned bicycle facilities within a one- and two-mile buffer of the station. Currently, shoulder bikeways that are not comfortable for many users make up most of the bicycle facilities and are not continuous. Also, the shoulder bikeway is considered substandard by Michigan City. There is a lack of bicycle facilities directly surrounding the hotel station, and connecting neighborhoods. The Jordan River Parkway Trail traverses the western border of the station, provides north-south multimodal connections and is a strong recreational asset in this area.

Share-stake paths are planned along RRA line and Salt Lake Canal to connect the Midvale Fort Union and Midvale Center Stations and connect surrounding neighborhoods to additional bicycle facilities. Bike lanes are planned to support roadways around the transit stations completing the existing bicycle network.



Figure 2.22 Existing and Planned Bicycle Facilities



Catchment Area Analysis

A station's catchment area refers to the area that is accessible from that station within a 10-minute walk (a half-mile) and a 20-minute bike (a three-mile or less). The size of a catchment area is largely defined by how the surrounding infrastructure interconnects and what facilities exist within that infrastructure (i.e., sidewalks, bicycle racks, etc.). As the size of a catchment areas increases, a greater amount of land uses may be considered accessible within the station area.

Figures 2.3 and 2.4 show the existing catchment areas for the accessible area around the station based on existing pedestrian and bicycle facilities and the potential catchment area extending equidistant in all directions from the station, excluding the impact of built environment. Understanding the gap between the existing catchment area and the potential catchment area helps identify gaps in the network, prioritize infrastructure investments, and identify significant bottlenecks or built environment changes that will increase access to the station area.

Figure 2 shows the catchment area within a half-mile radius of the station using the existing sidewalk network. Overall, the existing catchment area for both stations is smaller than the potential catchment area due to the disconnected network. Midvale City Park and many local places are located within a half-mile of the Midvale for Union Station, but they are not in the catchment area because of existing built environment pattern and indirect routes.



Figure 2.23 Half-Mile Catchment Area



The gap west of the Midvale Center Station is significant because of the discontinuous pedestrian network. Midvale Middle School is located within a half-mile of the station, but it is not in the catchment area due to existing land use and disjointed facilities.

Figure 2.24 shows the catchment area within a one-, two-, and three-mile buffer from the stations using the existing road network. The existing bicycle network in the area is limited to a shoulder bikeway along a few segments and results in a small catchment area.



Figure 2.24 One-, Two-, and Three-Mile Catchment Area

To get a better understanding of needs and gaps, the road network was used in the analysis. It should be noted the existing catchment area in Figure 2.24 assumes that users can bike along all existing roads. Even with this assumption, the gap still exists between potential and existing catchment areas. Based on analysis results, the area west of H-15 has better access to the stations compared to the area west of H-15, presenting H-15 as a potential barrier.

PARKING DEMAND

The primary focus of the parking demand analysis was looking into how the existing park-and-ride lots and on-street parking were utilized within a half-mile of the stations. Google Earth's historical aerial imagery and the 2014 UTA Park-and-Ride Lot Master Plan were reviewed in detail as part of this analysis.

Park-and-Ride Lot Capacity and Utilization

Table 2.1 shows the utilization values for the Midvale Fort Union and Midvale Center Stations. In addition to a few surrounding stations, Midvale Fort Union Station lot was utilized 31% on average, and Midvale Center Station lot usage was even less, 20% on average.

Lot	Total Size	Average Utilization	Recommended Size	Peak Capacity
Midvale Center	245	42%	740	53%
Fort Union	316	60%	316	91%
Midvale Fort Union	274	31%	274	26%
Midvale Center	303	20%	303	26%
Midvale South	263	67%	263	77%
South City	1192	18%	270	55%

Table 2.1 Park-and-Ride Lots Utilization

DEMOGRAPHIC ANALYSIS

Midvale City is a diverse and growing city. According to the 2016 Midvale City General Plan, the City has a projected average annual growth rate of 1.8%. Midvale City's population is estimated to grow from 34,000 residents to 60,000 by 2050. The City has an average age of 31.2 with an average household size of 2.56. Midvale's median household income is \$65,897, just under the median household income for the entire Salt Lake County. Future growth will increase the demand for a better walking and biking network and access to transit.

Demographic data and analysis help provide a basis for understanding the needs of the community. Figure 2.25 displays the community profile of people living within a one-mile buffer of the stations. Data for this analysis was gathered from the American Community Survey (ACS) from 2016 to 2020.

Demographic analysis within a one-mile buffer of the stations shows that 100.6 persons (34%) are of a minority population, 6,239 households (19%) have an income less than \$50,000, 3,622 persons (10%) have a disability, and 1,083 households (7%) do not have access to a vehicle. Historically, these populations are more dependent on walking, biking, and transit as a mode of transportation and it is important to capture where these populations are located.



Figure 2.25 Community Profile Within One Mile of the Stations

GAPS AND BARRIERS

Existing transportation data and community profiles were used to define needs and understand barriers for walking and biking to the stations and key thoroughways from these analyses include:

- High-speed, high-volume facilities are major barriers to access station areas.
- Disconnected pedestrian and bicycle facilities resulted in low-comfort environments for walking and biking.
- Stations are under-utilized compared to neighboring stations, and ridership will not recover since COVID-19.
- Port-of-ride lots are under-utilized and parking capacity is higher than demand.
- Midvale has a diverse population with varying transportation needs.

The network within a half-mile and two miles of the Midvale Fort Union and Midvale Center Stations was analyzed to find barriers, deficiencies, and gaps in this study.

Spot and Segment Barriers: are locations where there is no crossing/connection or existing non-motorized facilities are uncomfortable for most users, and existing roads carry heavy traffic and have a higher speed limit.

Spot and Segment Deficiencies: are locations where there are facilities for non-motorized users, but they may be uncomfortable or substandard for all users with different abilities.

Spot and Segment Gaps: are locations where a new connection is required to improve the access and walked/biked around stations.

Figure 2.26 shows the barriers, deficiencies, and gaps within a half-mile buffer around the stations. Currently, pedestrians traveling between the Midvale Fort Union and Midvale Center Stations and Midvale's other pedestrian destinations are faced with significant barriers, the majority of which are primarily at-grade and grade-separated roads such as H-15, State Street, and 7200 South. Though the existing barriers are not likely to go away, improving the pedestrian environment along them and providing more crossing opportunities could help abate their magnitude. The area around the stations contains a large number of pedestrian destinations bordered by high-volume roadways with fast-moving traffic. The State Street and 7200 South, Freemont and 9400th development in some areas has also led to gaps in the sidewalk network that should be addressed when considering transportation improvements.

Figure 2.27 shows the barriers, deficiencies and gaps within a two-mile buffer around the stations. The Midvale Fort Union and Midvale Center Stations are within bicycling distance from most points in the City, but access, safety, and convenience for bicycles should be improved within the labeled. Currently, the biggest challenges for bicyclists are the physical barriers that traverse the network at several locations. These barriers, such as H-15 and State Street, do not provide usable corridors and are difficult to cross conveniently and safely.



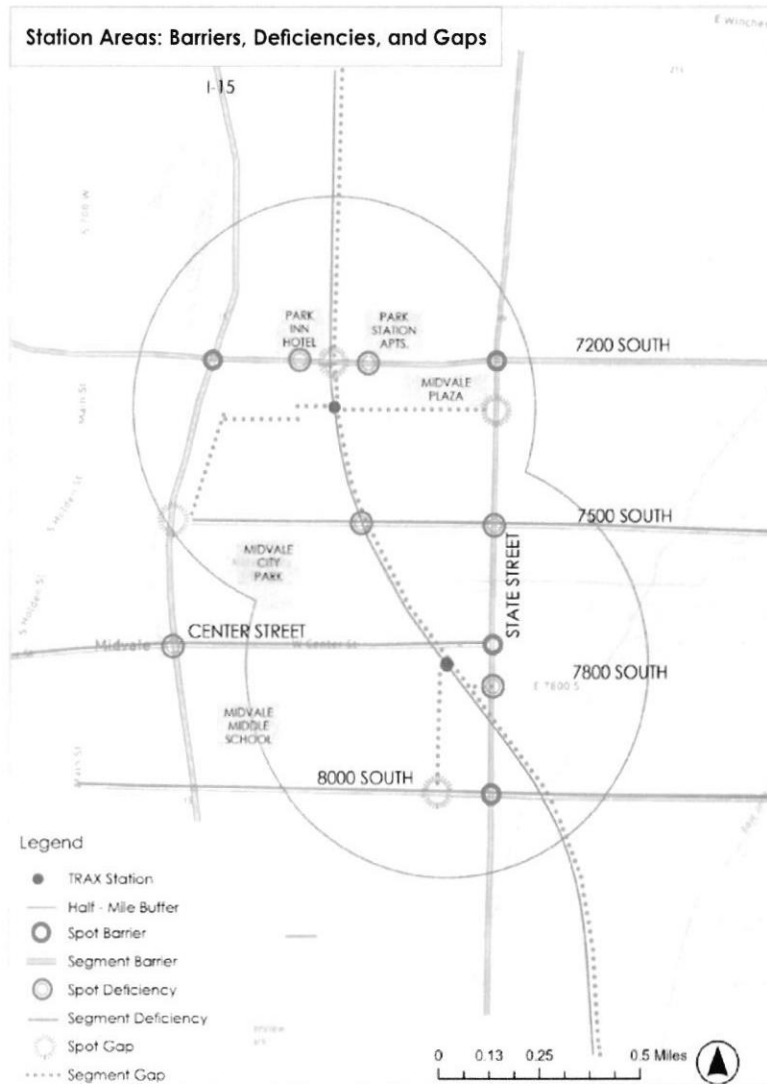


Figure 2.26 Barriers, Deficiencies, and Gaps within a Half-Mile of the Stations

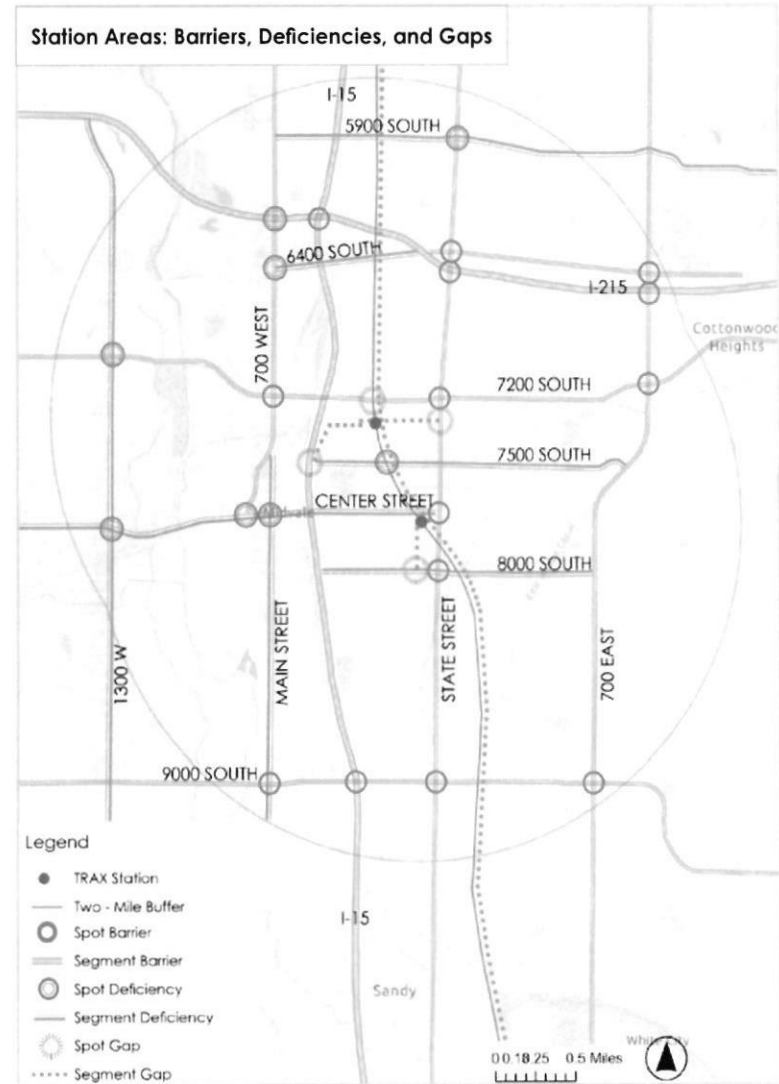


Figure 2.27 Barriers, Deficiencies, and Gaps within Two miles of the Stations

C. HOUSING NEEDS AND MARKET ASSESSMENT

This housing needs and market assessment contributes to the station area plan development. The following is a summary of analyses and findings, with an accompanying series of charts, tables, maps, data, and other information graphics. Readers interested in the data that has informed the analysis should consult the *Preliminary Market Assessment*.

DEMOGRAPHICS AND EMPLOYMENT

Demographics (the types of people who live in and near the City) and employment affect the types of future development that is feasible for the station area. Key demographic and employment factors include:

- **Population.** Fort Union Station Area, with 3,960 residents in 2022, is less populated than Center Station (5,289). Population growth for both stations over the past decade (20-21%) matches the region but is slower than the City's 38% growth.
- **Race and Ethnicity.** Both station areas align with the City in being more racially diverse than the region in 2022, with 36% in Fort Union Station Area and 32% in Center Station Area identifying as a race other than White, compared to 34% in Midvale and 25% in the Wasatch Front Regional Council (WFRC) region. Likewise, Latino populations range 24-26% for the City and the station areas, compared to 17% for the region.

- **Tenure.** A larger proportion of residents rent in Midvale compared to the region—particularly near Fort Union, where 76% rent in 2022.
 - **Education.** A smaller share of residents (28%) in both station areas have a college degree or higher in 2022, compared to 35% for the City and 36% for the region.
 - **Employment.** With its central location in the Salt Lake City region and regional transportation access, Retail is a big player in Midvale's economy—accounting for the largest share of workers in 2019. However, jobs for this sector (and the second-highest employing sector, Administration and Support), have been on the decline in recent years. Leveraging assets such as the City's broadband network and successes such as the nationally-recognized Bingham Junction redevelopment (which has drawn employers such as the headquarters for Overstock.com) may spur job growth in other sectors, including tech.
 - **Transit Ridership.** The station areas contain portions of all three census block groups in the City where over 10% of residents commuted via public transit in 2021, while ridership for most of the City was below 5% (the national average for transit commuting in 2019).
- See *The Preliminary Market Assessment* in the Appendix for demographic maps and details.

	Fort Union 1/2 Mile	Center Station 1/2 Mile	Midvale City	WFRC Region
Population	3,960	5,289	38,425	1,961,741
% Renter	76%	45%	52%	30%
Median Household Income	\$58,669	\$69,954	\$67,373	\$85,510
Per Capita Income	\$29,599	\$31,210	\$34,382	\$36,806
% HH Incomes < \$34,999	25%	21%	19%	15%
Population Growth 2010-2022	20%	21%	38%	20%
Median Household Size	2.3	2.5	2.5	3.0

Source: U.S. Census Bureau, Decennial Census via ESRI
 ESRI Business Analyst Online. BAO is a private, third-party provider of demographic data. ESRI
 bases its analysis and forecasts on the U.S. Census and many other public and private data sources.

Figure 2.28 Demographics of Station Areas, Midvale, and WFRC Region

REAL ESTATE DEVELOPMENT CONTEXT

National Trends

The chart below shows how real estate developers and other industry professionals associated with the Urban Land Institute (ULI, the leading national professional association for the real estate industry) evaluate the desirability of development for various property types nationwide. This chart shows that in 2023, developers continue to be most interested in building industrial and multifamily housing, despite a slight dip from 2022. Interest in single-family housing is starting to suffer due to rising mortgage rates. Office and retail are out of favor due to the increasing remote-work trend and online shopping respectively, with office replacing retail as the lowest-ranked property type.



Figure 2.29 Prospects for Major Commercial Property Types, 2019-2023

Nationally, strategies for retail are likely to focus on re-tenanting versus new construction, while conversions are being considered for offices.

While Millennials and Gen Z, especially those with kids, shifted their preferences slightly from urban, walkable neighborhoods to suburban neighborhoods with detached homes at the beginning of the pandemic, 20% of people living in detached homes in July 2020 would have preferred to live in an apartment or townhome in a walkable neighborhood, according to a survey by the National Association of Realtors. Older Americans also value walkable urban centers. In a 2017 survey by the nation's largest senior living referral service, most respondents said it was very/somewhat important to live in a walkable neighborhood, as well as one with low crime that was close to family.

Development Context

Most commercial real estate development in Midvale for the past decade has concentrated to the west of the study areas and I-15, though new multifamily projects near both stations show local demand for that property type. Existing commercial development in the Fort Union Station Area is more industrial compared to Center Station, but the study areas otherwise have similar proportions of property types being considered for offices.



DEVELOPMENT CONTENT (continued)

Multi-family and office properties have dominated construction in Midvale for the post-decade. Given national real estate trends and the region's population growth, multi-family construction is likely to remain a significant focus in Midvale while the future of office development is less clear. According to February 2023 CoStar data for the Midvale/Murray submarket, multi-family construction is steady but slightly down from a peak of 858 units delivered in the second quarter of 2018. Perhaps due to the recent increase in supply, annual growth of 2.9%, significantly below the average annual growth of 5.4% over the last decade, and the larger Salt Lake Market's 3.1% annual rent growth.

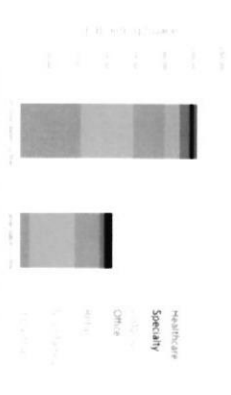


Figure 2.30 Development Type by Building Area

Given the lack of significant retail development for the post-two decades, retail is experiencing low vacancy rates (1.7%) and a high average annual growth in rent (8.1%), according to CoStar data for the Union Park District. The SAs may consider incorporating retail, particularly on the ground floor of mixed use projects—considering the current trends toward smaller-scale, experiential commercial space and the goal of City's TOD zone, though feasibility of such projects within the auto-centric context of the study areas will need to be considered. The station areas—particularly Fort Union—are also well-positioned for further industrial development, based on past development access to I-15 and current national/regional demand for that development type, largely driven by the growth of e-commerce.

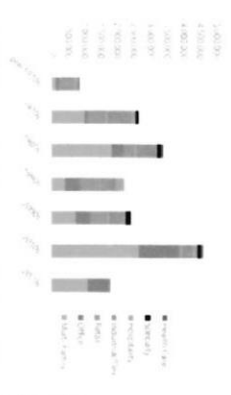


Figure 2.31 Square Feet of Development by Decade Built

HOUSING NEEDS & DEMAND

In its 2019 Housing Plan, the City projected a need for 5,334 additional housing units to accommodate a net population increase of 15,000 by 2040. This growth is characteristic of the Salt Lake City region, which the JLL 2023 Emerging Trends report projected as having a five-year household growth rate (1.7%) double the national average (0.9%). The City's 2019 plan identified a need for more high-end housing in order to counter the short-term notion that predominates in housing markets, yet despite the relative affordability of Midvale's market, the plan also notes a need to support cost-burdened households, which accounted for 45% of renter households in 2019.

HOUSING MARKET

Housing costs in Midvale are still rising at a rate greater than incomes, particularly for owner-occupied housing. A average home values (per Zillow's Home Value Index) in Midvale rose from \$203,444 in 2010 to \$352,825 in 2020—a 73% increase compared to a 39% growth in incomes, and 45% growth in median gross rent in the same time period. Midvale home prices are only affordable with dual incomes at or near the City's median income of \$67,373. Home ownership as well as most moderate rents are out of reach for most service workers, who comprise a large share of the City's workforce. In its 2022 Moderate-Income Housing Plan update, strategies for increasing the availability of affordable housing focus on promoting development through reduced impact fees, leveraging public resources, and other means—but not rezoning for higher density.



Figure 2.32 Housing Cost Growth v. Incomes in Midvale, 2010-2020



Figure 2.33 Definitions, 2019 Housing Plan

ZONING

Some of the key attributes of Midvale City's existing zoning code, including maximum height, residential density, parking requirements, and setbacks as shown on the following pages:

Midvale City's TOD Overlay (TODO) zone, located primarily near the Fort Union Station, allows for significantly more height and density than the other zones; the City's zoning currently encourages TOD (transit-oriented development) in the TODO zone. Buildings in the TODO zone can be up to 7 stories, which means they could be mixed-use, podium buildings, with four or five levels of housing over a one or two-story concrete podium that includes ground floor commercial space and structured parking.

A more modest scale of development is allowed in the other zones. While height maximums vary, the limiting factors in terms of development density will likely be the maximum residential density (25 dwelling units/acre or fewer in other zones); in some cases parking requirements and/or setbacks can be the key limiting factors. For example, while the State Street Commercial zone allows for buildings of up to 55 feet in height (or 4 to 5 stories maximum), it is likely that the 25 du/acre density maximum will limit residential buildings to 3 stories or fewer. There is no economic reason for developers to build 4 or 5 stories, as they could not build residential units in those floors. Three-story buildings can typically accommodate up to a high of 25 to 30 du/acre.

The 25 du/acre maximum in most zones appears to reflect the community's desire for multifamily and mixed-use development in most cases, and in particular for development that abuts single-family neighborhoods. While this is an understandable policy rationale, it has several important consequences. First, the density maximum is likely to discourage any redevelopment, since developers are unlikely to purchase and demolish existing commercial properties in order to build three-story, garden apartment projects, since such projects usually do not provide developers with an adequate budget to acquire existing commercial land. Second, three-story garden apartment projects rarely include a ground floor commercial component. Third, 25 units/acre is considerably below the 50 units/acre threshold required to establish a new Housing and Transit Reinvestment Zone (HTRZ). One of the goals of Midvale City's Moderate Income Housing Plan (MIHP) is to develop and implement an HTRZ.

See Table 2.2 and Table 2.3 on the following pages for key attributes of Midvale City's existing zoning within the Station Areas.

Zoning

Most zones in study area do not allow for HTRZ-required density of 50+ units/acre.

	Max Height	Max Residential Density	Parking Requirements: Medium-High Density Residential
Typical Urban Core Development (TODO)	3 stories	25 units/acre	100 King-Size Trucks 1,000 per 1,000 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit
TOD Overlay	7 stories; 6 and 7-story buildings must be directly adjacent to State St + 7/2005	85 units/acre	100 King-Size Trucks 1,000 per 1,000 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit
Midvale Station Area Plan	35' sloped roof, 30' flat within 50' SFR zone; otherwise, 4 stories	25 units/acre	100 King-Size Trucks 1,000 per 1,000 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit
Typical Urban Core Development (TODO)	55' sloped roof, 52' flat within 50' SFR zone; otherwise, 75' sloped/72' flat	25 units/acre	100 King-Size Trucks 1,000 per 1,000 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit 1,500 per 1,500 SF unit
Typical Urban Core Development (TODO)	45' sloped roof, 42' flat within 100' SFR zone; otherwise, 75' sloped/72' flat	Housing not permitted; Only manufactured homes permitted; density not specified	N/A

Table 2.2 Key attributes of Midvale zoning within station areas.



	Front	Corner Lot	Rear	Side	Single Family
TOD	15'	Corner lots have 2 front yards, each subject to the 15' setback rule	0'+	0'+	3-story structures must be set back 37' when adjacent to SFR zone; 15' for 1-2 story
TODO	15' including 5' park strip, 5' sidewalk, 4-5' landscaping	Corner lots have 2 front yards, each subject to the 15' setback rule	0'+	0'+	When adjacent to SFR zone: 3-story 37' 4-story 66' 5-story 83' 6-story 100' 7-story 116'
RM 25	25' unless at least 50% of the lots on the block are developed with a front yard setbacks of 20' in which case the setback is 20'	Corner lots have 2 front yards, each subject to the 25' rule	20'	10'	N/A
SSC	15' including 5' park strip, 10' sidewalk	Corner lots have 2 front yards, each requiring a 25' setback	0'+	0'+	N/A
CI	20'	Corner lots have 2 front yards, each subject to the 20' rule	0'+	0'+	N/A
RC	0'+	0'+	0'+	0'+	N/A

Source: Midkale Station Area Planning Study, January 2022. Setbacks subject to future zoning updates.

Table 2.3 Key attributes of Midkale zoning within station area.



DEVELOPMENT OPPORTUNITIES

This station area planning process is an opportunity to deliver needed housing and employment opportunities in Midkale while building on Midkale City's 2019 and 2022 Moderate Income Housing Plans, State Street Corridor vision, and other existing plans/goals.

- **Assets** - Future development near Fort Union Station may be able to build on assets, such as its international markets, while contributing to needed infrastructure improvements. Development near Center Station may be able to capitalize on underutilized commercial and public property in the area and opportunities for redesign within its wide roadway.



Figure 2.35 International Marketplace near Fort Union Station

- **Potential Sites** - Based on land values, land utilization and other factors, three potential sites are identified for development in each area—totaling 19 acres for Fort Union and 17 acres for Center Station. See Figure 2.38.
- **Zoning Changes** - In 2022, Midkale City identified the utilization of HTF zones as one of its affordable housing strategies. Midkale City would need to adopt zoning changes to realize its proposal for an HTF and development in the established zone HTF zone require densities of at least 90 units per acre. Currently, only allowed by the TOD Overlay zone (covering a fraction of both station areas).
- **Replacing Current Uses** - From a market perspective, multi-story project densities beyond garden apartment-scale (e.g., 45 units/acre+) would be needed to justify replacing current commercial and other uses.



Figure 2.36 Underutilized commercial property near Center Station

STATION AREA PUBLIC OWNERSHIP

As shown below, there are numerous publicly owned properties in the station areas. UTA owns multiple important properties in the station district, including shared parking lots and station-related facilities (e.g., bus circulation and transit boarding areas and rail right-of-way, etc.). UTA has stated that the agency will consider the development of its shared parking lots, while also seeking to retain public parking there. The US Railroad Service, the last vest of Center Station, is a well-positioned site with UTA properties on both sides. The State of Utah owns a large property that fronts on to State Street east of Ford Union Station. The understanding is that this property is surplus to the State's needs and is likely to be sold in the coming years, in the short term, it is being used for storage. Other publicly owned properties are notable but are unlikely to change significantly. For example, the University of Utah operates Greenwood Urgent Care and Pharmacy on State Street. The City and School District have multiple port and school properties that are station-area assets and are likely to remain in the current use.

Given this backdrop of significant retail development for the past two decades, retail is experiencing growth rates of 1.7% and a high average annual growth in retail (8.1%). According to CoStar data for the Union Park District, the 5.8% may consider incorporating retail, particularly on the ground floor of mixed use projects—considering the current trends toward middle-class, experiential commercial space and the goal of City's TOD zone (through feasibility studies) within the city-centric context of the study areas will need to be considered. The station district particularly for Union—can also well positioned for further industrial development, based on past development access to H-5, and current national/regional demand for that development type, largely given by the growth of e-commerce.

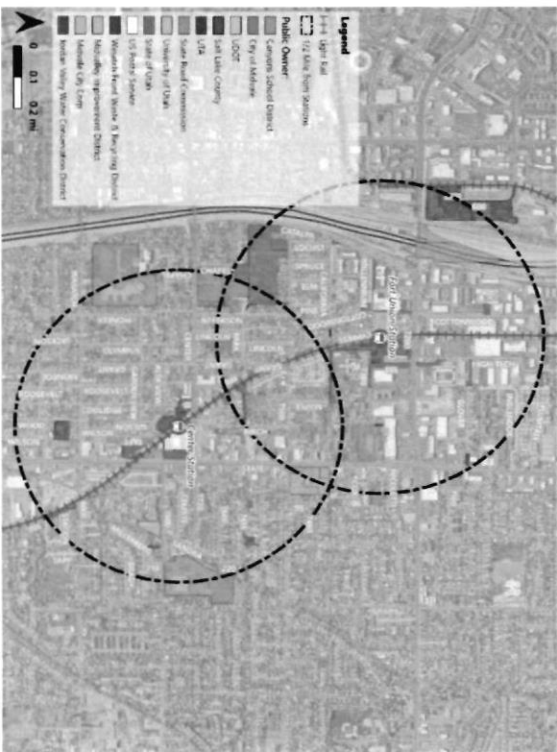


Figure 2.37 Station Area Public Ownership

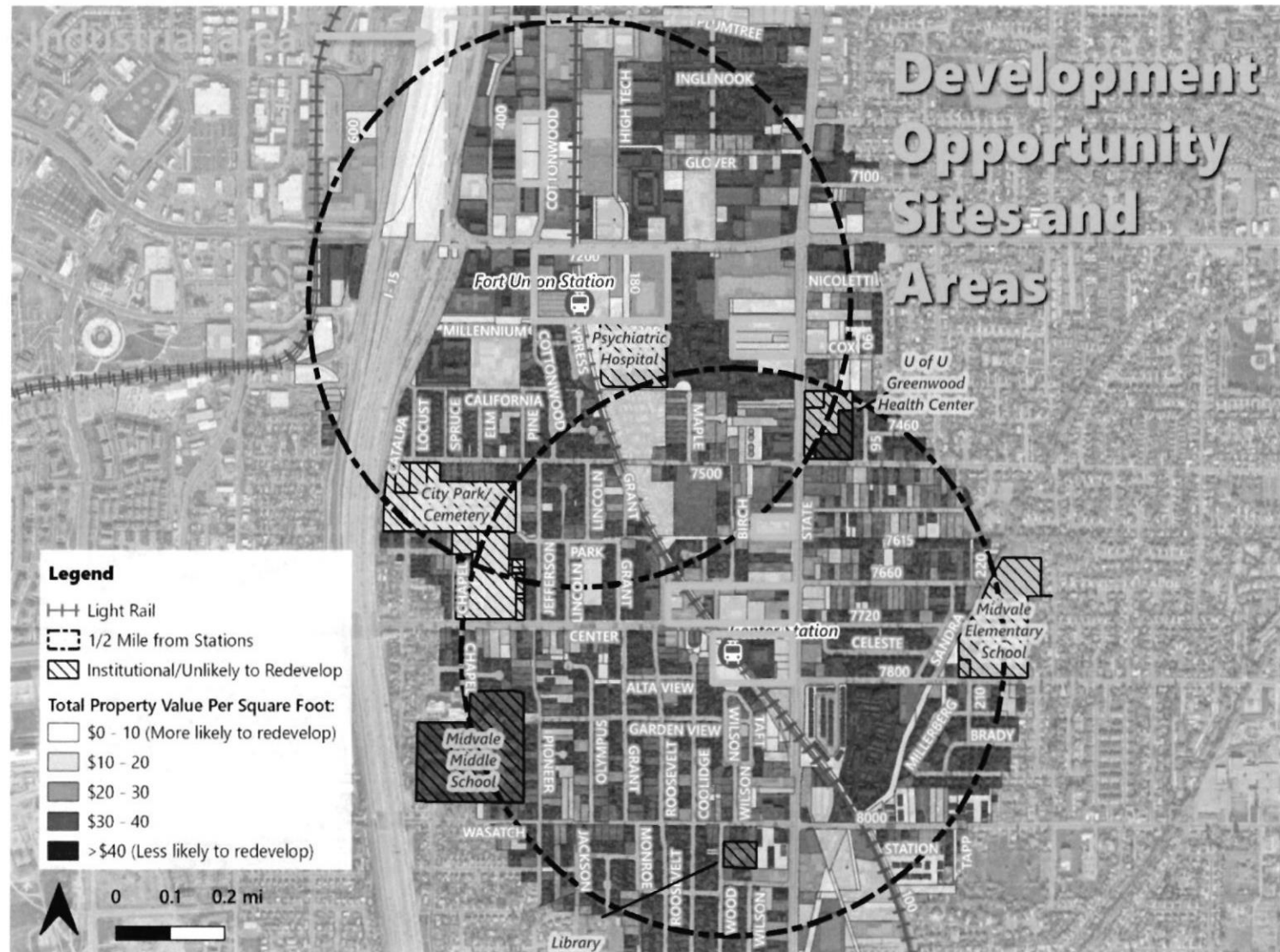


Figure 2.38 Potential Sites Near Station Areas



03

Preferred Plan



03 PREFERRED PLAN

INTRODUCTION

Built upon the foundation identified through existing conditions analysis and developed in collaboration with the Steering Committee, this chapter outlines the preferred vision and associated plan for the future of the Fort Union and Center Street Station Areas in Midvale City. A series of scenarios show various levels of redevelopment and types of changes within each station area. These scenarios are developed in conversation with the Steering Committee towards a preferred plan, which also included numerous meetings with the Midvale City Council, as well. The process of development will be followed by the vision(s) for each of the stations, along with key recommendations to achieve the vision.

Each section will present the future desired conditions for the future land use, transportation connections, urban form, public space, and phasing once each station vision has been achieved. Implementation will be the focus of the following chapter.



Figure 3.1 | Midvale Steering Committee Design Workshop

OPTIONS CONSIDERED

Scenario 1: No Change

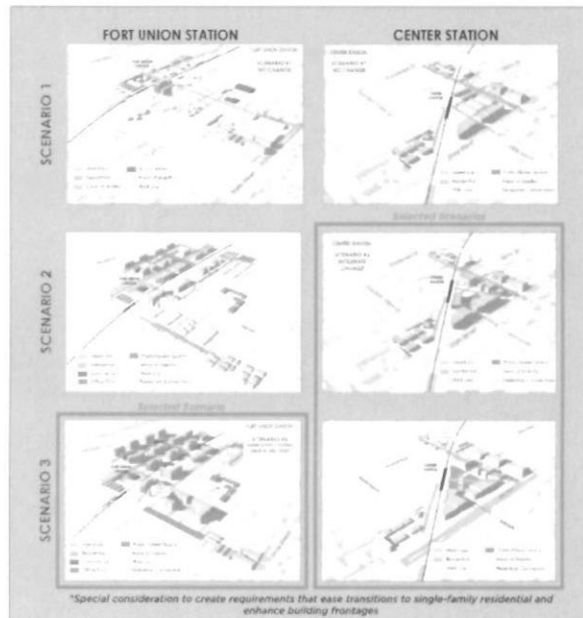
- No changes to zoning
- 3 stories within the TOD Zone
- 6 to 7 stories with TOD Overlay Zone (for areas directly adjacent to the State Street/7200 South
- Low investment from City
- "More of the same" opportunities

Scenario 2: Moderate Change

- Update Zoning*
- 4-7 stories (with higher density near State Street/7200 South or other collector streets)
- Moderate investment from City
- Moderate opportunities and developer desirability

Scenario 3: Significant Change (near TOD)

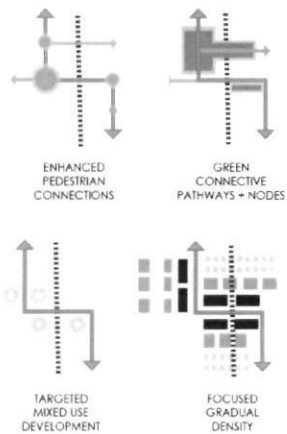
- Rezone to TOD*
- 5-7 stories (with higher density near State Street/7200 South or other collector streets)
- High investment from City
- High opportunities and developer desirability



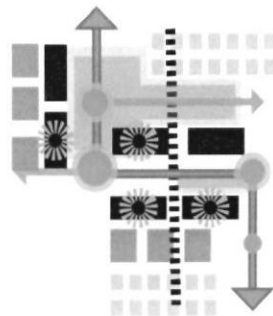
ACHIEVING THE VISION

Fort Union Station Key Ideas

These key ideas aim to generate activity around the Fort Union TRAX Station that can improve transportation connections and support potential future housing options, commercial development, green space, and public spaces.



Concentrating mixed-use and density in specific areas of the site can ensure that new development can be economically-sustained and the existing neighborhood character can be preserved.



SYNERGISTIC ACTIVITY



EXISTING SITE CONTEXT

The Fort Union Station Area is between three major corridors: Interstate 15, 7200 South, and State Street. The single-family neighborhoods are defined within the Area of Stability, or the locations least likely to change or be redeveloped. Existing commercial and clean industrial currently occupy the land along the main corridors and have buildings oriented towards the rear, leaving large parking lots in the front to accommodate for vehicular movements. East-west pedestrian connections to the Fort Union TRAX Station from adjacent neighborhoods are limited and many pedestrians walk through the parking lots as a more convenient route.

LEGEND

- High-Rise Buffer
- TRAX Line
- Area of Stability

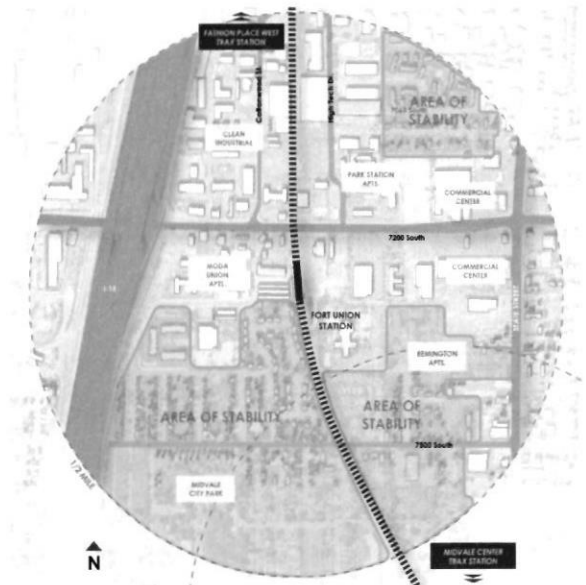


Figure 3.2 Fort Union Station Existing Site Context

PROPOSED FIRST- & LAST-MILE CONNECTIONS

Connected east-west routes throughout the site can encourage access to existing transit stops and services along State Street and 7200 South. Pedestrian desire lines shown in yellow demonstrate the natural movement of pedestrians from the station and to existing and anticipated development in the area. New connections in red are potential pedestrian/cycling routes earned to increase access to the station and other future biking facilities for residents in nearby neighborhoods.

- PLANNED PLACEMAKING CONNECTIONS**
- On-street facilities
 - Off-street facilities
 - On-street facilities
 - Off-street facilities
 - New Connection
 - Greening Improvements
- LEGEND**
- 0.5 Miles
 - 1 Mile
 - 1.5 Miles

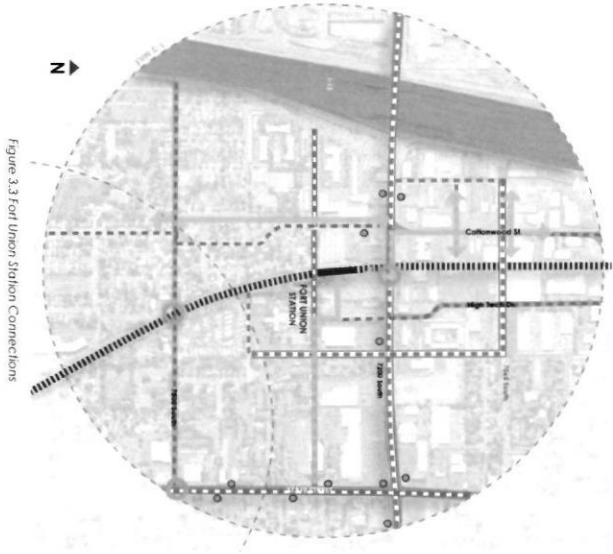


Figure 3.3 Fort Union Station Connections

LAND USE & PROGRAM

North of 7200 South currently is primarily zoned light industrial. With access to Interstate 15 and the Fort Union TRAX Station, incorporating a mix of higher density housing that could better serve the community is recommended. Through a Housing Transportation Revitalization Zone (HTZ), this area could provide a variety of housing options, particularly for citizens that depend on public transportation.

Mixed-use would help encourage new office and retail spaces, providing opportunities for employment. A commercial area that provides a grocery store would serve newer developments and the surrounding neighborhoods with a walkable option to do everyday shopping. Increasing connectivity with green corridors and sidewalks will encourage more biking and walking.

- LAND USE**
- Residential
 - Commercial
 - Office
 - Mixed-use
 - Area of Stability

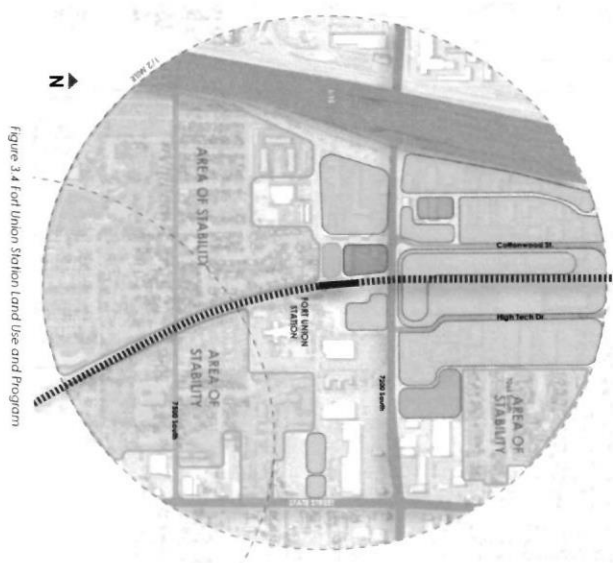
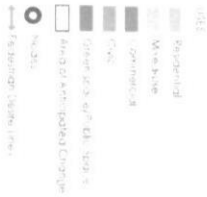


Figure 3.4 Fort Union Station Land Use and Program

URBAN FORM, PUBLIC SPACES, & LANDSCAPE

The following are major urban design elements featured in the proposed concept plan for the Fort Union Station Area

- Denser Mixed-Use Residential near the station (Spaced Parking Structure with URA)
- Mixed-Use along frontage and town homes to the rear (State-Owned Parcel)
- Designated Housing & Transit Reinvestment Zone (HRTZ)
- Mixed-Use along 7200 South
- Key spaces - Grocery store, retail, business, incubator, public plaza, etc.



URBAN FORM, PUBLIC SPACES, & LANDSCAPE

The increased residential and mixed-use zoning would greatly change the urban form from the current condition. Buildings would primarily be 4-7 stories and accommodate a variety of housing needs for the area. Building masses would form new

green spaces for residents, and a linear green space would provide a strong north-south pedestrian connection. Town homes and other less dense housing options adjacent to existing single-family housing could help address concerns related to adding too much high-density housing.

Street trees and landscaping would play an important role in the beautification of this area of 7200 South and provide some amenities to encourage more pedestrian and multi-modal transportation.

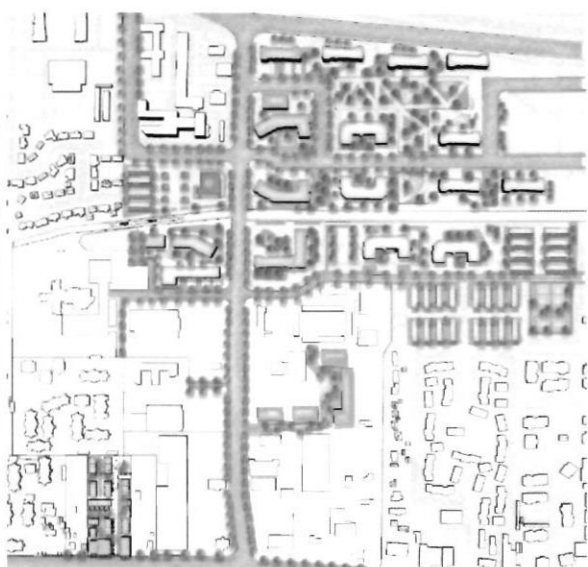


Figure 3.6 Fort Union Station Proposed Plan Illustration

POTENTIAL REDEVELOPMENT PHASING

Potential redevelopment phasing has been predicted based on the recommended zoning regulations and assumptions around property owner willingness, ability to obtain or group parcels, and the site's overall likelihood to be redeveloped. See Page 102 for details about redevelopment on key properties at the Fort Union Station Area.

- 1 Denser Mixed-use Residential (Shared Parking structure with UTA)
- 2 Designated Housing + Transit Reinvestment Zone (HTRZ) - Mixed-use along 7200 South
- 3 Mixed Use along frontage and town homes to the rear (State-Owned Parcel)
- 4 Town homes near single-family residential
- 5 Potential redevelopment area

PHASE PRIORITY

- High Priority
- Medium Priority
- Low Priority
- Future Priority

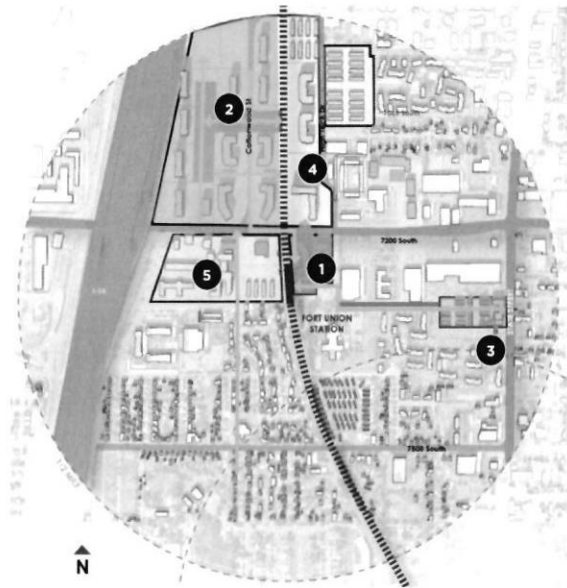


Figure 3.7 Fort Union Station Potential Redevelopment Phasing



PREFERRED PLAN Fort Union Station

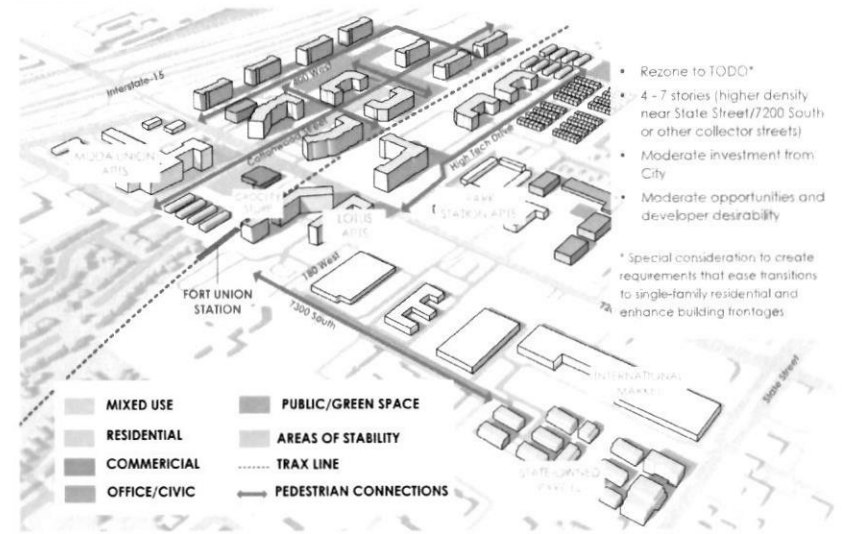
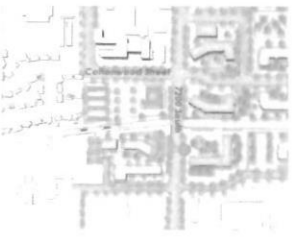


Figure 3.8 Bird's Eye View of Fort Union Station Proposed Plan

EXISTING CONDITION

This area adjacent to the IRAX Station is primarily vacant surface parking. Aside from it's underutilized function, it does little to serve the community and it's vast exposure of hardscape increases heat island and detracts from using this corridor. There is a lack of landscape and amenities in the area that would attract people to this location for any other reason than parking.



View Key Plan



Figure 3.9 Existing Parking Lot Near for Union Station on 7200 South



HIGH IMPACT AREA

Midvale for Union Station



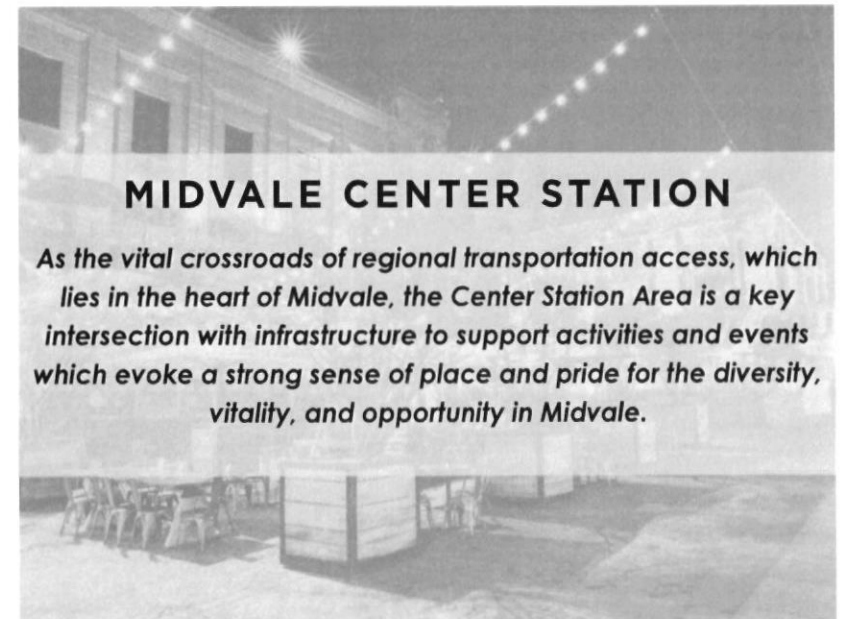
Figure 3.10 Future Proposed View from 7200 South to IRAX Station

SOCIAL SPACES & PLACEMAKING

Midvale Fort Union Station



Figure 3.11 Recommended Strategies for Placemaking and Social Spaces at Fort Union Station



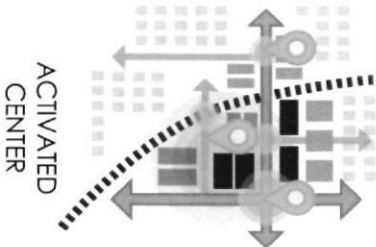
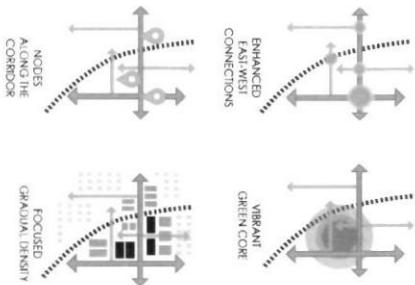
MIDVALE CENTER STATION

As the vital crossroads of regional transportation access, which lies in the heart of Midvale, the Center Station Area is a key intersection with infrastructure to support activities and events which evoke a strong sense of place and pride for the diversity, vitality, and opportunity in Midvale.

ACHIEVING THE VISION

Midvale Center Station Key Idea:
These key ideas aim to generate activity and a sense of community around the Midvale Center TRAX Station. Elements of these improvements are east and west transportation connections, and support future housing options, commercial development, green space, and public spaces.

Together these elements create a strong focal point for the area while encouraging movement to nearby destinations and neighborhoods. Focusing mixed-use and density in specific areas of the site can ensure that new development can be economically-sustained and existing neighborhoods can be preserved.



EXISTING SITE CONTEXT

The Center Station Area encompasses three main corridors: State Street, Center Street, and 7500 South. The area is a southern gateway to Midvale City, a transit riders south using the Historic Sandy TRAX Station enter. Most of the area is surrounded by established single-family neighborhoods shown within the Area of Stability and are least likely to change or be redeveloped. Key sections of the site are newer developments like Station, at Midvale Town Homes, Majestic Town Homes, and Midvalley Station. Townhomes, key amenities to the site are Midvale City Park, the University of Utah Greenwood Health Center, and other local services along State Street.

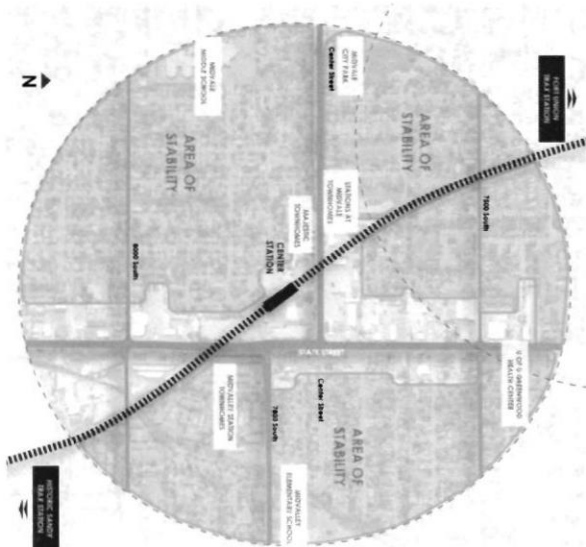


Figure 3.1/2 Center Station Existing Site Context

PROPOSED FIRST- & LAST-MILE CONNECTIONS

Several active transportation facilities are proposed to improve east- and west-connections from State Street west onto Center Street on a major route to destinations like Midvale City Park and Middle Main Street. Crossing improvements on Center Street and major intersections are also identified. New connections in red are potential pedestrian/cycling routes aimed to increase access to the station and other future biking facilities for residents in nearby neighborhoods.

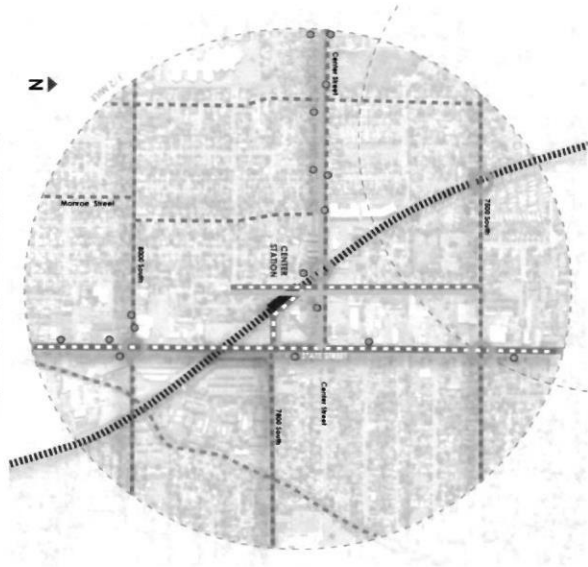
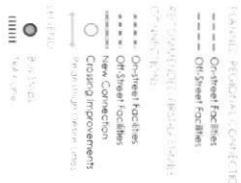


Figure 3.13 Midvale Center Station Connections



LAND USE & PROGRAM

Building upon the Medea State Street Study, this area of State Street and Center Street could be a new community center for Medea. Incorporating and updating mixed-use zoning of this key junction could add some needed vibrancy to this mostly vacant space. The Center Station B&M Station presents an opportunity to help encourage the development of this area and increase housing options and connectivity along this corridor. Along with mixed-use, additional higher density housing options could enhance revitalization. There is careful consideration to the surrounding neighborhoods and their requests to not include higher density housing too close to these neighborhoods. The B&M line provides a separation between this higher density housing and these single-family neighborhoods.

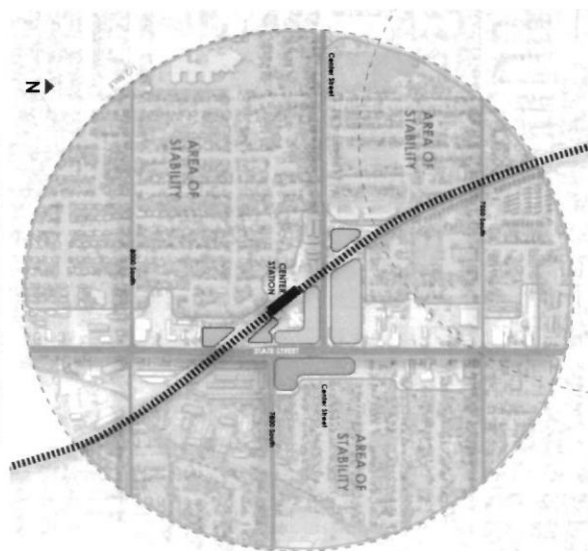


Figure 3.14 Fort Union Station Land Use and Program

URBAN FORM, PUBLIC SPACES, & LANDSCAPE

The following are major urban design elements featured in the proposed concept plan for the Center Station Area

- Designer Mixed-Use Residential near the station (shared parking structure with UTA)
- Mixed-Use along frontage and town homes to the rear (State-Owned Parcel)
- Designated Housing + Transit Reinvestment Zone (HRTZ) Mixed-Use along 7200 South
- Less dense housing/town homes near single-family residential

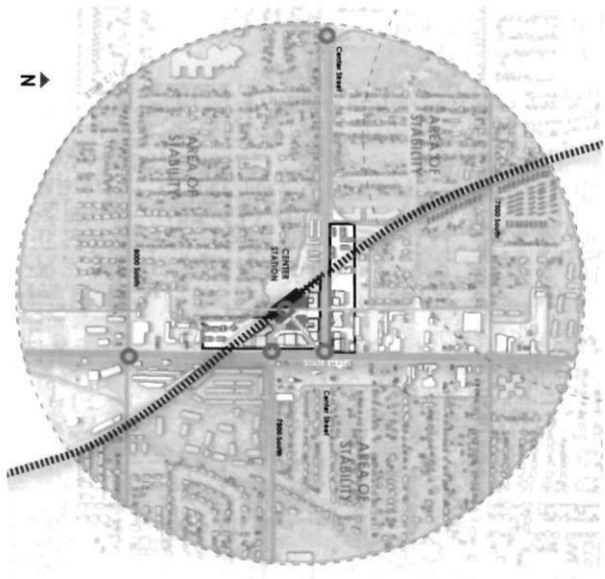


Figure 3.15 Center Station Proposed Concept and Recommendations

URBAN FORM, PUBLIC SPACES, & LANDSCAPE

The area surrounding the Central Street Station may include several new mixed-use and higher density housing options. The mass and voids of these buildings have the potential to help create a new outdoor dining pedestrian walkways and community greenpace separated from these streets by these new buildings and connecting to the adjacent Town Station increasing landscape to include street trees, outdoor pavilions, and town centers for community to gather could help provide a new vibrant civic space for the community increased interlink for the Taxation would be driven by new residents who would benefit from the convenience of this stop. These open spaces and improved pedestrian walks would improve the sustainable connection to the stop.



Figure 3.16 Center Station Proposed Plan Illustration

POTENTIAL REDEVELOPMENT PHASING

Potential redevelopment phasing has been predicted based on the recommended zoning regulations and assumptions around property owner willingness, ability to obtain or group parcels, and the site's overall likelihood to be redeveloped. See Page 103 for details about redevelopment on key properties of the Center Station Area.

- 1 Planned town home development
- 2 Active mixed-use along frontage with an engaging center with green space and apartments to the rear with shared parking structures
- 3 Less dense housing/town homes near single-family residential
- 4 Mixed-use along Center Street

Forest Hill Park
High Density
Medium Density
Low Density

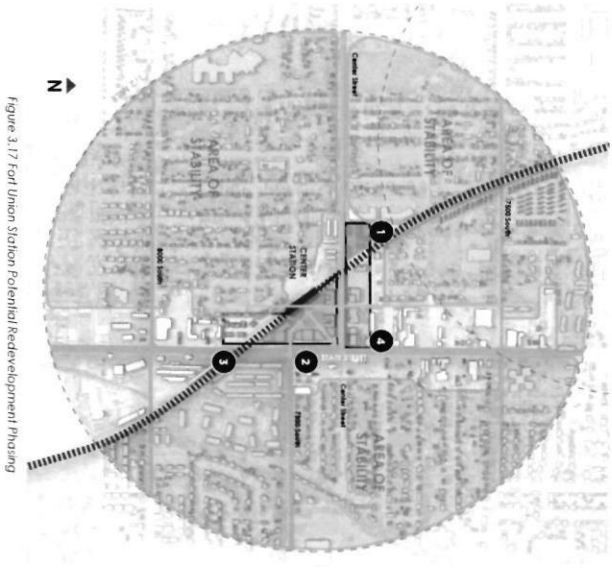


Figure 3.17 Union Station Potential Redevelopment Phasing

PREFERRED PLAN

Midvale Center Station

- Update Zoning*
- 4 - 7 stories (higher density near State Street/200 South or other collector streets)
- Moderate investment from City
- Moderate opportunities and developer desirability
- Special consideration to create requirements that ease transitions to angle-tonomy residential and enhance building footprints

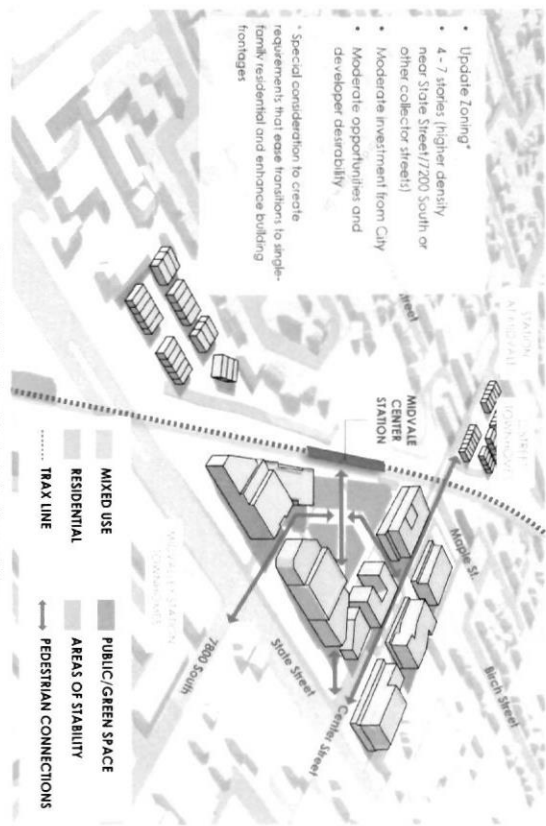


Figure 3.18 Bird's Eye View of Center Station Proposed Plan

EXISTING CONDITION

Currently, the corner of the intersection of Center Street and State Street only has a single-story solely and emissions testing business. Most of the surrounding area is vacant and underutilized except for the large post office west of this building. Today, this busy intersection is best suited for vehicular transportation and current conditions are hostile to pedestrians and cyclists.



View Key Plan



Figure 3.19 Existing Southwest Corner of Center Street and State Street



HIGH IMPACT AREA
Midvale Center Station



Figure 3.20 Future Proposed West View from State Street to IRAX Station and Center Street

SOCIAL SPACES & PLACEMAKING

Movable Center Station

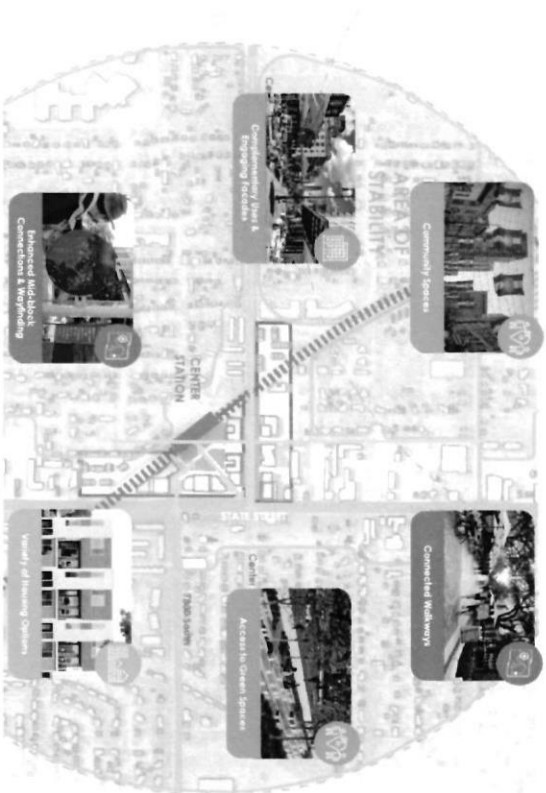


Figure 3.21 Recommended Strategies for Placemaking and Social Spaces at Center Station

ALTERNATIVE SCENARIO WITH POST OFFICE

This alternative option could be seen as potential final design or just a phase for the design while the Post Office remains in its current location. The Post Office provides a challenge to developing the desired internal green community space adjacent to the TRAX station.

However, development for this area could still be maintained along State Street. The current path to the TRAX station from State could remain, expanded and enhanced to provide a better connection to TRAX and potentially be worked into the non-Post Office scenario as part of the internal circulation road. The continuity of street wall would be disrupted along Center Street if the post office remains also as the primary entrance to the post office is along this street. Some green space could be maintained adjacent to the post office but it would be greatly reduced and not directly well-connected to the community when compared to the preferred scenario for the Center Station Area.

- LAND USE
- Residential
 - Office/Service
 - Marketplace

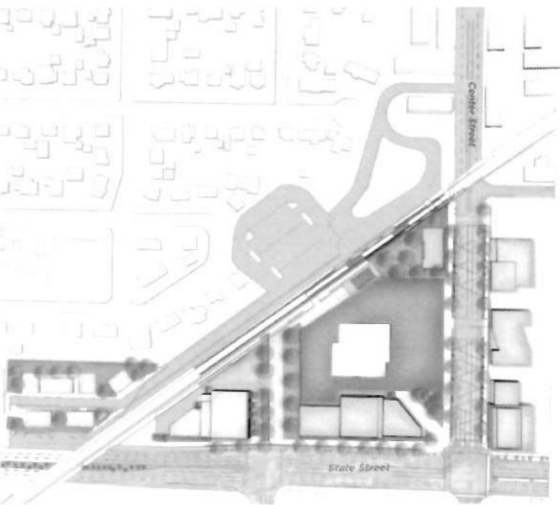


Figure 3.22 Center Station Proposed Plan Illustration if the Post Office Remains

PREFERRED PLAN: ALTERNATE SCENARIO

Midvale Center Station

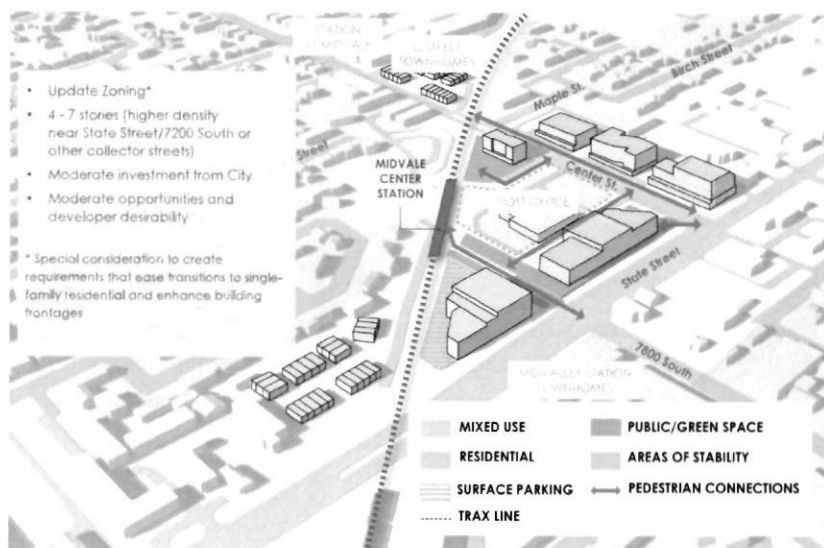


Figure 3.23 Bird's Eye View of Center Station Proposed Plan If the Post Office Remains



ACTIVE TRANSPORTATION RECOMMENDATIONS

Figure 3.26 illustrates the active transportation facility recommendations within the boundaries of Midvale City, specifically emphasizing a half-mile buffer from TRAX Stations, as an expected walking or biking catchment area for travelers to access a fixed transit station. A station's catchment area refers to the area that is accessible from that station within a 10-minute walk or a half-mile. The planned facilities from the Mid-Valley Active Transportation Plan and WFRD Draft RTP are depicted as dashed lines. Additionally, solid and dashed lines represent the recommended facilities identified from this study, which primarily focus on first/last-mile connections and were influenced by City, agency, and stakeholder input, as well as previous planning efforts.

As part of this study, it is advised to implement a behind-curb shared use path along the 7200 South corridor and a barrier-separated bike lane on both sides of State Street. Given the future developments taking place adjacent to 7200 South, it is crucial to enhance crossings such as Cottonwood Street and High Tech Drive, in order to improve accessibility for nonmotorized users in the vicinity. Additionally, the segment of 7200 South crossing under I-15 lacks safe crossings and adequate facilities for pedestrians and cyclists. This poses a significant concern, as numerous individuals utilize this corridor to reach the area west of I-15, including residents of the nearby homeless shelter. To ensure a comprehensive study of this corridor in the future, it is imperative to address these pressing issues and devise solutions that cater to the needs of all users.

Midvale City is in the process of developing a more detailed plan and recommendation for 7200 South to address connectivity and bicycle and pedestrian needs. The corridor study should consider recommendations from this plan. The corridor study will also further refine the recommendations for 7200 South based on right-of-way availability, business, stakeholder, and community input, local vision, and coordination with UDOT. The future studies shown in Figure 2.24 may further guide the considerations and active transportation recommendations for 7200 South.

FUTURE PLANS AND STUDIES RECOMMENDED

1. Midvale City 7200 South/ Fort Union Corridor Study
2. Midvale City Parks, Recreation, and Trails Master Plan
3. Midvale Main Street Urban Design Plan

Figure 3.24 Future Plans and studies Recommended.

ACTIVE TRANSPORTATION RECOMMENDATIONS

It is important to note that these two corridors are state-owned facilities and the initiation of the planned facilities necessitates further dialogue with UDOT. Given that these corridors experience high traffic volume and are located adjacent to TRAX stations, it is critical to design infrastructure that prioritizes safety and comfort for all users.

Also, this study has identified five locations that require crossing improvements. These locations are as follows:

- 7200 South and TRAX Line crossing
- 7500 South and TRAX Line crossing
- 7500 South and State Street
- Center Street and TRAX Line crossing
- 8000 South and State Street

To establish a comprehensive first-half-mile connection network, six segments have been identified to create new connections. These segments include:

1. New connection to extend 7065 South to 400 West
2. New connection from 7440 South to 7065 South
3. New connection to extend 7310 South to 7300 South and to State Street
4. New connection from Midvale Center Station to 7500 South along Birch Street
5. New connection from Midvale Center Station to the neighborhood on the south through Wilson Street
6. Enhance the existing connection from Midvale Center Station to 7500 South



Figure 3.25: Recommended Crossing Improvement Site on 7000 South



TRANSPORTATION RECOMMENDATIONS
Station Area Planning

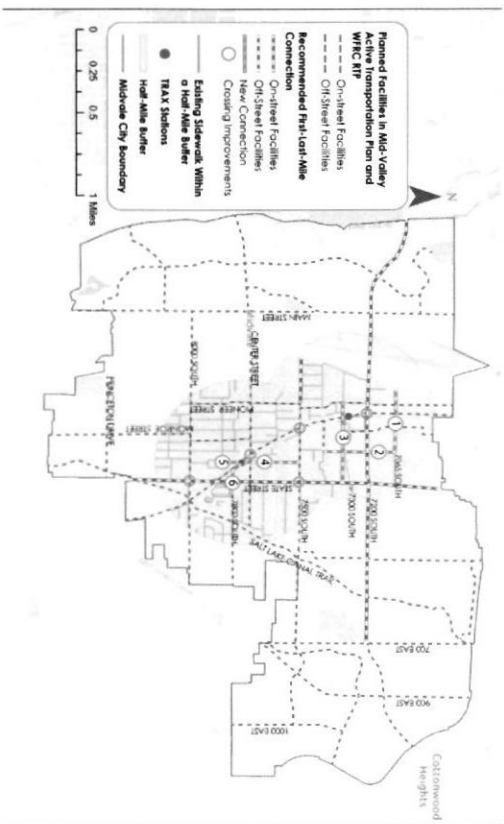


Figure 3.26: Station Areas Transportation Recommendations

STATION CATCHMENT AREA IMPROVEMENTS

The catchment areas for the Midvale Center Station and the Midvale Fort Union Station have been defined by a 1/2 mile radius or about a 10-minute walk for a person to access the transit station. The size of a catchment area is largely defined by how the surrounding infrastructure interconnects and what facilities exist within that infrastructure (i.e., sidewalks, bicycle trails, etc.). As the use of a catchment area's increases, a greater amount of land uses may be considered accessible within the station area.

Figures 3.28 and 3.29 on the following page show the existing catchment area (the accessible area based on existing pedestrian and bicycle facilities) and the future catchment area (the accessible area based on planned pedestrian and bicycle facilities and recommended connections from this study). The future catchment area has improved significantly compared to the existing catchment area. These figures visualize the importance of developing planned facilities and new connections.

Midvale City Park and many other local destinations are located within a half-mile of the Midvale Fort Union Station, but they are not in the existing catchment area because of existing built environment barriers, indirect or circuitous routes and disconnected transportation networks. With the new connections proposed as part of this study and list/feasible recommendations, these gaps can be resolved.

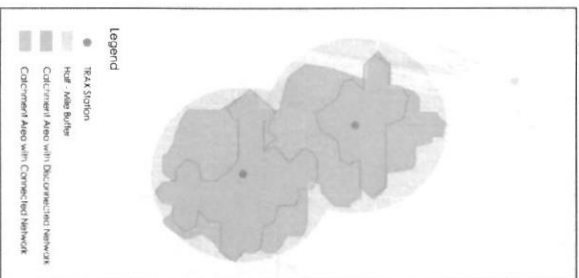


Figure 3.27 Catchment Area Improvement



ACTIVE TRANSPORTATION RECOMMENDATIONS
Catchment Area Improvements

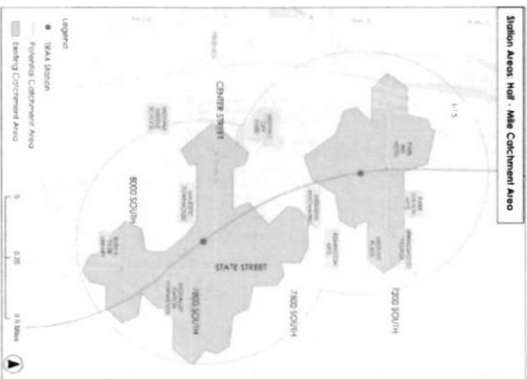


Figure 3.28 Catchment Area Using Fueling Facilities

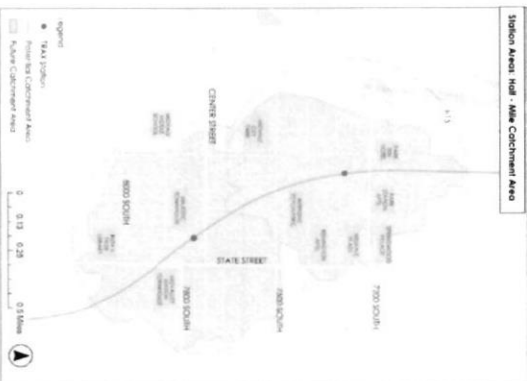


Figure 3.29 Catchment Area Using Planned Facilities

PLAN ALIGNMENT WITH HB 462 (10-9-403.1)

In the 2022 Utah Legislative Session, a House Bill was sponsored by Chief Sponsor Steve Wolpin and with support of Senate Sponsor Jacob L. Anderson titled HB 462 (10-9-403.1) Utah Housing Affordability Amendments. This bill was approved and subsequently outlines the requirements for Station Area Plans to be required throughout the UTA system, which the plan is in response. The bill outlines the accreditation process to be administered by WTRC, and the requirements of the Station Area Plans are to describe the opportunities and constraints for the development of land under existing conditions, objectives for the existing and future transportation system within the station area, objectives for existing and future land use, objectives for public and open spaces and objectives for the development of land within the station area and the future development standards that meet those objectives outlined by the bill. An implementation plan and map are included to identify actions needed within the next five years to implement the station area plan and the party responsible for each action.

- In accordance with House Bill 462, Utah Code Section (10-9-403.1) the plan must address how it seeks to promote each of the following objectives:
- Increasing transportation choices and connections
- Increasing the availability and affordability of housing including moderate income housing
- Enhancing access to opportunities
- Promoting sustainable environmental conditions



Figure 3.30 Visioning and Design Charrette Workshop



Increasing Transportation Choices and Connectors
In this plan, new active transportation facilities are proposed on major roadways adjacent to the TRAX stations, including 7200 South and State Street. Individuals relying on walking and biking to access Fort Union and Center Stations face challenges as these corridors currently lack adequate comfortable and connected facilities. Sidewalks and barriers in the active transportation network has added to the impact on users' preference for walking and biking to access transit discouraging active modes for 16.5/11.1 mile connections. New active transportation facilities are planned to create a safe and comfortable environment for users of all ages and abilities to provide communities with a viable alternative for their transportation needs, especially for those who depend on walking and biking as the primary means of mobility.

Existing piecemeal and ad-hoc development and indirect routes has hindered communities' access to transit significantly. People living in close proximity to the stations have to take detours to access transit services. To address this issue, new pathways are planned in strategic locations next to Fort Union and Center Stations to be built as part of the redevelopment. These pathways will significantly enhance access to transit and improve overall connectivity. Furthermore, to prioritize safety, crossing improvements are planned at various locations where it is difficult for pedestrians and cyclists to cross conveniently and safely.

These recommendations are aligned with the Wasatch Front Regional Council (WFRC) Regional Transportation Plan and local plans and are aimed at improving access to the stations for transit riders traveling by any combination of modes.

These last-mile-to-station connectors are designed to help people get from their homes to the transit station and from the stations to work, school stops or other destinations that be within a reasonable walkable or bikeable area. These transportation improvements have the potential to boost ridership and enhance the overall quality of life for the communities.



Figure 3.31 Mapping Activity of the Community Workshop

Supporting Moderate Income Housing and Housing Choice

Utah cities are required to promote moderate income housing (MIH) by including a MIH element in their General Plans, and—with the passage of HB462 (16-09-403.1) in 2022—by developing station area plans in cities with rail or bus rapid transit stations. One of the objectives that station area plans are required to promote is increased availability and affordability of housing, including moderate income housing, or housing for households whose income falls on or below 80% of the area median income (AMFI). In its 2022 Moderate Income Housing Element amendment to the City's General Plan, the City identified seven strategies for promoting MIH. See Figure 3.32.

The Station Area Plan furthers progress on these MIH goals by:

- Identifying key stakeholders and partners for MIH goals.
- Providing specific recommendations for station area strategy 7 and providing recommendations about potential future locations and extent of future housing and transit development.
- Consistent with Strategy 5, providing recommendations to use a mixed-use approach to station area development, including transit-oriented development.
- Consistent with Strategy 4, identifying opportunities for the City to partner with existing providers of affordable moderate income housing to bring on additional units or projects in the Station Area.
- Identifying high-potential locations for future development, including within existing station area boundaries. The MIH element identifies a number of existing moderate income housing locations, and identifies future potential for additional moderate income housing, transit-oriented development, or transit-oriented development.

2022 MODERATE-INCOME HOUSING AMENDMENT
• 7 STRATEGIES FOR PROMOTING MODERATE-INCOME HOUSING •

1. Preserve existing and new moderate-income housing and subsidized units by utilizing a landlord incentive program, providing for deed-restricted units through a grant program, or establishing a housing tax mitigation fund.
2. Provide, waive, or eliminate impact fees related to moderate income housing.
3. Implement a mortgage assistance program for employees of the county/municipality, an employer that provides contracted services for the county/to the municipality, or any other public employer that operates within the county/municipality.
4. Assist for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing or any other entity that applies for programs or services that promote the construction or preservation of moderate income housing.
5. Demonstrate utilization of a moderate-income housing set-aside from a community redevelopment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.
6. Develop and submit a station area plan in accordance with Section 10-59-403.1.
7. Create a Housing and Transit Investment Zone pursuant to Title 20, Chapter 2, Part 6, Housing and Transit Investment Zone Act.

Figure 3.32 Strategies for Promoting Moderate Income Housing



Improving Access to Opportunities

The recommendations in the plan will increase access to economic opportunities in the form of jobs and opportunity for business creation via new commercial spaces, of the ground floor of vertical-mixed-use buildings. The area is already zoned for vertical-mixed-use development, however this has not occurred to date for myriad reasons.

One of the primary challenges or concerns by the adjacent neighbors and City Council that any podium-style mixed-use development would encroach and endanger the adjacent single-family neighborhoods. The concepts shown in the plan depict how this might be achieved while respecting surrounding stable single-family residential neighborhoods and integrating meaningful amenities, access and open space usable by all community members. Moreover, the site illustrations in this plan depict how new development might create more intuitive and comfortable access between new development to the Station Area to improve the connections between housing, transit, and active transportation which in turn provide access to employment, education, recreation, and commercial opportunities. Plan illustrations and renderings have been provided to depict how new streetscape and public amenity spaces will create more intuitive and intuitive access to the Station Area. These all enhance placemaking and character goals to further enhance the identity of Midvale City.

The physical infrastructure could encourage access to opportunities by installing and expanding broadband connectivity when redevelopment of key parcels indicated in this plan occurs. Broadband or other physical infrastructure can create reliable, high-speed internet access for the associated commercial and educational opportunities.

Promoting Sustainable Conditions

Promoting sustainable environmental conditions across the Station Areas in Midvale City began first and foremost with the redevelopment of grassy field sites, or urban land which has been previously developed. By redeveloping these existing areas, existing infrastructure will be leveraged while protecting greenfield, pristine sites and prime farmland. Another way that redevelopment within urban context promotes sustainable environmental conditions is that it immediately places new development within a walkable community with existing transit and active transportation access resulting in reduced or pollution from vehicle trips.

Additional factors relating to environmental conditions are focused on the way that the site is redeveloped as encouraged by this plan. Creating thoughtfully designed, walkable district of vertical mixed-use buildings around the station areas will reduce the urban heat island effect for the outdoor spaces and reduce energy consumption of interior climate control due to optimal solar orientation. Providing sufficient density of land use will enable greater investment in public spaces and amenities to enable increased access to open space, native trees, & landscape in outdoor landscape areas. Appropriately designed landscape areas can introduce a new approach to stormwater by utilizing green infrastructure to capture, treat, and infiltrate rainwater on site.

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04

Implementation Plan



04 IMPLEMENTATION PLAN

INTRODUCTION

Previous chapters in this Station Area Plan have outlined the vision for the future conditions desired at the two stations under consideration. This chapter will focus on the recommended strategies and phases for achieving the vision(s). Recommendations have been organized into projects, programs, policies, and plans for transportation, land use, regulatory framework, urban design, and landscape. This chapter is focused primarily on the actions which Midvale City can take in association with other public sector partners to support private sector stakeholders to induce them to act in alignment with the plan to collectively achieve the vision for transformation of the areas of anticipated change in each station area.

The recommendations have been categorized into potential phases, rough order of magnitude (ROM) costs, and range of impact.

- 5-Year Implementation Plan Charts
- Zoning and Regulation
- Public Infrastructure and Improvements
- Moderate Income Housing Strategies
- Funding Strategies

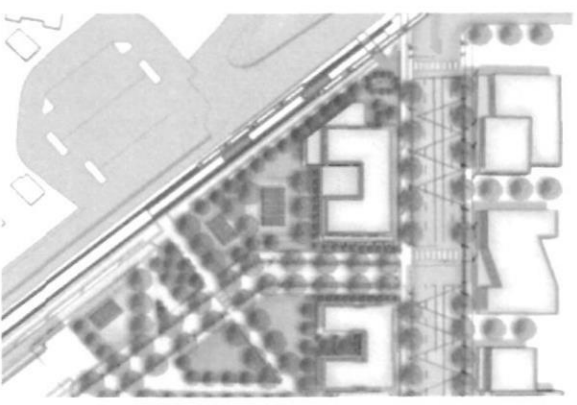
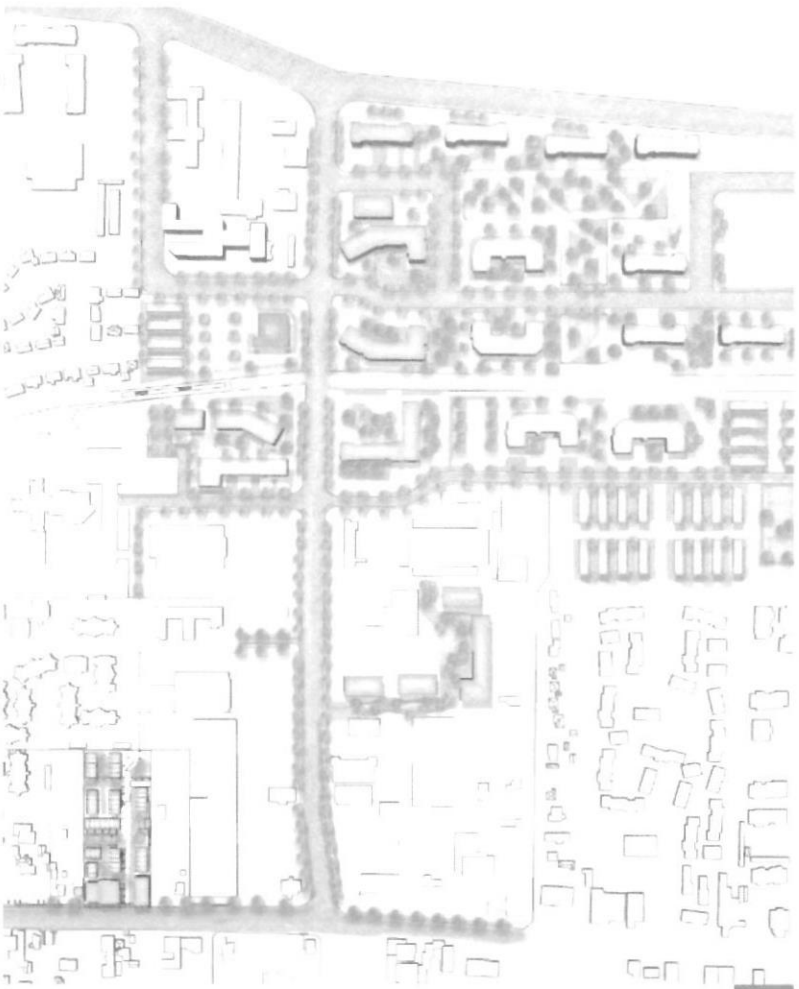


Figure 4.1 Fort Union Station Area Concept Plan

5-YEAR IMPLEMENTATION PLAN

Category	Station Area	Public Benefit Cost	Development Impact	Program/Policy	Project Champion	Clear Item (1-2 years)	Medium-term (3-5 years)	Long Term (5+ years)
REGULATORY ENHANCEMENT & POLICIES								
Policy	•	•	5	Equal and diverse Transit-Oriented Development (CDDO)	City	Equal & Diverse TODs		
QUALITY IMPROVEMENT								
Project	•	•	High	10% Realignment Partnership	City, UTA	10% Partnership Agreement	Plan and implement if feasible	
Project	•	•	High	First City and Green Space Program "Maine Plan"	City (URS)	Engage farmers/landowners	Plan and implement if feasible	
Project	•	•	Medium	Include Property Acquisition	City, UTA	Identify properties, M funding	Plan and implement if feasible	
Project	•	•	Medium	Market new developments	City	Plan/Marketing Program	Review Impact, Adapt	
PLACEMAKING & IMPROVEMENTS								
Program/Project	•	•	Medium	Major Transportation and Development Improvements	City, UDOT	Design and build	Plan and implement if feasible	
Project	•	•	Medium	Develop Transportation and Sustainable Transportation Programs	Developers	Design, fund and build	Plan and implement if feasible	
Project	•	•	Medium	Parks and open space	City, RDA, Developers	Design, fund and build	Plan and implement if feasible	
Project	•	•	High	Public Art and Programming Improvements	City, RDA, Community Partners	Identify locations, identify locations, artwork & funding	Review impact, adapt plan, implementation	
ADAPTIVE REVENUE-BUILDING STRATEGIES								
Program/Policy	•	•	High	Coordinate Major and Access Housing Plan implementation	City, RDA, UTA, Housing Connect	Identify		
STATION AREA CAPACITY								
Project	•	•	High	Phase 1 RT and/or LRT to build independent	City, RDA	Build to RTD and/or CDDO		
Project	•	•	High	Phase 2nd building sources	City, RDA	Engage Program for Other Regional, State, Federal and Other Grants and Loans, Impact Fee Benefits		
Project	•	•	Medium	Consider adding Economic Development GAD	City	Identify need and funding, recruit		

Table 4.1 Five-Year Implementation Plan

RECOMMENDED IMPLEMENTATION PLAN FOR TRANSPORTATION IMPROVEMENTS*

[illegible]

Table 4.2 Recommended Implementation Plan for Transportation Improvement

ZONING AND REGULATION

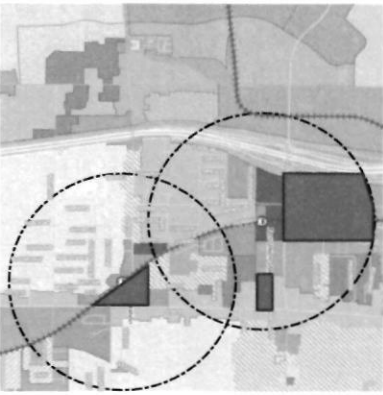
The City's current zoning code does not enable certain aspects of the preferred station area concepts, and is likely to be an obstacle to the types of housing, mixed-use development, and ground floor commercial space shown in these concepts. The code should therefore be modified as described below.

TODD Revisions to Consider

- **Ground Floor Commercial Space.** Requiring at least 2,500 square feet of 50' (first level) of ground floor commercial space for projects with footages on 7200 South, Center or State Street.
 - **Reducing the Front Setback.** (Currently, a minimum of 15 feet) to 0 feet if a proposed project contains at least 5,000 square feet of ground floor commercial space, or 1.50% of the primary project footprint is ground floor commercial.
 - **Regulating Density.** Primarily by height and setbacks, and removing the dwelling unit per acre maximum (85) in TODD.
 - **Footage Reduction.** Providing modest parking reductions (e.g., reducing requirements by 0.5 spaces per unit compared to current requirements) for projects that provide car share programs (e.g., Zipcar), offer low- or no-cost transit passes, or implement other established transportation demand management measures.
- Review other details of TODD zone as it is expanded.



Figure 4.2 Map of Areas Proposed for Rezoning



KEY PROPERTIES AND DEVELOPMENT

There are multiple "key properties" and areas adjacent to both stations, which, if redeveloped in a way that is consistent, meets the City's goals, and catalyzes additional private development in other parts of the station areas. The City should work with owners of these key properties—particularly UTA and builders of moderate-income housing—to plan and realize housing and mixed-use development on these sites.

FORT UNION STATION

- UTA Property (UTA land City support)
- UTA owns approximately 6.4 acres at the Fort Union station. While some of this property will probably continue to be surface parking, some could be redeveloped.
- Explore opportunities for a joint development partnership with the UTA.
- Prepare a design plan, which is recommended to include a mix of affordable and market-rate housing with ground floor commercial space and high foot-traffic uses, including grocery, retail, in addition to retrained port-condemned parking and other uses.
- Bus Developer RFP(s)
- State Property
 - Continue to work with the State. Within the next +/- 5 years, there is potential for this property to be surplus to the State's needs.
 - Recommendation: to rezone from State Street Commercial to TODD and mixed use development including a mix of affordable and market-rate housing.

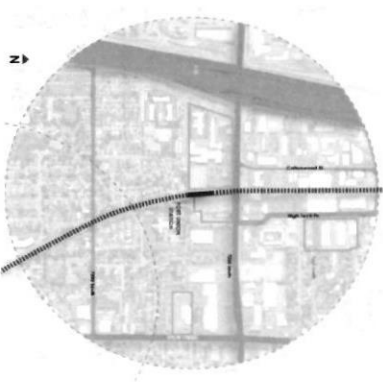


Figure 4.3 Map of Key Properties of Fort Union

CENTER STATION

UTA Properties (UTA Lead City support)

- In partnership with a private developer, UTA could develop this, the port-crocodile lot south of Center Station, under current zoning, which will allow buildings of a maximum of three stories.
- The property directly to the west of this Station is likely to remain a parking lot. The City may need to work with UTA to enable new or improved access to the southern property, e.g. via a new egress point on State Street. Currently, the site is difficult to access.

Post Office and Center-State Triangle Master Plan

- If Utah's City, and/or a developer can aggregate multiple properties including the existing UTA properties and Post Office site, it would open up significant opportunities for a master-planned, mixed-use development at this location, since the existing UTA-owned properties are small and the Post Office is large, and would connect them. These sites offer opportunity to bring in larger-sized ground for commercial use, iconic gateway design features visible to travelers on State Center, and VAXX moderate income and moderate housing and structured parking.

Consider acquisitions by the City or other public entity

- Include commercial properties fronting State Street and east of Center Station
- Multiple properties north of Center Street between the I-94 line and State Street appear to be vacant and/or underutilized. One or more of these sites could be acquired by the City, IJA, or private mixed-use developers
- Consider other land acquisitions by the City

Maxwell the area to developers, via a web site, informational materials, and/or City participation in development groups such as chambers of commerce, urban land institute, brokerage associations, etc.

There are three other strong indications of the fact of universal change. First, within the past 2 years, *Neofelis* has been written from the name *Uncia* (and *Uncia* from *Uncia*).

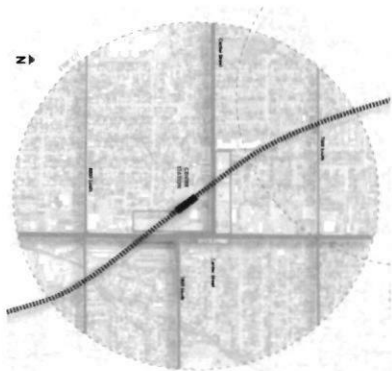


Figure 4.4 Map of Key Properties at Center Station



PUBLIC INFRASTRUCTURE AND IMPROVEMENTS

The preferred plan concepts show a range of improvements that are to be built in both station areas, including parks, plazas and public open spaces, and a range of transportation improvements that will be necessary in order to enable these areas to thrive as well-connected mixed-use places. This section summarizes those improvements.

KEY RECOMMENDED IMPROVEMENTS

Fort Union Station

- Parks
- Crossing improvements
- On- and off-street facilities (e.g., sidewalks, bike lanes, etc.) within existing rights of way
- New multimodal paths ("Connections")
- "View Corridor" improvements to make station more recognizable in the area

Center Station

- Crossing improvements
- On- and off-street facilities (e.g. sidewalks, bike lanes etc.) within existing rights of way
- New multimodal paths ("Connections")

Additional improvements

- Parking structure(s) serving residents, tenants and the general public were mentioned during UTA and developer interviews
- Pedestrian crossing over the TRAX rail

Major Parks and Transportation Projects

The following types of projects are most likely to be built by the City and/or other public agencies:

- Parks and open spaces, especially where larger than about 5 acres. The City should plan to acquire land for the parks shown, particularly those that are north of 7200 South
- Crossing improvements
- On- and off-street facilities (e.g., sidewalks, bike lanes, etc.) within existing rights of way

Developer Parks and Transportation Projects

The following types of projects are most likely to be built by developers as they incrementally develop various bits within the station areas:

- Small pocket parks (a general thousand square feet or less) are encouraged by City Code.
- Certain on- and off-street facilities (e.g., sidewalks, etc.) that are adjacent to their properties are encouraged by City Code. Additional public benefits may be provided in exchange for a reduction in setbacks or other allowances not permitted by current zoning.
- Certain new multimodal paths ("Connections") are encouraged by City Code.

Other Considerations

- Improvements will likely need to be prioritized
 - Exploring opportunities to work with community partners on development and programming of public spaces
- Recent research by the Utah Foundation shows that numerous cities with limited budgets have successfully utilized tactical urbanism strategies to improve safety and overall benefit of public spaces¹¹

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CONNECTIVITY AND MOBILITY GUIDING PRINCIPLES FOR MIDVALE CITY

The following pages offer comprehensive insights into the following key areas: connectivity and mobility, strategy, transportation demand management strategies (TDM), best practices for transportation, active transportation recommendations, a proposed implementation plan, and applicable funding resources. The goal of this section is to present a well-defined roadmap for Midvale City staff guiding them in the successful implementation of recommended projects. The roadmap in Appendix includes a detailed timeline and various potential funding sources to support the realization of the following initiatives:

- Facilitate convenient transfers between different modes of transportation by designing efficient, pedestrian pathways, safe and comfortable walking and biking facilities, and wayfinding systems.
- Design new walking and biking connections through future development to provide better access and improve connectivity.
- Provide dedicated bicycle lanes and secure bike parking facilities near the stations to encourage cycling as a viable mode of transportation.
- Implement pedestrian-friendly infrastructure and streetscape enhancements, including wider sidewalks, green spaces, and street furniture to create a vibrant and walkable environment.
- Incorporate universal design principles in facility recommendations to ensure inclusivity and cater to the needs of all users, including people with disabilities.

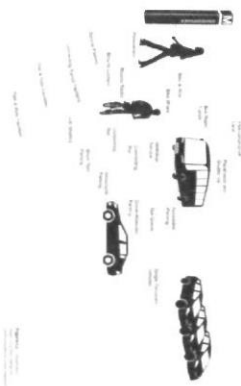


Figure 4.5 Illustration depicting the proposed multimodal access hierarchy. (Washington Metropolitan Area Transit Authority)

TRANSPORTATION RECOMMENDED IMPLEMENTATION

Table 4.2 presents essential details about the proposed projects, including cost, programs, and policy, project champions, and proposed implementation timelines. To ensure efficient planning and execution, the timeline is divided into three distinct phases: near-term (1-2 years), mid-term (3-5 years), long-term (5+ years).

Each project's recommended timeline is based on careful consideration of its significance in enhancing network connectivity and prioritizing safety measures within the community. For projects that may not be feasible for near-term implementation, tactical urbanism treatments are recommended as a practical and effective approach. Tactical urbanism refers to a diverse range of temporary, low-cost, and scalable interventions aimed at enhancing public spaces, built environments, and safety for all users. Examples of such treatments include parklets, temporary bike facilities, art installations, and strategically placed planters among others. By employing these innovative tactics, Midvale City can swiftly and flexibly test new ideas, engage communities, and improve the overall urban experience while working towards more permanent solutions.

Additionally, a comprehensive list of potential funding sources can be found on later in this chapter.



Figure 4.6 Example of tactical urbanism on 300 E. 700 S., Salt Lake City

TRANSPORTATION DEMAND MANAGEMENT (TDM)

BEST PRACTICES AND STRATEGIES

TDM strategies encompass a range of approaches aimed at reducing traffic congestion and improving overall transportation efficiency by encouraging the use of other modes. These strategies include popular options such as carpooling and ride-sharing, which encourage individuals to share rides and reduce the number of vehicles on the road, and public transit promotion initiatives aimed at increasing the usage of buses, trains, and other forms of public transportation by highlighting their benefits and improving accessibility.

Additionally, active transportation encouragement promotes walking, bicycling and other non-motorized modes of transportation (often referred to as "active transportation"). Implementing these strategies helps optimize the use of parking spaces, reducing the need for excessive parking infrastructure. Employer-based programs on the other hand involve collaborations with businesses to implement transportation incentives, or alternative work arrangements, such as telecommuting or flexible schedules, to alleviate congestion during peak travel times. Together, these TDM strategies offer diverse and effective solutions to address transportation challenges, enhance mobility and promote a more sustainable future. Examples of best practices for TDM is included on the following page.

PROPOSED TDM STRATEGIES FOR MIDVALE CITY

TDM practices for Midvale City can be implemented through near-term and long-term strategies. Agency partnerships are key to success, and collaboration with UTA, JDOT, WFGC, businesses, HOVAs, and others will be necessary to influence transportation behavior. A suite of programs, projects, and incentives is the best way to move the needle to provide mobility choices for residents and shift mode split. The following Figure 4.7 below shows TDM strategies proposed for Midvale City. The effectiveness of each TDM strategy can be found in Appendix

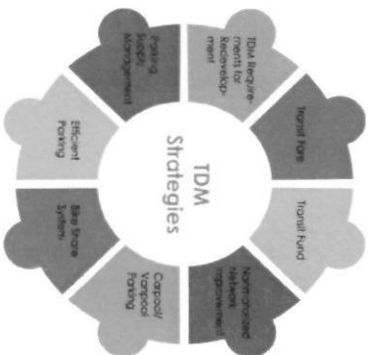


Figure 4.7 Transportation Demand Management Strategies



Transportation Demand Management: Examples of Best Practices

Park City TDM Train

Park City has seen great success by bolstering frequent and free transit services for residents and visitors. Coupled with dynamic pricing, that increase during peak demand, and satellite parking and rides, the mode split between driving and transit is high in this community.

Strategies are divided into different groups including:

- Bicycle/walking strategies such as bicycle repair stands, electric bicycle share system, bike showers/blocks, etc.
- Policy strategies like density bonus or parking reduction, TDM requirements for new development, providing affordable employee housing, and more.
- Parking strategies like efficient parking, parking demand management, parking supply management, etc.

Soil Lake City Area TDM Strategies

Soil Lake City is actively pursuing TDM strategies through various studies and projects, including:

- 900 South Reconstruction Project**
Providing more flexibility for parking options in multimodal developments by encouraging developers to provide parking options to residents of new multifamily housing developments.
- TravelWise University of Utah Research Park TDM**
- The Hive Pass Program**
Soil Lake City offers the Hive Pass Program to all City residents with the goal of making transit more affordable and accessible. The pass includes a 50% discount from a regular monthly UTA pass which is covered by Soil Lake City (50%), and UTA (20%).

North Lake Tahoe TDM Strategies

North Lake Tahoe adopted TDM strategies in 2019 to assist with peak season traffic and events, the strategies include:

- Increased transit frequency, expand service area, a transit fare subsidy program, and bus stop improvements.
- Parking management: developing parking management guidelines, parking benefit district, and residential parking permits.
- Active transportation: guidelines for bicycle facilities, bicycle parking, mobility hubs, and information access.

MODERATE INCOME HOUSING STRATEGIES

One of the principles that station developers are required to promote is "increased availability and affordability of housing, including moderate income housing" or housing for households whose income falls on or below 80% of the area median income.¹ In its 2022 Moderate Income Housing Element for the General Plan the City identified station area planning as a strategy—an addition to the others outlined below—for providing moderate income housing.

Implement the strategies recommended by the Moderate Income Housing Plan (MIHP) Strategies

- Strategic input directly to the Station Areas Development and adopt Station Area Plans (SAP). Underway
- Develop and implement an HRZ Zoning. See recommendations under Funding below
- Utilize moderate-income housing set aside from a community reinvestment agency to create or subsidize MHI. The PDA should work with UJA and others in the station areas to identify opportunities to create MHI using set aside from Engman Junction and Jordan Bluffs community reinvestment areas (CRAs) and/or the establishment of a new CRA
- Partner w/entities applying for state/federal funds/incentives for MHI production. Station Area UJA sites present prime opportunities for MHI production. The PDA with UJA and other partners should look at a mix of MHI and market rate housing spread within both Station areas. For MHI specifically, continue to partner with Housing Connect, Neighbor Works and other entities

WFOC, 1100 West Alameda Highway, Suite 100, San Francisco, CA 94133-5001

Citywide Strategies Many citywide efforts are ongoing. While these may result in programs or policies that affect development in the station areas, they will also affect all development citywide and therefore we do not focus on these programs in this document.

- Preserve MHI through various programs
- Reduce/wave/eliminate impact fees related to MHI
- Mortgage assistance program for county/city/public sector employees



Figure 4.8 Boston Apartments, Sugarhouse, Utah



FUNDING

Outlined below are a number of potential funding tools that can be used to help realize the desired development within the station area. Because of the types of change and improvements called for in these plans—particularly the new parks/open spaces, transportation improvements, and mixed-use development—the City will likely need to do the following in order to realize this plan: create one or both of the special-use districts below (HJR and/or CEA), ensure that key projects are included in the transportation and parks impact fees studies, and proactively seek out other funding sources (e.g., WTRC, JUDCI and partnerships (e.g., UTA, for-profit and non-profit developers)).

SPECIAL FUNDING DISTRICTS: HTRZ AND CRA

The figures below compare two types of special funding districts—HTR2 and CRA—as well as the requirements and specifications for light-rail adjacent HTR2s.

One advantage of CRAs, that they can be created by the City's redevelopment agency, whereas HIRs require approval by the state and an oversight committee, and each county is limited to eight total light industrial HIRs, is time of writing. One advantage of HIRs—new development foot for cities enacted by 2021 state legislation—is their potential for generating more revenue. On their capstone 60-80% of a zone's incremental property tax and 15% of incremental state sales tax for up to 15 years. RA revenue collection may include incremental property and sales taxes as well, but current statute "requires each taxing entity to decide what portion of the increment it will contribute and/or how long [2022 Audit of Union TIF]

Sold tax and county has a policy not to cobble incremental revenue for services to accommodate the new growth. In a 2021 while paper, Ions Public bond estimated that a 125-acre HTRZ could generate up to \$13.2 million in revenues annually. For further information, consult Wastach Front Regional Council's (WFRG) HTRZ Overview and Lincoln Land Institute's Improving Tax Incremental Financing for Economic Development.

[illegible]

Table 4.3 Comparison of CKAs and H/Rs

Recommended Options for HIRZ and CRA

Going forward, the City should evaluate multiple options for special funding districts in the station areas outlined below. It is unknown at this time which is the best because we don't know if the City will be awarded an HIRZ, and a complete CRA feasibility study is not a part of this planning process.

- **Form an HIRZ at the Fort Union Station Area.** This is one of the options proposed in the City's Moderate Income Housing plans, and is therefore consistent with this SAP and past planning. An HIRZ is a more powerful funding tool than a CRA, and therefore this HIRZ could help fund moderate income housing, public infrastructure, and potentially other improvements in this station area. However, as stated above, securing HIRZ designation is a competitive application process and therefore it is uncertain by nature.
- **Form an HIRZ that covers parts of the Fort Union and Center Station Areas.** It could be beneficial to create an HIRZ that covers parts of both station areas. However, this will need to be planned carefully and comply with the limitations placed on HIRZs, primarily limitations regarding the amount of area that an HIRZ can cover (100 acres) and distance from the station (maximum of 1/4 mile). The City and its consultants should study this option and determine if an HIRZ can be created that complies with these requirements, while also covering the key parts of the station areas where this SAP calls for significant development.

- **Consider Supplementing an HIRZ with a new CRA.** Staff and Council may determine that an HIRZ alone cannot generate enough funds to pay for the desired improvements, or to cover the total area for which redevelopment is planned. If this is the case, the City should study and consider the creation of a CRA. A CRA is probably somewhat less desirable than an HIRZ for several reasons. An HIRZ has already been called for in past (with) planning. It would generate more funds; the City already has multiple active CRAs.

Table 4.4 HIRZ Requirements and Specifications	
Number of stations within HIRZ	1-3
Number of acres within HIRZ	1-100
Number of parcels within HIRZ	1-100
Number of lots within HIRZ	1-100
Number of units within HIRZ	1-100
Number of jobs within HIRZ	1-100
Number of businesses within HIRZ	1-100
Number of public facilities within HIRZ	1-100
Number of private facilities within HIRZ	1-100
Number of public facilities within HIRZ	1-100
Number of private facilities within HIRZ	1-100

Table 4.4 HIRZ Requirements and Specifications

Potential HIRZ Areas

- Figure 4.8 shows the following:
- Light Blue: These show the area within 1/4 mile of UTA's station area properties and therefore represent the maximum possible extent of an HIRZ.
 - Black dashed outlines: These show areas within 1/4 mile of the TRAX platform.
 - Yellow: A conceptual HIRZ that is entirely within 1/4 mile of UTA's station area properties and 88 acres in size (and therefore less than the 100-acre maximum). This HIRZ includes areas near both the Fort Union and Center Station areas, and therefore is similar to the Option 2 described above. It includes the light right of way between the two stations, because HIRZs may need to be contiguous (HIRZ legislation and subsequent while papers are not consistent regarding contiguity). In order to achieve Option 1 above, the Center Station areas could be removed and the area around the Fort Union station area could be expanded.
 - Dark Blue: Properties owned by UTA.
 - Consider adding Economic Development staff to oversee implementation. In the event that an HIRZ or CRA is created to fund improvements in the station areas, redevelopment agency staff may lead some efforts.

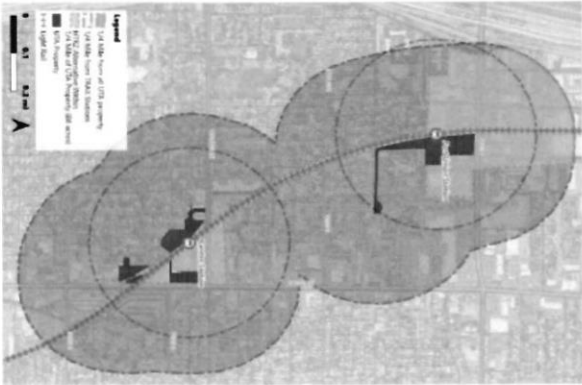


Figure 4.8 Comparison of CRAs and HIRZ



City Funding

- **Capital Project Fund LP**
The City may be able to add some of the infrastructure improvements shown in the plan to the existing Capital Projects Fund LP.
- **Redevelopment Agency (RDA) Affordable Housing Funds**
The RDA is the primary funding source for moderate to low-income housing in Los Angeles, not a 20% housing allocation of funds generated from the RDA's tax increment. The RDA may be able to add some of the infrastructure improvements shown in the plan to the existing Capital Projects Fund LP.
- **Potential Impact Fees**
The Los Angeles Metropolitan Transportation Authority (MTA) is currently studying a transportation impact fee. The MTA is recommending that the City consider the impact fee as a source of funding for the infrastructure improvements shown in the plan. The impact fee can be levied on the City's share of the impact fee collection.

- **General Obligation Bonds**
While the City's general obligation bonds are a large source of funding, the City's general obligation bonds are currently at a low level. The City is currently studying the possibility of issuing general obligation bonds to fund the infrastructure improvements shown in the plan. The City is currently studying the possibility of issuing general obligation bonds to fund the infrastructure improvements shown in the plan.

Developer Improvements

- **Developer Improvements**
The City is currently studying the possibility of requiring developers to provide additional benefits, negotiated through development agreements, to dislocated areas under public infrastructure and improvements.

Federal, State, and Regional Grants

- **Community Development Block Grant**
The Community Development Block Grant (CDBG) is a federal program that provides funding for a variety of community development projects. The City is currently studying the possibility of applying for CDBG funding to fund the infrastructure improvements shown in the plan.
- **New Market Tax Credit**
The program provides a credit for the investment of equity in a qualified business. The City is currently studying the possibility of applying for New Market Tax Credit funding to fund the infrastructure improvements shown in the plan.

<https://www.transportationtrust.org/budgets/transportationtrust.org/cdbg-cdbg-how-jobs-work>

TRANSPORTATION FUNDING SOURCES

Housing-related funding for active transportation infrastructure and related programs is critical to achieving the Active Transportation Plan's goal of meeting local needs. Communities that are consistently successful in expanding their walking and biking systems leverage funds from a variety of sources and are consistent year after year with making investments in capital and maintenance projects.

The table below (Table 4.6) shows potential federal, state, regional and locally administered funds for active transportation infrastructure. Many funding sources identified in this table rely on federal funds. Federally administered sources are allocated directly by the federal government (USDOT). State and regionally administered sources are allocated by the State, metropolitan planning organizations and other agencies. (See details in Appendix)

Table 4.5 Additional Potential Funding Sources for both Areas



Table 4.6 Transportation Funding Sources