



7505 S Holden Street  
Midvale, UT 84047  
801-567-7200  
Midvale.Utah.gov

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**MIDVALE CITY COUNCIL REGULAR MEETING  
AGENDA  
JANUARY 16, 2024**

**PUBLIC NOTICE IS HEREBY GIVEN** that the **Midvale City Council** will hold a regular meeting on the **16th day of January 2024** 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.Midvale.Utah.gov](http://www.Midvale.Utah.gov) by 5:00pm on January 15th and will be included in the record.**

The meeting will be broadcast on the following: **You Tube: [Midvale.Utah.gov/YouTube](http://Midvale.Utah.gov/YouTube)**

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**6:00 PM - REGULAR MEETING**

**I. GENERAL BUSINESS**

- A. WELCOME AND PLEDGE OF ALLEGIANCE
- B. ROLL CALL
- C. Unified Police Department Report

**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 Paul Glover
- B. Councilmember Bonnie Billings
- C. Councilmember Dustin Gettel
- D. Councilmember Bryant Brown
- E. Councilmember Heidi Robinson

**V. CITY MANAGER REPORT**

**VI. PUBLIC HEARINGS**

- A. Receive Public Comments regarding Amendments to Title 16, Sections 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, 17-3-13 And to Create Title 18 of the Midvale City Municipal Code  
**[Aaron McKnight, Deputy City Attorney]**

**ACTION: CONSIDER ORDINANCE NO. 2024-O-01 AMENDING THE MIDVALE MUNICIPAL CODE, TITLE 16, SECTIONS 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, 17-3-13 AND TO CREATE TITLE 18 OF THE MIDVALE CITY MUNICIPAL CODE**

**VII. CONSENT**

- A. Consider Minutes of January 2, 2024 [*Rori Andreason, H.R. Director/City Recorder*]

**VIII. ACTION ITEMS**

- A. Consider **Resolution No. 2024-R-04** Adopting the Updated Board and Committee Assignments for Midvale City [*Matt Dahl, City Manager*]
- B. Consider **Resolution No. 2024-R-05** Authorizing the Mayor to Direct Additional State Homeless Shelter Cities Mitigation Program Funds to the Road Home to Use on Projects at the Midvale Family Resource Center [*Erinn Summers, Policy and Project Manager*]
- C. Consider **Resolution No. 2024-R-06** Adopting the Midvale Ft. Union and Midvale Center Station Area Plan [*Adam Olsen, Community Development Director*]

**IX. DISCUSSION ITEMS**

- A. Open Meetings Act, Government Records Access and Management Act, and Social Media Training [*Garrett Wilcox, City Attorney*]

**X. POSSIBLE CLOSED SESSION**

The City Council may, by motion, enter into a Closed Session for:

- A. Discussion of the Character, Professional Competence or Physical or Mental Health of an Individual;
- B. Strategy sessions to discuss pending or reasonably imminent litigation;
- C. Strategy sessions to discuss the purchase, exchange, or lease of real property;
- D. Discussion regarding deployment of security personnel, devices, or systems; and
- E. Investigative proceedings regarding allegations of criminal misconduct.

**XI. 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 2<sup>nd</sup> Floor City Hall Lobby, on the City's website at [Midvale.Utah.gov](http://Midvale.Utah.gov) 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.***

**DATED: January 11, 2024**

**RORI L. ANDREASON, MMC  
CITY RECORDER**



7505 S Holden Street  
Midvale, UT 84047  
801-567-7200  
www.MidvaleCity.org

## **MIDVALE CITY COUNCIL STAFF REPORT 1/16/2024**

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### **SUBJECT**

City-Initiated Request to Amend Title 16, Sections 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, and 17-3-13 and to Create Title 18 of the Midvale City Municipal Code.

### **SUBMITTED BY**

Aaron McKnight, Deputy City Attorney

### **CITIZEN AGENDA SUMMARY**

The proposed ordinance rewrites the City's subdivision ordinance to bring the ordinance into compliance with state law, particularly Senate Bill 174 from the 2023 General Session of the Utah Legislature, and to bring clarity and enforceability to the City's subdivision process.

### **BACKGROUND AND OVERVIEW**

Senate Bill (SB) 174 from the 2023 General Session created new requirements for municipal subdivision ordinances. Specifically, SB 174 requires municipalities to limit the number of review cycles they can engage in when reviewing subdivision applications. SB 174 also prohibited city councils from being involved in the subdivision approval process and limited planning commissions' participation to the approval of preliminary subdivision applications only.

Title 16 is Midvale City's subdivision ordinance, and it needs to be updated to comply with SB 174 by February 1, 2024. Because of the widespread changes to the City's subdivision ordinance required by SB 174 and deficiencies identified by staff, staff determined to re-write the entire Title to make it more easily understood and to ensure Title-wide compliance with state law. The new Title 16 clarifies the difference between preliminary and final subdivision applications and processes. It clarifies all the documents needed to properly process an application, and it eliminates the distinction between a "large subdivision" and a "minor subdivision." The new Title 16 fully complies with state law and more clearly defines prohibited subdivisions of land.

Related sections in Title 17, the City's zoning code, are also being amended to reflect the changes to Title 16. Most of these changes are to definitions found in Title 17 but are used in Title 16.

Finally, Title 18 is created to provide better defined infrastructure requirements and construction standards for when developers are constructing public infrastructure that will be dedicated to the City. Staff determined that better defined standards are necessary to protect the City's interest in roads, sidewalks, and other infrastructure dedicated to the City during the subdivision process.

### **STAFF'S RECOMMENDATION**

Staff recommends adopting Ordinance 2024-O-01 amending Title 16, Sections 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, and 17-3-13, and Creating Title 18 of the Midvale City Municipal Code to bring the City into compliance with state law, particularly SB 174 of the 2023 General Legislative Session, to clarify the City's subdivision ordinance, and to protect the City's interests during the subdivision process.

### **RECOMMENDED MOTION**

I move to adopt Ordinance 2024-O-01 amending Title 16, Sections 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, and 17-3-13, and Creating Title 18 of the Midvale City Municipal Code.

### **ATTACHMENTS**

1. Proposed Ordinance No. 2023-O-01 *Amending Title 16, Sections 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, and 17-3-13, and Creating Title 18 of the Midvale City Municipal Code.*
2. Attachment A: Amending Title 16 Subdivisions.
3. Attachment B: Amending Section 17-2-4 "D" definitions.
4. Attachment C: Amending Section 17-2-13 "M" definitions.
5. Attachment D: Amending Section 17-2-16 "P" definitions.
6. Attachment E: Amending Section 17-2-18 "R" definitions.
7. Attachment F: Amending Section 17-2-19 "S" definitions.
8. Attachment G: Amending Section 17-2-20 "T" definitions.
9. Attachment H: Amending Section 17-3-2 Reviewing Bodies.
10. Attachment I: Amending Section 17-3-13 Variance Process.
11. Attachment J: Creating Title 18 Infrastructure and Engineering Standards.

**MIDVALE CITY, UTAH  
ORDINANCE NO. 2024-O-01**

**AN ORDINANCE AMENDING TITLE 16, SECTIONS 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, AND 17-3-13, AND CREATING TITLE 18 OF THE MIDVALE CITY MUNICIPAL CODE.**

**WHEREAS**, pursuant to Utah Code Annotated Sections 10-8-84, 10-9a-501 through 10-9a-503, and 10-9a-601, Midvale City (“the City”) has authority to make and amend any regulation of or within zoning districts or any other provision of the land use ordinance and to enact a subdivision ordinance to promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of the municipality; and

**WHEREAS**, pursuant to Section 16.04.010 of the Code, the City desires to guide future growth and development of the city, in accordance with the general plan; provide for adequate light, air, and privacy, to secure safety from fire, flood, landslides and other geologic hazards and other dangers, and to prevent overcrowding of the land and undue congestion of population; protect the character and the social and economic stability of all parts of the city and to encourage the orderly and beneficial development of all parts of the municipality; protect and preserve the value of land throughout the municipality and the value of buildings and improvements upon the land, and to minimize the conflicts among the uses of land and buildings; guide public and private policy and action in order to provide adequate and efficient transportation, water, sewerage, schools, parks, playgrounds, recreation, and other public requirements and facilities; and establish reasonable standards of design and procedures for subdivisions, records of survey, replats, and lot line adjustments, in order to further the orderly layout and use of land; and to insure proper legal descriptions and monumenting of subdivided land; and

**WHEREAS**, Utah Code Annotated Section 10-9a-604.1 prohibits the City Council from approving subdivision application and limits to the Planning Commission from approving preliminary subdivision applications only; and

**WHEREAS**, Utah Code Annotated Section 10-9a-604.2 prescribes processes for reviewing subdivision applications and limits the number times a subdivision application may be reviewed; and

**WHEREAS**, the City desires to amend Title 16 and Sections 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-2-20, 17-3-2, and 17-3-13 and to create Title 18 of the Midvale City Municipal Code to better protect the City’s interest in public infrastructure and comply with state law; and

**WHEREAS**, the Planning Commission held a public hearing on December 12, 2023, to review the request for text amendments and, after considering all the information received, made a recommendation to approve the text amendments to the City Council; and

**WHEREAS**, the City Council of Midvale City, Utah held a public hearing on January 16, 2024; and

**WHEREAS**, after taking into consideration citizen testimony, legal, planning, and engineering analysis, and the Planning Commission’s recommendation as part of its deliberations, the City Council finds it is appropriate and within the best interest of the City to make changes to the Code.

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of Midvale City, Utah as follows:

Section 1. The following portions of the Midvale City Municipal Code are hereby amended and

created as included in the following attachments to this document:

- Attachment A: Amending Title 16 Subdivisions.
- Attachment B: Amending Section 17-2-4 “D” definitions.
- Attachment C: Amending Section 17-2-13 “M” definitions.
- Attachment D: Amending Section 17-2-16 “P” definitions.
- Attachment E: Amending Section 17-2-18 “R” definitions.
- Attachment F: Amending Section 17-2-19 “S” definitions.
- Attachment G: Amending Section 17-2-20 “T” definitions.
- Attachment H: Amending Section 17-3-2 Reviewing Bodies.
- Attachment I: Amending Section 17-3-13 Variance Process.
- Attachment J: Creating Title 18 Infrastructure and Engineering Standards.

Section 2. A violation of this ordinance includes the possibility of fines or imprisonment. Midvale City is required, under Utah Code Annotated Section 78B-22-301, to provide for indigent legal defense, as that term is defined in Utah Code Annotated Section 78B-22-102.

Section 3. This ordinance is effective upon publication in accordance with Utah Code Annotated Section 10-3-711.

**PASSED AND APPROVED** this 16th day of January, 2024.

\_\_\_\_\_  
Marcus Stevenson, Mayor

**SEAL**

Voting by City Council	“Aye”	“Nay”
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Dustin Gettel	_____	_____

ATTEST:

\_\_\_\_\_  
Rori L. Andreason, MMC  
City Recorder

Published this \_\_\_\_ day of \_\_\_\_\_, 2024, on the Utah Public Notice Website.

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**ATTACHMENT A: Amending Title 16 Subdivisions**

Title 16 is repealed and replaced in its entirety by the following:

**Title 16**  
**SUBDIVISIONS**

Chapters:

- 16.01 Administration**
- 16.02 Preliminary Subdivision**
- 16.03 Final Subdivision**
- 16.04 Boundary Line Adjustment**
- 16.05 Vacation, Replat, or Amendment of Plat**

**Chapter 16.01**  
**Administration**

Sections:

- 16.01.010 Purpose.**
- 16.01.020 Definitions.**
- 16.01.030 Applicability.**
- 16.01.050 Violation of Subdivision Ordinance.**
- 16.01.060 Fees.**
- 16.01.070 Invalidity or Unconstitutionality.**
- 16.01.080 Unlawful Subdivision.**
- 16.01.090 Nonconforming Structures.**
- 16.01.100 Condominium Plat**
- 16.01.110 Appeals.**
- 16.01.120 Pre-Application Meeting**
- 16.01.130 Overview of Subdivision Process.**

**16.01.010 Purpose.**

This Title is enacted pursuant to Utah Code Ann. § 10-9a-601. The purpose of this title is to:

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- A. Protect and provide for the public health, safety, and general welfare of the City;
  - B. Guide the future growth and development of the City, in accordance with the General Plan;
  - C. Provide for adequate light, air, and privacy, to secure safety from fire, flood, landslides and other geologic hazards and other dangers, and to prevent overcrowding of the land and undue congestion of population;
  - D. Protect the character and the social and economic stability of all parts of the City and to encourage the orderly and beneficial development of all parts of the municipality;
  - E. Protect and preserve the value of land throughout the City and the value of buildings and improvements upon the land, and to minimize the conflicts among the uses of land and buildings;
  - F. Guide public and private policy and action in order to provide adequate and efficient transportation, water, sewerage, schools, parks, playgrounds, recreation, and other public requirements and facilities;
  - G. Provide the most beneficial relationship between the uses of land and buildings and the circulation of traffic and public transportation, throughout the City, having particular regard to the avoidance of congestion in the streets, highways, and public transportation, and the pedestrian traffic movements appropriate to the various uses of land and buildings, and to provide for the proper location and width of streets and building lines;
  - H. Establish reasonable standards of design and procedures for subdivisions, records of survey, replats, and boundary line adjustments, in order to further the orderly layout and use of land; and to insure proper legal descriptions and monumenting of subdivided land;
  - I. Ensure that public facilities are available and will have a sufficient capacity to serve the City's population and the proposed subdivision, replat, or boundary line adjustment;
  - J. Prevent the pollution or degradation of air, streams, and ponds; to assure the adequacy of drainage facilities; to safeguard the water table; to minimize site
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disturbance, removal of native vegetation, and soil erosion; and to encourage the wise use and management of natural resources throughout the municipality in order to preserve the integrity, stability, and beauty of the community and the value of the land;

- K. Preserve the natural beauty and topography of the City and to insure appropriate development with regard to these natural features;
- L. Provide for open spaces through the most efficient design and layout of the land, including the use of flexible density or cluster-type zoning in providing for minimum width and area of lots, while preserving the density of land as established in this title and Title [17](#) of this Code;
- M. Minimize the number of boundary line disputes in the City and to eliminate existing property line gaps and property line overlaps; and
- N. Avoid poorly planned developments that:
  - 1. Cannot be adequately served by existing utilities or public services;
  - 2. May prove to be dangerous or unsafe;
  - 3. May cause an undue burden on existing traffic or transportation services;
  - 4. May require the future expenditure of public funds to correct problems caused by the development.

### **16.01.020 Definitions.**

For the purpose of this Title, certain abbreviations, terms, and words shall be used, interpreted and defined as set forth herein. Words not included herein, but which are defined in Chapter [17-2](#), shall be construed as defined therein.

“Culinary Water Authority” has the definition provided in Utah Code Ann. § 10-9a-103, as amended.

“Review cycle” has the definition provided in Utah Code Ann. § 10-9a-604.2, as amended.

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“Sanitary Sewer Authority” has the definition provided in Utah Code Ann. § 10-9a-103, as amended.

“Subdivision improvement plans” has the definition provided in Utah Code Ann. § 10-9a-604.2, as amended.

“Subdivision improvement” means the required infrastructure, improvements, and municipally controlled utilities required for a subdivision.

“Subdivision ordinance review” has the definition provided in Utah Code Ann. § 10-9a-604.2, as amended.

“Subdivision plan review” has the definition provided in Utah Code Ann. § 10-9a-604.2, as amended.

“Underground facility” has the definition provided in Utah Code Ann. § 10-9a-603, as amended.

### **16.01.030 Applicability**

Any division of real property located within Midvale City is subject to the terms of this Title. However, if state law exempts a particular division of real property, then the state law governs.

The division of real property includes any sale, gift, transfer, conveyance, consolidation, split, or other division that results in changing the boundaries or legal description of a given parcel or lot of real property.

### **16.01.050 Violation of Subdivision Ordinance.**

Unless otherwise specified by State law or this Title, the violation of any of the provisions of this Chapter is a class C misdemeanor. This provision may not be used against City officers and staff in their good faith attempts to administer and enforce the terms of this Title.

### **16.01.060 Fees.**

Fees required by this Title must be paid in the amount set by the City Council.

### **16.01.070 Invalidity or Unconstitutionality.**

Should any portion of this Title be found to be invalid or unconstitutional by a court of competent jurisdiction, all remaining portions not found to be invalid or constitutional will remain in full force and effect.

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### **16.01.080 Unlawful Subdivision.**

- A. It is unlawful to transfer, sell, convey, gift, or assign any lot before a final subdivision plat for the lot to be transferred, sold, conveyed, gifted, or assigned is approved and recorded pursuant to the requirements of this Title and applicable State law.
  - B. Except as otherwise provided, all lots or parcels created by the subdivision of real property must comply with the City's lot size, lot width, lot depth, lot frontage, and buildable area requirements, and must abut a public or private street.
  - C. No subdivision may leave a lot or parcel outside the subdivision without access to a public street or a private street which the lot or parcel outside the subdivision has the legal right to use.
  - D. Any applicant desiring to develop property that has been subdivided illegally must comply with the requirements of this Title before developing the property, regardless of whether or not the applicant was the one who illegally subdivided the property. No building permit may be issued for real property that has been illegally subdivided until the property has come into compliance with this Title. The restrictions of this subsection do not apply to legally nonconforming lots.
  - E. It is unlawful to amend, vacate, alter, or modify any plat which has been approved and/or recorded, without first receiving City approval of the amended, vacated, altered, or modified plat.
  - F. It is unlawful to divide real property in such a way that a lot or parcel of property is created or left behind that cannot be developed according to the requirements of this Title, the City Zoning Ordinance, and other applicable laws, regardless of whether or not a subdivision plat is required for the division. Examples of this type of violation include, but are not limited to, nuisance or protection strips, parcels or lots created or left for the sole purpose of denying another property owner access to his or her property, parcels or lots with insufficient square footage, parcels or lots with insufficient buildable area, parcels or lots that do not meet the institutional controls requirements under Title 8, Chapter 10 of the Midvale Municipal Code, and parcels or lots that do not abut on a street.
  - G. All property must be developed in strict compliance with the approved preliminary plat, the approved final plat, the approved construction drawings, the City's
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Construction Standards and Specifications, and all notes, restrictions, covenants, dedications, boundaries, and other commitments shown on the approved preliminary or final plat. Failure to note any improvement required by this Title or any other part of the Midvale Municipal Code on the preliminary plat, final plat, or the construction drawings will not eliminate the applicant's responsibility to complete that improvement in the subdivision.

- H. It is unlawful to convey or to record any conveyance of any real property to the City without following the appropriate processes outlined in this Title and in Section 18.01.030 of the Midvale Municipal Code or without otherwise obtaining the consent of the City Council. Any such conveyance is voidable by the City.

### **16.01.090 Nonconforming Structures.**

A subdivision that has the effect of rendering any existing structure nonconforming to current City ordinances shall not be allowed. All property lines, streets and other improvements shall be located in such a way as not to render any existing use or structure nonconforming. However, an applicant may request a variance pursuant to Midvale Municipal Code Section 17-3-13.

### **16.01.100 Condominium Plat.**

Each application for condominium on land that has never been subdivided shall be processed as a new subdivision, including the preliminary plat and final subdivision process if new. Each application for condominium on previously subdivided land shall be processed as an amendment of plat.

### **16.01.110 Appeals.**

Final decisions on applications under this Title may be appealed to the hearing officer appointed pursuant to Midvale Municipal Code Section 17-5-3 and according to the processes described in Midvale Municipal Code Section 17-3-14.

### **16.01.120 Pre-Application Meeting.**

- A. An applicant for a subdivision, record of survey, amended subdivision, boundary line adjustment, plat vacation, or vacation of a public street may request to meet with the Community Development Department to discuss the scope, purpose, procedures, and requirements of the proposed subdivision and the requirements of this code.
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- B. As part of the request for a pre-application meeting, the applicant must provide drawings to the Community Development Department in sufficient detail to allow staff to review the proposal for compliance with this code and to direct the applicant to the appropriate process.
  - C. Within 15 days of the request for a pre-application meeting, City staff must schedule a meeting to review the concept plan and provide initial feedback.
  - D. At the pre-application meeting, City staff must provide or have available on the municipal website (i) copies of applicable land use regulations; (ii) a complete list of standards required for the project; (iii) preliminary and final application checklists; and (iv) feedback on the concept plan.

### **16.01.130 Overview of Subdivision Process.**

The following paragraphs provide a brief overview of the subdivision approval process in Midvale City. This Section is not intended to give an exhaustive review of the subdivision process. More specific provisions relating to the approval process are found elsewhere in this Title.

- A. The applicant and their engineer are responsible for knowing and complying with the provisions of this Title.
  - B. The applicant prepares a preliminary plat. See Midvale Municipal Code 16.02.030.
  - C. The applicant completes an application for preliminary plat approval, submits the application, the preliminary plat, required supporting documents, and the applicable fee to the Community Development Department. See Midvale Municipal Code 16.02.020.
  - D. The preliminary plat is reviewed by the Development Review Committee to determine if it complies with applicable City ordinances, and the City Engineer determines what public improvements are required. See Midvale Municipal Code 16.02.040(A) & (B).
  - E. The Planning Commission holds a public hearing on the preliminary plat and approves or denies it. See Midvale Municipal Code 16.02.040(C).
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- F. If the Planning Commission approves the preliminary plat, the applicant prepares a final plat, completes an application for final plat approval, and submits the application, the final plat, required supporting documents, and the applicable fee to the Community Development Department. See Midvale Municipal Code 16.03.020.
  - G. The final plat is reviewed by the Development Review Committee. See Midvale Municipal Code 16.03.040.
  - H. The applicant completes the required improvements or provides the appropriate completion assurance for required improvements. See Midvale Municipal Code 16.03.050.
  - I. The Development Review Committee approves the final subdivision plat, and it is signed by appropriate City personnel if it complies with all applicable laws. See Midvale Municipal Code 16.03.040.
  - J. If the applicant provided completion assurance, the applicant completes the required improvements within a year. See Midvale Municipal Code 18.01.020.
  - K. The City inspects the required improvements, and if they comply with the City's construction standards and a certificate of occupancy has been issued for a property that relies on said public improvements, then the City accepts the improvements and 90% of the completion assurance is released. See Midvale Municipal Code 18.01.020.
  - L. If the required improvements remain free from defects through the required warranty period, the rest of the completion assurance is released to the applicant. See Midvale Municipal Code 18.01.020.

## **Chapter 16.02**

### **Preliminary Plat**

Sections:

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|------------------|---|
| <b>16.02.010</b> | <b>Preliminary Plat Required.</b>                 |
| <b>16.02.020</b> | <b>Application for Preliminary Plat Approval.</b> |
| <b>16.02.030</b> | <b>Contents of Preliminary Plat.</b>              |
| <b>16.02.040</b> | <b>Preliminary Plat Approval Process.</b>         |

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16.02.050

**Design Standards.**

16.02.060

**Expiration of Preliminary Plat.**

**16.02.010 Preliminary Plat Required.**

- A. The purpose of the preliminary plat is to review and plan for the overall development of the subdivision and the land surrounding the subdivision.
- B. A preliminary plat must be approved for a parcel or lot before a final subdivision plat can be approved for that parcel or lot. An applicant may request simultaneous preliminary and final subdivision plat approval but bears the risk of having either or both rejected.

**16.02.020 Application for Preliminary Plat Approval.**

The applicant shall prepare and submit the following in a format acceptable to the Community Development Department:

- A. The preliminary plat.
  - B. Fees sufficient to mail out appropriate notices for a public hearing.
  - C. A preliminary title report prepared within 30 days of the application by a title company licensed to practice in the State of Utah, which shows the owner of every parcel or lot of land contained within the proposed subdivision.
  - D. A signed affidavit or sworn statement in which each owner identified by the preliminary title report provides consent to the proposed subdivision.
  - E. A grading plan containing the following information:
    - 1. Property lines, street names, and existing and proposed buildings, walls, fences, utilities, paved areas, and other site improvements; and
    - 2. Existing and proposed contour lines and spot elevations. Contour lines must show every one foot of change for grades less than 5%, every two feet of change for grades more than 5% and less than 10%, and every five feet of change for grades more than 10%.
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3. Grade shall slope away from structures as required by the applicable building code and shall comply with other building codes and standards adopted by the City Engineer.
- F. The fee for a preliminary subdivision application as passed by the City Council.
  - G. Subdivision improvement plans.
  - H. Any other documents related to the subdivision required by the City's current, published preliminary plat application.

### **16.02.030 Contents of Preliminary Plat.**

The preliminary plat shall include the following:

- A. Scale must be indicated on the plat. (Minimum scale: one inch equals fifty feet);
  - B. All proposed streets, alleys, parks, open spaces, and other offers of public dedications, showing widths and pertinent dimensions of each;
  - C. An arrow indicating North drawn on each sheet;
  - D. Boundary dimensions and legal description of the entire subdivision;
  - E. The dimensions, legal description, and square footage of each lot;
  - F. Streets stubs into the subdivision;
  - G. Legend of symbols;
  - H. The dimensions and locations of existing and proposed survey monuments, improvements, irrigations systems, structures, easements, exceptional topographical features, and other important features such as rail lines and water lines within the land to be subdivided and within one hundred feet of the proposed subdivision boundaries;
  - I. Description of every existing right-of-way and recorded easement located within the plat for:
    1. An underground facility;
    2. A water conveyance facility; or
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3. Any other utility facility; and
  4. Any water conveyance facility located entirely or partially within the plat that:
    - a. Is not recorded; and
    - b. Of which the owner of the land has actual or constructive knowledge, including from information made available to the owner of the land in the state engineer's inventory of canals or from a surveyor.
- J. Proposed subdivision name that is distinct from any subdivision name on a plat recorded in the county recorder's office;
- K. Name and address of the applicant, engineer or surveyor for the subdivision, and owners of the land to be subdivided;
- L. Streets, lots, and properties within one hundred feet surrounding the subdivision shown in ghost lines and the owner names and parcel numbers of land immediately adjacent to the subdivision;
- M. A vicinity drawing accurately locating the property shown on the plat; and
- N. The location of existing structures within the preliminary plat boundaries and a notation as to whether the existing structures will remain or be demolished.

#### **16.02.040 Preliminary Plat Approval Process.**

- A. Review by City Staff. The members of the Development Review Committee shall review the submitted application and plans for compliance with City code, state law, and any other applicable law. The City Engineer will review the submitted application to determine what public improvements are required. As part of its review, the City must comply with the requirements of Utah Code Ann. § 10-9a-603(3)(d), as amended, regarding notice to facility owners of water conveyance facilities.
- B. Review Cycles.
1. For a residential subdivision for single-family dwellings, two-family dwellings, or townhomes, the City must complete the initial review of the application, including subdivision improvement plans, no later than 15 business days after
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the day on which an applicant submits a complete preliminary plat application.

2. In reviewing a preliminary plat the City may require (i) additional information relating to an applicant's plans to ensure compliance with municipal ordinances and approved standards and specifications for construction of public improvements; and (ii) modifications to plans that do not meet current ordinances, applicable standards or specifications, or do not contain complete information. The City's request for additional information or modifications to plans under this Subsection must be specific and include citations to ordinances, standards, or specifications that require the modifications to plans, and must be logged in an index of requested modifications or additions.
  3. After the City has requested additional information or modifications to plans, the applicant must provide revised plans to the City. In addition to revised plans, the applicant must provide a written explanation in response to the City's review comments, identifying and explaining the applicant's revisions and reasons for declining to make revisions, if any. The applicant's written explanation must be comprehensive and specific, including citations to applicable standards and ordinances for the design and an index of requested revisions or additions for each required correction. If an applicant fails to address a review comment in the response, the review cycle is not complete and the subsequent review cycle may not begin until all comments are addressed. If an applicant makes a material change to a plan set, the City has the discretion to restart the review process at the first review of the application but only with respect to the portion of the plan set that the material change substantively affects.
  4. The City may require up to four review cycles for a preliminary plat application. After the applicant has responded to the final review cycle, and the applicant has complied with each modification requested in the City's previous review cycle, the City may not require additional revisions if the applicant has not materially changed the plan, other than changes that were in response to requested modifications or corrections. Unless a change or correction is necessitated by the applicant's adjustment to a plan set or an
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update to a phasing plan that adjusts the infrastructure needed for the specific development, a change or correction not addressed or referenced in the City's review is waived. However, a modification or correction necessary to protect public health and safety or to enforce state or federal law may not be waived.

5. If, on the fourth or final review, the City fails to respond within 20 business days, the City must, upon request of the property owner, and within 10 business days after the day on which the request is received:
  - a. For a dispute arising from the subdivision improvement plans, assemble an appeal panel in accordance with Utah Code § 10-9a-508(5)(d) to review and approve or deny the final revised set of plans; or
  - b. For a dispute arising from the subdivision ordinance review, advise the applicant, in writing, of the deficiency in the application and of the right to appeal the determination in accordance with Midvale City Code Section 16.01.110.
6. If the applicant does not submit a revised plan within 20 business days after the City requires a modification or correction, the City shall have an additional 20 days to respond to the plans.

- C. Public Hearing. After the City Development Review Committee has determined that the proposed subdivision complies with State law and City code or after four complete review cycles, the Planning Commission will hold a public hearing on the preliminary plat and must approve or deny the application. The public hearing must be noticed as outlined in Midvale Municipal Code § 17-3-9 and in accordance with State law.

### **16.02.050 Design Standards.**

The following standards apply to all subdivisions within the City:

- A. Lot Standards. All resulting lots shall comply with the lot standards for the zone district. Lots shall be perpendicular to the street. Double frontage lots are prohibited
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unless the Planning Commission, with the recommendation of the Development Review Committee, determines that:

1. The topography or other unusual condition exists that requires deviation from the standard; and
2. If the rear yard is adjacent to a collector or arterial street, the applicant shall install a six-foot masonry wall or its functional equivalent, unless for aesthetic or safety reasons such requirement is waived.

B. Street Layout.

1. Streets shall comply with the City's Transportation Master Plan.
  2. Streets shall align with and connect to existing streets on adjoining properties unless the Planning Commission, with the recommendation of the Development Review Committee, determines that the general plan, topography, traffic demands or other conditions make it better to depart from the system.
  3. Streets shall be laid out in a manner that reduces, to the extent possible, dead-end roads and promotes connectivity.
  4. Streets shall be laid out in a manner that provides future access to undeveloped and underdeveloped property.
  5. The Planning Commission, after recommendation by the Development Review Committee, may grant up to a ten percent density bonus or up to a ten percent reduction to width, depth, frontage, area, and setback requirements when the layout of future access as required herein results in a reduction of ten percent or more of buildable units. The bonus or reduction approved by the Planning Commission should be roughly proportional to the reduction in buildable units due to future access, up to a maximum of ten percent. When providing such approval, the Planning Commission must explicitly make the applicable findings and must include the specifics of the bonus or reduction granted in its motion.
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- C. Landscaping. Along all streets, the applicant shall install deciduous trees, two inches in caliper, for each thirty feet of frontage.
- D. Infrastructure. All preliminary plats shall include subdivision improvement plans for subdivision improvements required by the City Engineer pursuant to Midvale City Code 18.01.010.
- E. Private Streets. The applicant may propose private streets within the subdivision so long as the proposed street(s) include a right-of-way width of thirty-five feet, with twenty feet of pavement installed to City specifications and fire code, two and one-half feet of curb and gutter on each side and either a five-foot sidewalk adjacent to the curb on both sides or a four-foot sidewalk and a five-foot park strip on one side.
1. Private streets shall align with and connect to existing streets, whether public or private, on adjoining properties unless the Planning Commission, after recommendation of City staff, determines that the general plan, topography, traffic demands, or other conditions make it better to depart from the system.
  2. To the extent possible, private streets shall be laid out in a manner that reduces dead-end roads and promotes connectivity.
  3. Private streets shall be laid out in a manner that provides future access to undeveloped and underdeveloped property.
  4. The Planning Commission, after recommendation by the Development Review Committee, may grant up to a ten percent density bonus or up to a ten percent reduction to width, depth, frontage, area, and setback requirements when the layout of future access as required herein results in a reduction of ten percent or more of buildable units. The bonus or reduction approved by the Planning Commission should be roughly proportional to the reduction in buildable units due to future access, up to a maximum of ten percent. When providing such approval, the Planning Commission must explicitly make the applicable findings and must include the specifics of the bonus or reduction granted in its motion.
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5. All new private streets shall comply with the following street lighting standards:
- a. Light sources shall be at least as efficient as LED and no greater than four thousand K in correlated color temperature (CCT).
  - b. Light fixtures shall use a cutoff luminaire that is fully or partially shielded with no light distributed above the horizontal plane of the luminaire or into nearby residential structures.
  - c. Luminaires shall be mounted at a height no higher than twenty feet above the adjacent roadway.
  - d. Streetlights shall be placed at intersections and at a frequency no less than one streetlight per every 150 feet of roadway, rounded up to the next whole number. Streetlight locations shall alternate sides of the street to the greatest extent possible.
  - e. Poles and fixtures shall be black, dark brown, or another neutral color approved by the Community Development Director.
  - f. Poles, luminaires, sources, and associated fixtures shall match in construction those used on public streets to the greatest extent possible. The Community Development Director may exempt an applicant from this requirement if the applicant is implementing a thematic design which incorporates lighting.

F. Lighting Plan. A lighting plan is required for all developments and must contain the following:

1. Plans indicating the location on the premises, and the type of illumination devices, fixtures, lamps, supports, reflectors, installation and electrical details.
  2. Description of illuminating devices, fixtures, lamps, supports, reflectors, and other devices that may include, but is not limited to, manufacturer catalog cuts and drawings, including section where required; and photometric data, such as that furnished by manufacturers, or similar showing the angle of the cutoff or light emission.
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3. A point-by-point light plan to determine the adequacy of the lighting over the site.
- G. Driveways. Lots which lack frontage on a public or private street, when permitted by the zoning ordinance, shall utilize access easements. Residential flag lots may share an access drive for up to two residential structures in addition to any access required by the frontage lot when the access drive is at least 20 feet wide and the units with frontage on the street have the required side setback between the unit and the driveway.

### **16.02.060 Expiration of Preliminary Plat.**

- A. An application for preliminary plat approval shall expire if the application has not been approved within 12 months after the date it was submitted. Upon expiration, an application for final plat approval shall be considered null and void, and a new application must be submitted and fees paid.
- B. An approved preliminary plat expires one year after approval unless a complete final subdivision application has been filed for all of a preliminary plat or a portion of a preliminary plat for a phased subdivision. If the plat still complies with all applicable laws and ordinances, the applicant may make a written request for an extension, and the Development Review Committee may, in its discretion, extend the validity of an approved preliminary plat by six month or one year increments up to a total of two additional years for single phased plats and up to a total of four years for multi-phased plats.

## **Chapter 16.03 Final Subdivision**

Sections:

<b>16.03.010</b>	<b>Final Subdivision Plat Required.</b>
<b>16.03.020</b>	<b>Application for Final Subdivision Plat Approval.</b>
<b>16.03.030</b>	<b>Contents of Final Plat.</b>
<b>16.03.040</b>	<b>Final Subdivision Plat Approval Process.</b>
<b>16.03.050</b>	<b>Requirements for Final Subdivision Plat.</b>
<b>16.03.060</b>	<b>Expiration of Final Subdivision Plat.</b>

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### **16.03.010 Final Subdivision Plat Required.**

- A. Upon City staff recommendation and Planning Commission approval of the preliminary plat, an applicant shall prepare a final plat, which accurately reflects each and every Planning Commission- and staff-imposed requirement including the applicant's offer and dedication of public lands.
- B. A final plat may be submitted for approval concurrently with the preliminary plat, provided the final plat meets the requirements of this Chapter. If the applicant chooses to submit the preliminary and final plats concurrently, the City maintains the right to deny one or both of the plats, and the applicant shall bear all risks associated with their preparation and submittal.

### **16.03.020 Application for Final Subdivision Plat Approval.**

The applicant shall prepare and submit the following in a format acceptable to the Community Development Department:

- A. The final plat.
  - B. A preliminary title report prepared within 30 days of the application by a title company licensed to practice in the State of Utah that shows the owner of every parcel or lot of land contained within the proposed subdivision or a signed affidavit or sworn statement by each owner identified by the preliminary title report used for the preliminary plat in which each owner affirms that title for the property has not changed ownership;
  - C. The fee for a final subdivision application as passed by resolution by the City Council;
  - D. Construction drawings showing existing ground and/or asphalt elevations, planned grades and elevations of proposed improvements, and the location of all public utilities. Improvements shown on the construction drawings shall be in accordance with the preliminary plat;
    - 1. The City Engineer may adopt a policy governing additional requirements for Construction drawings. All Construction drawings shall have the designing engineer or architect state license seal stamped on all submitted sheets. No final plat may be approved by the City Engineer until the construction drawings have been approved by the City Engineer.
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- E. A tax clearance, indicating that all taxes, interest, and penalties owing on the land have been paid;
  - F. For a condominium application, a signed affidavit by an attorney who is licensed to practice in Utah that states that the condominium declaration, the record of survey map and the other supporting documentation comply in all respects with the Utah Condominium Ownership Act (Utah Code Ann. §§ 57-8-1, et seq.) as well as all applicable federal, state and local laws and ordinances and that when the condominium declaration and survey map have been recorded in the office of the Salt Lake County Recorder that the proposed project will be a validly existing and lawful condominium project in all respects; and
  - G. Any other documents related to the subdivision required by the City's current, published final subdivision application.

### **16.03.030 Contents of Final Plat.**

The final plat shall include the following:

- A. All features required by Midvale Municipal Code Section 16.02.030;
  - B. Streets indicating numbers and/or names and lots addressed and numbered consecutively;
  - C. Boundary dimensions and legal description of the subdivision and each lot therein which close within 0.010 feet with point of beginning clearly labeled;
  - D. Location, width, centerlines bearings and curve data (including delta angle, radius, length, tangent, and the long chord on curves) and other dimensions of all existing proposed or platted streets and easements;
  - E. Location, width, centerlines bearings and curve data (including delta angle, radius, length, tangent, and the long chord on curves) and other dimensions of all important features such as rail lines, water lines, exceptional topography, and structures within the proposed area and within a 100-foot perimeter of the subdivision. Water system features must appear on the plat;
  - F. Signature boxes for the following:
    - 1. Surveyor's stamped certificate with subdivision boundary legal description;
    - 2. Owner's dedication signed by all owners of any property on the plat;
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3. Salt Lake County Health Department approval;
  4. Community Development Director approval;
  5. Planning Commission Chair approval;
  6. City Attorney approval as to form;
  7. City Engineer approval;
  8. County Recorder's certificate; and
  9. Mayor's approval.
- G. A certification by the surveyor that complies with Utah Code 10-9a-603(6)(b), as amended;
- H. Dedication language and the date of the owner's dedication on each sheet;
- I. A note indicating the existence of institutional controls or other environmental regulations in areas where such controls or regulations, particularly Midvale's Institutional Controls Ordinance (Midvale Municipal Code Chapter 8.10), are in effect;
- J. A note indicating that the plat will expire and be void if it is not recorded within one year of the date it is approved by the City;
- K. A note indicating the existence of covenants, conditions, or restrictions, if any; and
- L. Language conveying to the association all common areas (as those terms are defined in Utah Code § 57-8a-102, as amended) if any part of the subdivision is to be part of a community association subject to Utah Code Title 57, Chapter 8a, Community Association Act, as amended.

#### **16.03.040 Final Subdivision Plat Approval Process.**

- A. Review by City Staff. The members of the Development Review Committee shall review the submitted application and plans for compliance with City code, state law, and any other applicable law.
1. The City Planning Director or designee shall review the application for compliance with all state and local zoning regulations and shall forward the
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application to other members of the Development Review Committee for review.

2. The City Engineer shall:

- a. Review all required construction drawings. The City Engineer shall not approve the construction drawings unless they comply with generally accepted engineering standards, the City's Construction Standards and Specifications and any other specifications, standards or policies established by the City;
- b. Make recommendations to the Development Review Committee in accordance with City requirements concerning the final plat or construction drawings; and
- c. Prior to recording, review the final plat and surveyor's certification for acceptability.

3. All other members of the Development Review Committee shall review the application for compliance with state, local, and federal laws and regulations related to their area of expertise.

B. Review Cycles.

1. For a residential subdivision for single-family dwellings, two-family dwellings, or townhomes, the City shall complete the initial review of the application, including all subdivision plan reviews no later than 20 business days after the day on which an applicant submits a complete final subdivision application.
  2. In reviewing a final subdivision plat the City may require (i) additional information relating to an applicant's plans to ensure compliance with municipal ordinances and approved standards and specifications for construction of public improvements; and (ii) modifications to plans that do not meet current ordinances, applicable standards or specifications, or do not contain complete information. The City's request for additional information or modifications to plans under this Subsection shall be specific and include citations to ordinances, standards, or specifications that require the
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modifications to plans, and shall be logged in an index of requested modifications or additions.

3. After the City has requested additional information or modifications to plans, the applicant shall provide revised plans to the City. In addition to revised plans, an applicant shall provide a written explanation in response to the City's review comments, identifying and explaining the applicant's revisions and reasons for declining to make revisions, if any. The applicant's written explanation shall be comprehensive and specific, including citations to applicable standards and ordinances for the design and an index of requested revisions or additions for each required correction. If an applicant fails to address a review comment in the response, the review cycle is not complete and the subsequent review cycle may not begin until all comments are addressed. If an applicant makes a material change to a plan set, the City has the discretion to restart the review process at the first review of the application but only with respect to the portion of the plan set that the material change substantively affects.
  4. The City may require up to four review cycles for a final subdivision plat application. After the applicant has responded to the final review cycle, and the applicant has complied with each modification requested in the City's previous review cycle, the City may not require additional revisions if the applicant has not materially changed the plan, other than changes that were in response to requested modifications or corrections. Unless a change or correction is necessitated by the applicant's adjustment to a plan set or an update to a phasing plan that adjusts the infrastructure needed for the specific development, a change or correction not addressed or referenced in the City's review is waived. However, a modification or correction necessary to protect public health and safety or to enforce state or federal law may not be waived.
  5. If, on the fourth or final review, the City fails to respond within 20 business days, the City shall, upon request of the property owner, and within 10 business days after the day on which the request is received:
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- a. For a dispute arising from the subdivision improvement plans, assemble an appeal panel in accordance with Utah Code Ann. § 10-9a-508(5)(d), as amended, to review and approve or deny the final revised set of plans; or
    - b. For a dispute arising from the subdivision ordinance review, advise the applicant, in writing, of the deficiency in the application and of the right to appeal the determination to a designated appeal authority.
  6. If the applicant does not submit a revised plan within 20 business days after the City requires a modification or correction, the City shall have an additional 20 days to respond to the plans.
- C. After all review cycles and prior to final approval of the final subdivision application, the applicant shall complete the required subdivision improvements or shall provide adequate completion assurance pursuant to Midvale Municipal Code Section 18.01.020.
  - D. The Development Review Committee shall approve the final plat if it meets the requirements of the preliminary plat and all applicable laws, ordinances, codes, and regulations. The Development Review Committee may deny approval of the final plat if the plat does not comply with all applicable laws, ordinances, codes, and regulations. If the request for final plat approval is denied, the Development Review Committee shall state the reasons for the denial in writing.
  - E. After the Development Review Committee has approved the final plat, the applicant shall print the final plat on linen or mylar and obtain the necessary signatures prior to recording.
  - F. Within 30 days of approval, City staff shall submit an electronic copy of the final plat to the Utah Geospatial Resource Center as required by Utah Code Ann. § 10-9a-603(5), as amended.
  - G. The owner(s) of an acknowledged, certified, and approved plat shall record the plat in the county recorder's office.
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### **16.03.050 Requirements for Final Subdivision Plat.**

- A. The final subdivision plat shall comply with all applicable City ordinances, State law, and conditions imposed by the preliminary plat.
  - B. All subdivision improvements shall be completed by qualified contractors in accordance with the construction standards in Midvale Municipal Code 18.03.010. No work may be commenced on public improvements without first obtaining a permit from the City Engineer.
    - 1. If the applicant elects to not finish subdivision improvements prior to recording the final subdivision plat, then the applicant shall provide completion assurance for all public improvements as determined by the City Engineer. If the applicant provides completion assurance for the public improvements, the completion assurance shall comply with the requirements of Midvale Municipal Code 18.01.020.
  - C. No final subdivision plat shall be approved or recorded until:
    - 1. The subdivision improvements have been constructed to the satisfaction of the City Engineer; or
    - 2. the applicant for the subdivision has tendered the completion assurance required by this Chapter and entered into an agreement with the City in which the applicant agrees to install the improvements as required by this Chapter, and to indemnify and hold the City harmless from any claims, suits or judgments arising from the condition of the property dedicated to the City, from the time that the property is dedicated to the City to the time when the improvements on the dedicated property are finally accepted by the City (including the passage of the warranty period); and the owner(s) of the subdivision has given written permission to the City or its representatives to enter upon the property included within the final plat to complete any subdivision improvements required by this Title in the event that the owner/applicant fails to satisfactorily complete such improvements in the time allowed by this Title and Title 18.
  - D. The final subdivision plat must be signed by all property owners identified on the title report.
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1. If ownership has changed since the preparation of the title report, the applicant must provide proof of the recorded change of ownership to the City.
  2. Any subdivision plat that has an owner's dedication signed by someone other than the entity who was the owner on the date that the owner's dedication was signed is void.

### **16.03.060 Expiration of Final Subdivision Plat.**

- A. An application for final plat approval shall expire immediately following the passage of one year of no activity with respect to the application. Activity means submission of documents by the applicant for review or responses to comments in a current review cycle by the applicant, request for inspection by the applicant, or other active communication between the applicant and City engineering staff. Upon expiration, an application for final plat approval shall be considered null and void and a new application must be submitted and fees paid.
- B. The final plat shall expire and be void one year after approval by the Development Review Committee unless the plat has been recorded. Upon expiration, new applications for preliminary and final subdivisions must be submitted.

## **Chapter 16.04 Boundary Line Adjustment**

Sections:

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|------------------|--|
| <b>16.04.010</b> | <b>Boundary Line Adjustment Permitted.</b>       |
| <b>16.04.020</b> | <b>Application for Boundary Line Adjustment.</b> |
| <b>16.04.030</b> | <b>Boundary Line Adjustment Review.</b>          |

### **16.04.010 Boundary Line Adjustment Permitted.**

This Chapter applies to boundary adjustments between two properties where at least one property is a lot or where one property is a parcel that includes a dwelling unit. The owners of record of two adjoining properties may relocate the common property boundary line between the two properties by an exchange of title if they comply with the provisions of this Chapter 16.04. This Chapter does not apply to the merging of two lots or parcels.

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#### **16.04.020 Application for Boundary Line Adjustment.**

The applicant shall prepare and submit the following in a format acceptable to the Community Development Department:

- A. A legal description of both the original properties and the properties resulting from the boundary line adjustment;
- B. A diagram of the two resulting properties prepared by a surveyor showing the location of all existing improvements, irrigations systems, structures, and easements;
- C. A signed affidavit or sworn statement in which each property owner provides consent to the boundary line adjustment;
- D. A notice of approval required by Utah Code § 10-9a-606(5)(b) & (c) if the boundary line adjustment includes common area or common area and facility as those terms are defined in Section 10-9a-606, as amended.
- E. A tax clearance, indicating that all taxes, interest, and penalties owing on both properties have been paid;
- F. The fee for a boundary line adjustment application as passed by resolution by the City Council; and
- G. Any other documents related to the subdivision required by the City's current, published boundary line adjustment application.

#### **16.04.030 Boundary Line Adjustment Review.**

The City Development Review Committee shall review a boundary line adjustment application and provide written notice of its decision in accordance with Utah Code § 10-9a-524(5)(b) within 14 days. The Development Review Committee shall issue a notice of approval for a boundary line adjustment if, after review, it determines that:

- A. No new dwelling lot or housing unit results from the boundary line adjustment;
  - B. The adjoining property owners consent to the boundary line adjustment;
  - C. The boundary line adjustment does not result in remnant land that did not previously exist;
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- D. The boundary line adjustment identifies and preserves any easements owned by third parties including, but not limited to, the City, a public utility, a Special Service District, a Culinary Water Authority, or a Sanitary Sewer Authority for existing facilities located on either of the properties; and
  - E. The adjustment does not result in violation of applicable subdivision or zoning requirements.

## **Chapter 16.05**

### **Vacation, Replat, or Amendment of Plat**

Sections:

- 16.05.010**                    **Subdivision Amendments Not Involving Public Streets.**
- 16.05.020**                    **Subdivision Amendments Involving Public Streets.**

#### **16.05.010    Subdivision Amendments Not Involving Public Streets.**

- A. Subdivision amendments not involving the vacation of all or a portion any public street, right of way, or easement and that cannot be processed as a boundary line adjustment shall be processed as a new subdivision, including the preliminary plat and final subdivision process. The preliminary and final plats shall include the following additional features:
    - 1. The amended plat must depict only the portion of the subdivision that is proposed to be amended;
    - 2. The amended plat must include a plat name distinguishing the amended plat from the original plat;
    - 3. The amended plat must describe the differences between the amended plat and the original plat;
    - 4. The amended plat must include references to the original plat; and
    - 5. The amendment must identify and preserve any easements owned by a Culinary Water Authority and Sanitary Sewer Authority for existing facilities located within the subdivision.
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- B. An applicant shall provide the notice of approval required by Utah Code Ann. § 10-9a-606(5)(b) & (c), as amended, if the subdivision includes common area or common area and facility as those terms are defined in Utah Code Ann. § 10-9a-606, as amended.
  - C. After completion of the final subdivision process, the Development Review Committee shall approve the amendment if it finds that:
    - 1. there is good cause for the vacation or amendment; and
    - 2. no public street or municipal utility easement has been vacated or amended.

#### **16.04.020 Subdivision Amendments Involving Public Streets.**

- A. Subdivision amendments involving the vacation (in whole or in part), alteration, or amendment of any public street, right of way, or easement or the dedication of a public street shall be processed as a new subdivision, including the preliminary and final subdivision process.
  - B. The preliminary and final plats shall include the following additional features:
    - 1. The amended plat must depict only the portion of the subdivision that is proposed to be amended;
    - 2. The amended plat must include a plat name distinguishing the amended plat from the original plat;
    - 3. The amended plat must describe the differences between the amended plat and the original plat;
    - 4. The amended plat must include references to the original plat;
    - 5. The amendment must identify and preserve any easements owned by a Culinary Water Authority and Sanitary Sewer Authority for existing facilities located within the subdivision;
  - C. The preliminary application shall include:
    - 1. The name and address of each owner of record of land that is
      - a. Adjacent to the public street or municipal utility easement between the two nearest public street intersections; or
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- b. Accessed exclusively by or within 300 feet of the public street or municipal utility easement;
2. Proof of written notice to operators of utilities and culinary water or sanitary sewer facilities located within the bounds of the public street or municipal utility easement sought to be vacated; and
  3. The signature of each owner under Subsection (C)(1)(a) who consents to the vacation.
  4. A notice of approval required by Utah Code Ann. § 10-9a-606(5)(b) & (c), as amended, if the subdivision includes common area or common area and facility as those terms are defined in Utah Code Ann. § 10-9a-606, as amended.
- D. After completion of the preliminary subdivision process, the City Council shall hold a public hearing in accordance with Utah Code Ann. § 10-9a-208, as amended. The City Council shall approve the vacation or amendment if it finds that:
1. Good cause exists for the vacation or amendment; and
  2. Neither the public interest nor any person will be materially injured by the proposed vacation or amendment.
- E. The effect of a vacation or amendment under this Section does not impair:
1. Any right-of-way or easement of any parcel or lot owner;
  2. The rights of any public utility; or
  3. The rights of a culinary water authority or sanitary sewer authority.
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Legend:

~~Text~~ = Deletion

Text = Insertion

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## **ATTACHMENT B: Amending Section 17-2-4 "D" Definitions**

The definition of "Development Review Committee" in Section 17-2-4 is amended as follows:

### **17-2-4 "D" definitions.**

"Development Review Committee" means a committee comprised of City staff designed to provide input to an applicant prior to submitting an official development application and to act as the land use authority for specific types of land use applications. This Committee is chaired by the ~~director of community and economic development~~ Community Development Director and includes the City Planner, Building Official, Fire Marshal, Public Works Director, City Attorney, and City Engineer or their respective designees, ~~CPTED coordinator, code enforcement officer, and business license administrator.~~

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Legend:

~~Text~~ = Deletion

Text = Insertion

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## ATTACHMENT C: Amending Section 17-2-13 "M" Definitions

The definitions of "Major subdivision" and "Minor subdivision" in Section 17-2-13 are amended as follows:

### 17-2-13 "M" definitions.

~~"Major subdivision" means all subdivisions of four or more lots, or any size subdivision requiring any new street or extension of municipal facilities or the creation of any public improvements.~~

~~"Minor subdivision" means any subdivision containing not more than three lots fronting on an existing street, not involving any new street, or the extension of municipal facilities, or the creation of any public improvements, and not adversely affecting the remainder of the parcel or adjoining property, and not in conflict with any provision or portion of the general plan, official zoning map, streets master plan, or this title.~~

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Legend:

~~Text~~ = Deletion

Text = Insertion

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## **ATTACHMENT D: Amending Section 17-2-16 "P" Definitions**

The definitions of "Plat" and "Public improvement" in Section 17-2-16 are amended as follows:

### **17-2-16 "P" definitions.**

"Plat" means a map or other graphical representation of lands being laid out and prepared in accordance with Utah Code Ann. § ~~10-9-804~~ 10-9a-603, as amended.

"Public improvement" means any building, water system drainage ditch, roadway, parkway, sidewalk, pedestrian way, tree, lawn, off-street parking lot, space or structure, lot improvement, or other facility for which the City, another government entity, or a public utility may ultimately assume responsibility or which may effect ~~a city~~ such an improvement.

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Legend:

~~Text~~ = Deletion

Text = Insertion

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## **ATTACHMENT E: Amending Section 17-2-16 "R" Definitions**

The definition of "Resubdivision" in Section 17-2-16 is amended as follows:

### **17-2-18 "R" definitions.**

~~"Resubdivision" means a change in a map of an approved or recorded subdivision plat if such change affects any right-of-way or lot line; or any change in a map or plan legally recorded prior to the adoption of regulations controlling subdivisions.~~

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## ATTACHMENT F: Amending Section 17-2-19 "S" Definitions

The definitions of "sketch plat" and "subdivision" in Section 17-2-19 are amended as follows:

### 17-2-19 "S" definitions.

~~"Sketch plat" means a sketch preparatory to the preliminary plat, or subdivision plat in the case of minor subdivisions, to enable the owner to save time and expense in reaching general agreement with the planning commission as to the form of the plat.~~

"Subdivision" means any land, vacant or improved, which is merged, or which is divided or proposed to be divided into two or more lots, parcels, sites, units, plots, or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development, either on the installment plan or upon any and all other plans, terms, and conditions, including resubdivision.

~~A. "Subdivision" includes:~~

- ~~1. The division or development of land whether by deed, metes and bounds description, devise and testacy, map, plat, or other recorded instrument; and~~
- ~~2. Except as provided in subsection B of this section, divisions of land for residential and nonresidential uses, including land used or to be used for commercial, agricultural, and industrial purposes.~~

~~B. "Subdivision" does not include:~~

- ~~1. A bona fide division or partition of agricultural land for the purpose of joining one of the resulting separate parcels to a contiguous parcel of unsubdivided agricultural land, if neither the resulting combined parcel nor the parcel remaining from the division or partition violates an applicable land use ordinance;~~
  - ~~2. A recorded agreement between owners of adjoining unsubdivided properties adjusting their mutual boundary if:
    - ~~a. No new lot is created; and~~
    - ~~b. The adjustment does not violate applicable land use ordinances;~~~~
  - ~~3. A recorded document, executed by the owner of record;~~
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~~a. Revising the legal description of more than one contiguous unsubdivided parcel of property into one legal description encompassing all such parcels of property; or~~

~~b. Joining a subdivided parcel of property to another parcel of property that has not been subdivided, if the joinder does not violate applicable land use ordinances; or~~

~~4. A recorded agreement between owners of adjoining subdivided properties adjusting their mutual boundary if:~~

~~a. No new dwelling lot or housing unit will result from the adjustment; and~~

~~b. The adjustment will not violate any applicable land use ordinance.~~

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## **ATTACHMENT G: Amending Sections 17-2-20 "T" Definitions**

The definitions of "Townhome" and "Townhouse" are added to Section 17-2-4 as follows:

### **17-2-20 "T" definitions.**

"Townhome" means a single attached dwelling unit where ownership includes airspace, walls, and the ground upon which the dwelling unit sits, and where the ownership includes an undivided interest in the common areas and limited common areas of the development, and where no dwelling unit is built above or below another dwelling unit.

"Townhouse" means the same as Townhome.

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## ATTACHMENT H: Amending Sections 17-3-2 Reviewing Bodies

Section 17-3-2 is amended as follows:

### 17-3-2 Reviewing bodies.

The community and economic development department (CEDD), the appeal authority (AA), the planning commission (PC), and the city council (CC) each have the following primary authority to review applications for compliance with this title:

**Table 17-3-2. Reviewing Bodies**

Type of Review	CEDD	AA	PC	CC
Administrative Lot Line Adjustment				
Appeal	X	X		
Allowed Use	X			
Appeal		X		
Business License	X			
Conditional Use	X		X	
Appeal		X		
Conditional Use-Administrative	X			
Appeal		X		
MPD				
Large Scale	X		X	X
Large Scale MPD Appeal		X		
Small Scale	X		X	

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Small Scale MPD Appeal		X		
<del>Plat Amendment</del>	X		X	X
<del>Subdivision/Condo</del>	X		X	X
Title 17/Map Amendment		X	X	X
Variance		X		

A. No building permit shall be valid for any structure unless the plans for the proposed structure have been submitted to and have been approved by the community and economic development department.

B. No new use shall be valid on any property unless the use is allowed in the zone or unless a conditional use permit has been properly issued for the use.

C. No subdivision map shall be recorded unless all conditions of subdivision approval have been satisfied or otherwise secured.

D. The community and economic development department initially reviews all complete applications requiring action by the planning commission and recommends approval or rejection to the planning commission, according to the type of application filed. The community and economic development department may process one application at a time per property or may process coordinated applications simultaneously.

E. The community and economic development department issues permits for allowed uses, administrative ~~lot boundary~~ line adjustments, administrative conditional uses, and building permits and issues business licenses.

F. The planning commission reviews ~~and approves, and forwards a recommendation to the city council regarding,~~ each application for ~~a preliminary subdivision plat approval and, a preliminary subdivision plat amendment,~~ ~~The planning commission reviews and forwards a recommendation to the city council regarding~~ initial zoning, rezoning, ~~condominium record of survey,~~ master planned developments, and amendments to this title.

G. The appeal authority hears all requests for variances and land use appeals.

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H. No review shall occur until all applicable fees are paid. (Ord. 2012-09 § 2 (Att. B (part)); Ord. 8/10/2004O-25 § 1(5) (part); Ord. 12-11-2001C § 2 (part))

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## ATTACHMENT I: Amending Section 17-3-13 Variance Process

Section 17-3-13 is amended as follows:

### 17-3-13 Variance Process.

Any person or entity desiring a waiver or modification of the requirements of ~~the zoning~~ ~~a land use~~ ordinance as applied to a parcel of property that he owns, leases, or in which he holds some other beneficial interest may apply for a variance from the terms of the ~~zoning~~ ~~land use~~ ordinance.

#### A. Variance Criteria.

1. *Standards.* A variance may only be granted if all of the following conditions are met:
    - a. Literal enforcement of the ~~zoning~~ ordinance would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of the zoning ordinance;
    - b. There are special circumstances attached to the property that do not generally apply to other properties in the same district;
    - c. Granting the variance is essential to the enjoyment of a substantial property right possessed by other property in the same district;
    - d. The variance will not substantially affect the general plan and will not be contrary to the public interest; and
    - e. The spirit of the ~~zoning~~ ~~land use~~ ordinance is observed and substantial justice done.
  2. *Unreasonable Hardship.* In determining whether or not enforcement of the ~~land use~~ ~~zoning~~ ordinance would cause unreasonable hardship, the appeal authority may not find an unreasonable hardship if the hardship is self-imposed or economic. In addition, the appeal authority may not find an unreasonable hardship unless the applicant proves that the alleged hardship:
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- a. Is located on or associated with the property for which the variance is sought;
  - b. Comes from circumstances peculiar to the property, not from conditions that are general to the neighborhood. Special circumstances must:
    - i. Relate to the hardship complained of; and
    - ii. Deprive the property of privileges granted to other properties in the same district.
3. The applicant shall bear the burden of proving that all of the conditions justifying a variance have been met.
  4. The appeal authority may not grant a use variance.
  5. Variances run with the land.
  6. *Additional Requirements.* In granting a variance, the appeal authority may impose additional requirements on the applicant that will:
    - a. Mitigate any harmful effects of the variance; or
    - b. Serve the purpose of the standard or requirement that is waived or modified.
- B. *Process.* The appeal authority shall review all applications for variance requests according to the following procedure:
1. Variance requests must be submitted to the community development department. The applicant must pay all appropriate fees and must file a complete application, including an explanation of how all variance criteria has been met.
  2. *Notice/Posting.* Upon receipt of a complete application, the community and economic development department shall set a public hearing date with the appeal authority and shall provide notice as provided in Section [17-3-9\(E\)](#).
  3. The appeal authority shall consider the variance application in accordance with subsection [\(A\)](#) of this section.
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4. The appeal authority shall prepare written findings and a final decision on the variance request within thirty working days of the appeal authority meeting.

5. *Appeal of Final Decision.* The applicant or any person aggrieved by the final decision on the variance request may appeal to a court of competent jurisdiction within thirty days of the written decision. The decision shall stand, and those affected by the decision may act in reliance on it, unless and until a court enters an interlocutory or final order modifying or suspending the decision. (Ord. 2021-17 § 1 (Att. A); Ord. 2012-09 § 2 (Att. B (part)))

17-3-13 zoning ordinance → land use ordinance

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## ATTACHMENT J: Creating Title 18 Infrastructure and Engineering Standards

Title 18 is hereby created as follows:

### **Title 18**

### **Infrastructure and Engineering Standards**

Chapters:

- 18.01**      **Infrastructure Requirements**
- 18.02**      **Adoption of Master Plans**
- 18.03**      **Construction Standards**

### **Chapter 18.01**

### **Infrastructure Requirements**

Sections:

- 18.01.010**      **Public Improvements.**
- 18.01.020**      **Completion Assurance.**
- 18.01.030**      **Acceptance of Public Improvements by City.**

#### **18.01.010 Public Improvements.**

Each application for new development must include the applicant's demonstration of its capacity to complete or provide completion assurance for 100% of the value of all required public improvements, to provide, to construct, and to dedicate required public improvements.

Required public improvements include:

- A. Streets for internal circulation, with a minimum right-of-way width of 50 feet including sidewalk, curb and gutter according to Midvale Standard Construction Specifications and Drawings and a minimum paved width of 25 feet;
  - 1. *Residential.* The applicant shall install four-foot wide sidewalks, to a minimum depth of four inches in a new residential subdivision. Sidewalks shall be backfilled at the lot line and shall be constructed with a two percent cross slope toward the street.

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2. *Commercial*. The applicant shall install sidewalks consistent with the zone standards.
- B. Off-site street improvements to mitigate demonstrated off-site impacts;
  - C. Wellhead protection;
  - D. On- and off-site sanitary and storm sewer lines, including mains, manholes, lateral, clean-outs, and treatment capacity sufficient to satisfy peak demand of the subdivision (i.e., duty to serve letter) and sufficient to satisfy all Utah Pollutant Discharge Elimination System permit requirements;
  - E. Water lines and wet water rights and availability (i.e., duty to serve letter);
  - F. Street signs are required on all roads interior to the development;
  - G. Fire hydrants;
  - H. Street lighting consistent with the lighting standards for the zone;
  - I. Bridges;
  - J. Grading;
  - K. Retaining walls;
  - L. Covering, piping, relocating, or abandoning irrigation ditches;
  - M. Public facilities; and
  - N. All other improvements the City Engineer deems reasonably necessary to promote the public health, safety, and welfare.

**18.01.020 Completion Assurance.**

- A. If the applicant does not complete required public improvements prior to final application approval, the applicant shall provide completion assurance for 100% of the value of all required public improvements as determined by the City Engineer. Completion assurance means a surety bond, letter of credit, financial institution bond, cash, or other equivalent security acceptable to the City to guaranty the proper completion of landscaping or a public improvement required as a condition
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precedent to recording a subdivision plat or development of a project requiring landscaping or public improvements.

- B. The applicant's completion assurance shall be held to guarantee that the required improvements will:
1. Be constructed in accordance with the City's Construction Standards and Specifications and the construction drawings approved by the City Engineer; and
  2. Be completed and pass City inspection within one year of the date that the final plat is recorded.
- C. The purpose of the completion assurance is to enable the City to make or complete the required improvements in the event of the applicant's inability or failure to do so. The City need not complete the required improvements before collecting on the completion assurance. The City may, in its sole discretion, delay taking action on the completion assurance and allow the applicant to complete the improvements if it receives adequate assurances that the improvements will be completed in a timely and proper manner.
- D. A sum equal to ten percent of the total amount covered by the completion assurance shall be held and not released for a period of one year after all improvements are completed and final inspection is made by the City. This ten percent is to be used if repairs need to be performed on the improvements and the applicant fails to complete the repairs to the City's satisfaction.
- E. If, for any reason, the completion assurance provided for the guarantee of improvements are insufficient to properly complete the improvements, the applicant shall be personally liable to complete the improvements required by this Chapter. If the applicant is a corporation, the principal officers of the corporation shall be personally liable to complete the improvements.
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**18.01.030 Acceptance of Public Improvements by the City.**

- A. Standards of Construction. Construction of all public improvements must comply with the standards adopted in Chapter 18.03 of this Title.
- B. Timing of City’s Acceptance. Public improvements may not be accepted by the City until a certificate of occupancy has been issued for a property that relies on said public improvements and until the improvements have passed inspection by City representatives for compliance with the City’s construction standards found in Chapter 18.03 of this Title. Notwithstanding the approval and recording of a final subdivision plat, acceptance of public improvements shall not be deemed to have been accepted by the City until the applicant has received written notice of acceptance from the City.
- C. Warranty Period Assurance. Applicants/owners of public improvements to be dedicated to the City shall warranty that the public improvements will remain free from defects for a period of one year following the date that all improvements pass City inspection and acceptance. The applicant/owner shall repair or replace any improvements which are or become defective during this time period. All repairs or replacements shall be made to the satisfaction of the City. The City may require the applicant/owner to guarantee and warrant that any repairs remain free from defect for a period of one year following the date that the repairs pass City inspection. The City may retain the applicant’s completion assurance until the repairs have lasted through the warranty period, and may take action on the completion assurance if necessary to properly complete the repairs.

**Chapter 18.02**  
**Adoption of Master Plans**

Sections:

**18.02.010 Development Compatible with Adopted Master Plans.**

**18.02.010 Development Compatible with Adopted Master Plans.**

The City may require development, infrastructure, and public improvements to comply with plans and standards outlined in the following adopted master plans:

- A. Water Master Plan;
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- B. Transportation Master Plan;
  - C. Sewer Master Plan; and
  - D. Storm Water Master Plan.

## **Chapter 18.03**

### **Construction Standards**

Sections:

**18.03.010**            **Construction Standards for Development.**

#### **18.03.010**    **Construction Standards for Development.**

All development in the City must comply with the following construction standards. When any standards conflict, the more stringent, exacting standards shall apply.

- A. The building and other related codes adopted in Chapter 15.12 of the Midvale Municipal Code;
  - B. The current APWA Manual of Standard Specifications;
  - C. The current Manual on Uniform Traffic Control Devices adopted by the City Engineer;
  - D. The Midvale Standard Construction Specifications and Drawings adopted by the City Engineer;
  - E. The standards developed by a manufacturer for the installation of equipment;
  - F. The standards of utilities or special improvement districts for improvements related to their services;
  - G. The Institutional Controls outlined in Chapter 8.10 of the Midvale Municipal Code when applicable; and
  - H. Any other industry standards adopted by the City Engineer.
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**CITY COUNCIL MEETING**  
*Minutes*

**Tuesday January 2, 2024**  
**Council Chambers**  
**7505 South Holden Street**  
**Midvale, Utah 84047**

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**MAYOR:** Mayor Marcus Stevenson

**COUNCIL MEMBERS:** Council Member Paul Glover  
Council Member Bonnie Billings  
Council Member Dustin Gettel  
Council Member Bryant Brown  
Council Member Heidi Robinson

**STAFF:** Matt Dahl, City Manager; Nate Rockwood, Assistant City Manager; Rori Andreason, HR Director/City Recorder; Garrett Wilcox, City Attorney; Aaron McKnight; Deputy City Attorney; Keith Ludwig, City Engineer; Glen Kennedy, Public Works Director; Mariah Hill, Administrative Services Director; Cody Hill, Economic Development Director; Wendelin Knobloch, Planning Director; Laura Magness, Communications Director; Elizabeth Arnold, Senior Planner; Erinn Summers, Project and Policy Manager; Jonathan Anderson, Planner II; Chief Randy Thomas, UPD; Chief Jason Mazuran, UPD; Chief Brad Larson, UFA; and Josh Short, Junior Network Administrator.

**6:00 PM SWEARING-IN CEREMONY FOR NEWLY ELECTED COUNCIL MEMBER**

Rori L. Andreason conducted the swearing in ceremony for Council Members Bonnie Billings, Paul Glover, and Heidi Robinson.

**6:30 PM – REGULAR MEETING**

Mayor Marcus Stevenson called the business meeting to order at 6:34 p.m.

**I. GENERAL BUSINESS**

**A. WELCOME AND PLEDGE OF ALLEGIANCE**

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

**C. UNIFIED FIRE AUTHORITY DEPARTMENT REPORT**

Chief Brad Larson reported that the Emergency Management Division is providing CPR classes. The safety message for the month is regarding home fires in the winter. There are more home fires in the winter than any other season. He suggested checking all smoke alarms once a month and install a carbon monoxide detector. He said to have a

plan with your families to have two ways to get out of the home in an emergency. Keep the driveway and walkways clear of ice and snow for a safe exit from the home and clear access for fire crews to enter the home in an emergency. Make sure the house number is visible from the street. Be a good neighbor and check on those that may need help. Only use generators outdoors. Keep flashlights on hand with extra batteries in case of power outages. Keep portable heaters at least three feet away from anything that can burn. And do not leave a portable heater unattended when it is on. He said there were 80 calls less this holiday year than last year.

## **II. PUBLIC COMMENTS**

There was no one who desired to speak.

## **III. MAYOR REPORT**

Mayor Stevenson expressed appreciation and enthusiasm to be working with the Council Members.

## **IV. COUNCIL REPORTS**

**A. Council Member Paul Glover** – thanked the residents of Midvale for going out to vote and wished everyone a Happy New Year.

**B. Council Member Bonnie Billings** – thanked residents of Midvale for their support for her in District 1. She said she is excited to work with the Council and city staff.

**C. Council Member Dustin Gettel** - said Happy New Year to everyone. He thanked City staff and the Mayor for all the hard work on issues that arose over the last few weeks. He welcomed Bonnie Billings to the Council and congratulated Paul and Heidi on their re-election. He said it is amazing to have two women council members on the council.

**D. Council Member Bryant Brown** – expressed his excitement to work with the newly elected and re-elected council members. He said he keeps getting reports on shootings in the Copper Recreation area. He reminded everyone to call the police if they hear anything like a gunshot.

**E. Council Member Heidi Robinson** – welcomed Bonnie Billings and congratulated Paul Glover. She said she is excited to work with city staff for another four years.

## **V. CITY MANAGER REPORT**

Matt Dahl wished everyone a Happy New Year. He said he is working on a lot of great things this year that will benefit the community. He welcomed Council Member Bonnie Billings and said he is looking forward to working with her. He introduced Erinn Summers who is the new policy and project manager that will be working on upcoming projects.

## **VI. CONSENT**

**A. CONSIDER MINUTES OF NOVEMBER 30, AND DECEMBER 6, 2023**

**MOTION:** Council Member Paul Glover **MOVED** to Approve the Consent Agenda. 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 Bonnie Billings	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.

## **VII. ACTION ITEMS**

### **A. CONSIDER RESOLUTION NO. 2024-R-01 AUTHORIZING THE CONVEYANCE OF AND ACCEPTANCE OF THE PARK AREA ADJACENT TO ZIONS (JORDAN BLUFFS)**

Adam Olsen said on November 16, 2021, the Council approved the final plat of Jordan Bluffs 2<sup>nd</sup> Amended Subdivision. The plat identified “Parcel B” consisting of 4.2 acres. Parcel B, intended for park and open space purpose, has been improved as the first phase of a multi-phase park; ultimately consisting of 15 acres and extending south along the top of the bluff overlooking the Jordan River. Parcel B is fully landscaped and improved, has been inspected by Community Development and Public Works staff, and is recommended for conveyance to the City. Improvements include a children’s play area, field area, pickleball court, half basketball court, volleyball court, BBQ stands and picnic tables. In addition, a trail connection from the top of the bluff to the Jordan River Parkway Trail has been constructed.

Section 3.3.1, Amended and Restated Master Development Agreement for Jordan Bluffs (MDA), outlines the process for park construction and conveyance, stating in part “the required park improvements shall be completed...in conjunction with the construction of each project phase with frontage adjacent to the central community park”; further stating “the City will accept the required park improvements in phases as the work is completed”. This first phase is compliant with Section 3.3.1 of the MDA.

Conveyance documents, as well, are provided per Section 3.3.1 of the MDA. The City’s Legal Department reviewed conveyance documents and finds them acceptable. Staff has prepared a resolution for consideration of formal acceptance and conveyance of the park area for the January 2, 2024, Council meeting. Acceptance of the park area will officially open it for public use.

### **STAFF RECOMMENDATION**

Approval of the resolution authorizing acceptance and conveyance of the Jordan Bluffs Park area.

Council Member Paul Glover asked about the warranty.

Adam Olsen said the warranty was extended for the trees if they don’t come out of dormancy.

Glen Kennedy said the sprinklers will also be tested to see if they are working correctly.

Adam Olsen said the warranty will start in the spring and will be extended for one year.

Mayor Stevenson said he would like some sort of a grand opening in the spring.

Council Member Dustin Gettel said some of the best sunset viewing is at this park. The views are beautiful. He said he has some concerns of the conditions of the slopes and the area to the south.

**MOTION: Council Member Dustin Gettel MOVED to approve Resolution No. 2024-R-01 authorizing the Mayor to formalize the acceptance and conveyance of the Jordan Bluffs Park Area. 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:**

<b>Council Member Bonnie Billings</b>	<b>Aye</b>
<b>Council Member Paul Glover</b>	<b>Aye</b>
<b>Council Member Heidi Robinson</b>	<b>Aye</b>
<b>Council Member Bryant Brown</b>	<b>Aye</b>
<b>Council Member Dustin Gettel</b>	<b>Aye</b>

**The motion passed unanimously.**

**B. CONSIDER RESOLUTION NO. 2024-R-02 AUTHORIZING THE MAYOR TO ENTER INTO A FEDERAL AID AGREEMENT BETWEEN THE UTAH DEPARTMENT OF TRANSPORTATION AND MIDVALE CITY FOR THE RECONSTRUCTION OF THE BRIDGE OVER THE JORDAN SALT LAKE CANAL LOCATED AT APPROXIMATELY 80 EAST 8000 SOUTH**

Keith Ludwig said the City was contacted by UDOT some time ago regarding a program called the 'Bridge Formula Program' (BFP) which is part of the Infrastructure Investment and Jobs Act.

This program provides money to the states for the rehabilitation or replacement of bridges that are in poor condition and are not part of the federal aid system. The bridge over the Jordan and Salt Lake Canal on 8000 South qualifies for this program.

After gathering some preliminary information, UDOT is now ready to begin the design process. This bridge is being grouped into one package with four bridges in Sandy City and one in Draper City. To get this process started, the City will need to enter into a Federal Aid Agreement (FAA) with UDOT which outlines the responsibilities of each party.

UDOT will be administrating all the design and construction contracts. The City will be able to provide input in all phases of design and construction. UDOT will select one of their engineering firms that has been pre-qualified to do the design work and will bid on the project using their typical process.

The BFP requires a 6.77% local match, which in our case amounts to \$203,100 which is spelled out in the FAA. The FAA was developed and vetted by the feds and the States Attorney General's office. Staff has reviewed the FAA as well.

He asked for consideration of a suspension of the rules so the agreement could be approved that evening.

**FISCAL IMPACT**

The local match for this will be \$203,100 which is 6.77% of the total cost. These funds have been allocated out of the pavement management budget.

**STAFF RECOMMENDATION**

Staff recommended approval of Resolution 2024-R-02, a resolution authorizing the mayor to sign the Federal Aid Agreement with UDOT.

**MOTION:** Council Member Dustin Gettel **MOVED** to suspend the rules and approve Resolution No. 2024-R-02, a resolution authorizing the Mayor to sign the Federal Aide Agreement with UDOT for the reconstruction of the bridge over the Jordan and Salt Lake Canal, located on 8000 South. 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 Bonnie Billings	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. DISCUSSION ITEMS**

**A. RECOMMENDATIONS FOR NAMING OF THE MIDVALE CITY COMMUNITY COALITION**

Matt Dahl said the Midvale City Community Coalition is an initiative that is intended to address the causes of youth violence in our community. The coalition has been operating as a community lead organization for 18 months, with support from the City and Salt Lake County. City staff members are currently working on preparing the necessary bylaws to make the coalition a formal City committee. City staff will present the bylaws to the City Council for consideration in early 2023.

The City and community stakeholders have selected to develop the coalition under the Communities that Care (CTC) framework. CTC is a national framework for community organizing that is based on evidence that has proven to be effective in helping support healthy behaviors that are protective factors against unhealthy habits that lead to an increase in violence. The City and community stakeholders hope to develop prevention programs to assist in developing protective factors for our youth and our community.

In accordance with the CTC framework, the coalition has representation from individuals and organizations serving vital roles in our community. These roles include:

- Law Enforcement
- Education
- Youth Serving Organizations
- Civic organizations
- Youth
- Parents
- Substance abuse treatment
- Healthcare professionals
- Media
- Business
- Religious organizations
- Governmental agencies

The coalition members have discussed options for formally naming the coalition. Staff intends for the City Council to formally adopt a name as part of the City Council's consideration of the bylaws in early 2024. The coalition has discussed several names, settling on 'Uplift Midvale' or 'Midvale G.R.I.T', (Generating Resiliency, Igniting Transformation) for recommendation to the City Council. The names were chosen by coalition members based on the belief that they represent our efforts to promote healthy youth behavior and decrease community crime. The coalition has submitted the proposed names to the City Council for consideration and direction.

Council Member Dustin Gettel said he did not like Midvale G.R.I.T. name. He felt it had a negative connotation to it. Uplift Midvale is a much better name and shows what this group is trying to do. He also suggested Midvale Cares as a name.

Council Member Paul Glover agreed with Council Member Dustin Gettel.

## **B. BOARD AND COMMITTEE ASSIGNMENTS FOR MIDVALE CITY**

Matt Dahl said Midvale City is a member entity to several interlocal, non-profit, and governmental organizations.

Each year the Mayor and City Council deliberate and consider individuals they feel would best represent the City on the various governing boards and committees for those organizations. The attached Board and Committee Assignment List has been updated to reflect changes that occurred in 2023, including open assignments resulting from changes to the City Council membership.

He discussed the following Boards and Committees that needed members to be assigned to:

UIA Board Alternate – Heidi Robinson  
Unified Fire – Mayor Stevenson  
Unified Police – Mayor Stevenson

Audit Committee – replace Paul Glover with Bonnie Billings  
ULCT Legislative Policy Committee – Bonnie Billings  
Shelter of the Homeless Board – Mayor Stevenson  
Canyons Education Foundation– Bonnie Billings  
Community Council – Heidi Robinson  
Harvest Days – Heidi Robinson  
Historical Society – Paul Glover  
Community Building Community – Mayor Stevenson  
Midvale Arts Council – Bryant Brown  
Mosquito Abatement – Paul Glover  
Planning Commission – Dustin Gettel

Matt Dahl said he would schedule this item for the next agenda for any additional adjustments and approval.

**C. DISCUSS CITY-INITIATED REQUEST TO AMEND TITLE 16, SECTIONS 17-2-4, 17-2-13, 17-2-16, 17-2-18, 17-2-19, 17-3-2, 17-3-13 AND TO CREATE TITLE 18 OF THE MIDVALE CITY MUNICIPAL CODE**

Aaron McKnight said the proposed ordinance rewrites the City’s subdivision ordinance to bring the ordinance into compliance with state law, particularly Senate Bill 174 from the 2023 General Session of the Utah Legislature, and to bring clarity and enforceability to the City’s subdivision process.

**BACKGROUND AND OVERVIEW**

Senate Bill (SB) 174 from the 2023 General Session created new requirements for municipal subdivision ordinances. Specifically, SB 174 requires municipalities to limit the number of review cycles they can engage in when reviewing subdivision applications.

SB 174 also prohibited city councils from being involved in the subdivision approval process and limited planning commissions’ participation to the approval of preliminary subdivision applications only.

Title 16 is Midvale City’s subdivision ordinance, and it needs to be updated to comply with SB 174 by February 1, 2024. Because of the widespread changes to the City’s subdivision ordinance required by SB 174 and deficiencies identified by staff, staff determined to re-write the entire Title to make it more easily understood and to ensure Title-wide compliance with state law. The new Title 16 clarifies the difference between preliminary and final subdivision applications and processes. It clarifies all the documents needed to properly process an application, and it eliminates the distinction between a “large subdivision” and a “minor subdivision.” The new Title 16 fully complies with state law and more clearly defines prohibited subdivisions of land.

Related sections in Title 17, the City’s zoning code, are also being amended to reflect the changes to Title 16. Most of these changes are to definitions found in Title 17 but are used in Title 16.

Finally, Title 18 is created to provide better defined infrastructure requirements and construction standards for when developers are constructing public infrastructure that will be dedicated to the City. Staff determined that better defined standards are necessary to protect the City's interest in roads, sidewalks, and other infrastructure dedicated to the City during the subdivision process.

Mayor Stevenson said he likes to have public hearings to have public comment.

Council Member Bryant Brown agreed.

Council Member Dustin Gettel said the developers will look at a public hearing as for show only. He said he does not want to get rid of public hearings; however, it looks like the Council's hands are tied, so to speak.

#### **STAFF'S RECOMMENDATION**

No formal action will be taken. Staff will bring the item back for formal action in the next City Council meeting through an ordinance.

#### **IX. 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 was adjourned at 7:57 p.m.

---

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

Approved this 16th day of January, 2024



## **MIDVALE CITY COUNCIL SUMMARY REPORT**

**Meeting Date: January 16, 2024**

---

**SUBJECT: Review and Approval of Resolution No. 2024-R-04 Adopting the Updated Board and Committee Assignments for Midvale City**

---

**SUBMITTED BY: Matt Dahl, City Manager**

### **SUMMARY:**

Midvale City is a member entity to several interlocal, non-profit, and governmental organizations. Each year the Mayor and City Council consider Midvale's current representatives for these organizations and appoint individuals they feel would best represent the City on the various governing boards and committees for those organizations in the next year. During the January 2, 2024 City Council Meeting, the City Council directed staff to add Council Member Bonnie Billings to the Midvale City Audit Committee, ULCT Legislative Policy Committee, and Canyons Education Foundation. They also sought to have Mayor Marcus Stevenson serve on the Shelter the Homeless Board and Council Member Heidi Robinson serve as an alternate on the for the UIA Board. The current Board and Committee Assignment List has been updated to reflect these changes.

A resolution has been prepared along with the updated list of board and committee assignments.

### **CITIZEN'S AGENDA SUMMARY:**

The City Council will consider approving a list of Midvale representatives that will serve on various boards and committees.

---

**STAFF'S RECOMMENDATION AND MOTION: I move to approve Resolution No. 2024-R-04 a resolution adopting the updates to the Mayor and City Council's board and committee assignments.**

**Attachments: Proposed Resolution and City Council's Committee and Board Assignments**

**MIDVALE CITY, UTAH  
RESOLUTION NO. 2024-R-04**

**A RESOLUTION ADOPTING UPDATES TO THE BOARD AND COMMITTEE  
ASSIGNMENTS FOR MIDVALE CITY**

**WHEREAS**, Midvale City’s Mayor, City Council members, and staff serve on various Committees and Boards; and

**WHEREAS**, the City Council desires to have representation from the City on these Committees and Boards; and

**WHEREAS**, changes have been made to the Committee and Board assignments for city council and staff members; and

**WHEREAS**, the City Council has reviewed and approves of the Board and Committee Assignments List.

**NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF MIDVALE, UTAH:**

**Section 1.** The City Council hereby adopts the attached Board and Committee Assignments list.

**Section 2.** This Resolution shall take effect immediately.

**APPROVED AND ADOPTED** this 16<sup>th</sup> day of January 2024.

\_\_\_\_\_  
Marcus Stevenson, Mayor

ATTEST:

\_\_\_\_\_  
Rori L. Andreason, MMC  
City Recorder

Voting by the City Council	“Aye”	“Nay”
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Dustin Gettel	_____	_____



## **BOARD AND COMMITTEE ASSIGNMENTS**

*January 16, 2024*

<u><b>UIA Board</b></u> Nate Rockwood Council Member Heidi Robinson (Alt) (Council/Manager Decision)		<u><b>UTOPIA Board</b></u> Matt Dahl Council Member Bryant Brown (Alt) (Council/Manager Decision)
<u><b>Unified Fire Authority Board</b></u> Mayor Marcus Stevenson Council Member Paul Glover (Alt.) Matt Dahl (Council/Manager Decision)		<u><b>Unified Police Department Board</b></u> Mayor Marcus Stevenson Council Member Paul Glover (Alt.) Matt Dahl
<u><b>Unified Fire Service District Board</b></u> Mayor Marcus Stevenson Council Member Paul Glover (Alt.) Matt Dahl (Council/Manager Decision)		<u><b>Midvale City Audit Committee</b></u> Council Member Bonnie Billings Council Member Heidi Robinson Jared Zachariah (Council/Manager Decision)
<u><b>Community Council of Midvale City</b></u> Council Member Heidi Robinson Matt Dahl/Nate Rockwood (Council/Manager Decision)		<u><b>Midvale Arts Council</b></u> Council Member Bryant Brown (Council/Manager Decision)
<u><b>Harvest Days Committee</b></u> Council Member Heidi Robinson Chair Molly Signoretty George Ferris Mike Williams Rebecca Pipkin (Council/Mayor Decision)		<u><b>South Valley Reclamation Facility</b></u> Glen Kennedy Keith Ludwig (Alt.)
<u><b>Jordan Valley Water Cons. Dist.</b></u> Glen Kennedy Keith Ludwig Alan Hoyne		<u><b>TransJordan Landfill</b></u> Kane Loader Glen Kennedy (Alt.)
<u><b>Historical Society</b></u> Council Member Paul Glover (Council/Manager Decision)		<u><b>Community Building Community</b></u> Mayor Marcus Stevenson (Council/Manager Decision)

<u><b>Mosquito Abatement District</b></u> Council Member Paul Glover (Council/Manager Decision)		<u><b>VECC</b></u> Matt Dahl (City Manager Appt.)
<u><b>ULCT Legislative Policy Committee</b></u> Mayor Marcus Stevenson Council Member Bonnie Billings Matt Dahl (Council/Manager Decision)		<u><b>Assoc. of Government Councils</b></u> Council Member Heidi Robinson (Council/Manager Decision)
<u><b>Council Governments (COG)</b></u> Mayor Marcus Stevenson (Mayor Appt.)		<u><b>Shelter the Homeless Board</b></u> Mayor Marcus Stevenson (Council/Manager Decision)
<u><b>Conference of Mayors</b></u> Mayor Marcus Stevenson (Mayor Appt.)		<u><b>Planning Commission</b></u> Council Member Dustin Gettel (Council/Manager Decision)
<u><b>Boys and Girls Club Board</b></u> Council Member Dustin Gettel Mayor Marcus Stevenson (Council/Manager Decision)		<u><b>Animal Services Advisory Committee</b></u> Council Member Dustin Gettel
<u><b>Jordan River Commission</b></u> Council Member Dustin Gettel (Council/Manager Decision) Wendelin Knobloch (Alt.)		<u><b>Road Home Coordination Committee</b></u> Mayor Marcus Stevenson
<u><b>Utah Homelessness Council</b></u> Mayor Marcus Stevenson		<u><b>Community Development Block Grant Policy Committee</b></u> Mayor Marcus Stevenson
<u><b>Air Quality Policy Advisory Board</b></u> Keith Ludwig Council Member Dustin Gettel		<u><b>Canyons Education Foundation</b></u> Council Member Bonnie Billings
<u><b>Homeland Security Grants Council</b></u> Nate Rockwood Christian Larsen (Alt.)		<u><b>Salt Lake County Board of Health</b></u> Mayor Marcus Stevenson
<u><b>Utah Community Action Board of Trustees</b></u> Mayor Marcus Stevenson		
<u><b>Main Street Façade Improvement Advisory Board</b></u> Council Member Dustin Gettel RDA Representative City Planner RDA Board Member CD Rep Main Street Business Alliance Rep		

<u><b>Art Advisory Boards</b></u> RDA Rep City Planner RDA Board Member CD Rep Main Street Business Alliance Rep		
<u><b>Bingham Junction</b></u> Council Member Dustin Gettel		
<u><b>Main Street</b></u> Council Member Bryant Brown		
<u><b>City Wide</b></u> Council Member Heidi Robinson		



## MIDVALE CITY COUNCIL SUMMARY REPORT

Meeting Date: January 16, 2024

**SUBJECT: Review and Approval of Resolution No. 2024-R-05 Authorizing the Mayor to Direct Additional State Homeless Shelter Cities Mitigation Program Funds to the Road Home to Use on Projects at the Midvale Family Resource Center.**

**SUBMITTED BY: Erinn Summers, Project and Policy Manager**

### **SUMMARY:**

The State Homeless Shelter Cities Mitigation (HSCM) Fund was established in 2018 through legislation (HB 499) with the objective to alleviate the impact of year-round and emergency shelters on the host cities throughout the State. The HSCM Restricted Account is funded through sales tax revenue from cities that do not host eligible shelters and direct funding from the state. Host cities must reapply for HSCM funds each year, and funds awarded must be used within the fiscal year in which they are awarded. The Office of Homeless Services (OHS) is responsible for reviewing the applications from eligible municipalities to ensure funding requests are directed to eligible services (public safety, direct services, or emergency services which mitigate the impacts of the eligible shelter on the municipality) and disbursing funds to eligible entities (municipalities and designated service providers, like shelter operators) from the Homeless Shelter Cities Mitigation Fund, following the guidelines and formula outlined in Utah State Code 35A-16-4.

This fiscal year, Midvale City received \$2,893,318, which was approved to fund the FTE for 9 Shelter Resource Officers, 0.5 victim advocate, insurance and supplies needed for these FTEs, a weekly clean-up of the 7200 S Corridor, and a sidewalk and crosswalk along 700 W (from where the sidewalk ends in front of Pro Storage Midvale to Midvale City Hall).

In December, OHS notified Midvale City that more funds than expected were available in the HSCM Restricted Account and an additional \$228,000 (one-time) would be awarded to Midvale City, which must be used by June 30, 2024. Since Midvale City cannot expect these funds in future fiscal years, Midvale Staff worked with stakeholders and service providers to identify the greatest needs that are non-programmatic (or could be achieved through a one-time funding). Midvale City plans to purchase daily bus passes and Narcan for our patrol and shelter resource officers to assist homeless individuals when they are working in the ½ mile radius surrounding the Midvale Family Resource Center (MFRC). With the remaining \$205,000, the Road Home (shelter operator for MFRC) identified a list of priority projects, including:

- **Kitchen Renovation:** To help return the kitchen to full operation, the funds will be used to swap out the countertops and replace and fix non-functioning appliances – stoves and commercial refrigerator, respectively. With 10 families sharing each stove due to multiple stoves being out of commission, many residents at MFRC must find food elsewhere, especially at dinnertime. A kitchen renovation will help reduce the number

of families navigating busy roads along the 7200 S Corridor during peak rush hours or after dark.

- Facility Improvements: Updating the security in the parking lot, including installing cameras throughout the lot, resurfacing the parking lot, and improving the fencing. Currently, the parking lot does not have sufficient security cameras, has areas that are not fenced, and is narrow and difficult to traverse for residents, service providers, emergency vehicles, and school buses. This project will help with security, reduce the parking down along 9<sup>th</sup> Avenue by shelter residents, and alleviate some of the safety concerns, as buses drop off students and try to turn around in the narrow parking lot.
- Any additional funding would be directed toward application fees for housing to residents, to get them into housing faster. Since the discontinuation of limited time covid funding, there is little funding to support families with application fees, holding fees, security deposits, etc. when they are trying to get into housing, which leaves families often losing housing or left in the shelter for longer, increasing the number of families continuously requiring support by the shelter.

Eligible municipalities are entitled to waive the receipt of any portion of the HSCM funds and direct the Office of Homeless Services to divert those funds to a designated service provider. In this case, it would be advantageous to have the Mayor request OHS contract directly with the Road Home to spend the remaining \$205,000 HSCM funds awarded to Midvale City, because the projects are on the MFRC property, requires the coordination of the Road Home throughout each aspect of each project, and needs to be completed by June 30, 2024.

A resolution has been prepared for the Council's consideration.

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**STAFF'S RECOMMENDATION AND MOTION: I move to approve Resolution No. 2024-R-05 a resolution authorizing the Mayor to direct additional State Homeless Shelter Cities Mitigation Program funding to the Road Home to use on projects at the Midvale Family Resource Center.**

---

### **CITIZEN AGENDA SUMMARY:**

The City Council will consider approving the Office of Homeless Services to direct a portion of State Homeless Shelter Cities Mitigation Program funding to the Road Home to facilitate the completion of renovations and updates to the facility which will help reduce the impact of the shelter on the surrounding neighborhood.

**MIDVALE CITY, UTAH  
RESOLUTION NO. 2024-R-05**

**AUTHORIZING THE MAYOR TO DIRECT ADDITIONAL STATE HOMELESS  
SHELTER CITIES MITIGATION PROGRAM FUNDS TO THE ROAD HOME**

**WHEREAS**, Midvale City (City) is a body corporate and politic of the State of Utah, and meets the definition of a First-Tier Eligible Municipality to receive funding from the State Homeless Shelter Cities Mitigation (HSCM) Restricted Account from the Office of Homeless Services (OHS) pursuant to Section 25A-16-4, Utah Code Ann.; and

**WHEREAS**, The Road Home is the shelter operator of the Midvale Family Resource Center (MFRC); and

**WHEREAS**, OHS is willing and able to directly contract with the shelter operator to disburse HSCM funds; and

**WHEREAS**, OHS has awarded Midvale City \$2,893,318 of HSCM Funding this fiscal year to fund nine resource officers, half of a victim advocate position, a weekly clean-up of the 7200 S Corridor, and the construction of a sidewalk and crosswalk along 700 W; and

**WHEREAS**, in December 2023, Midvale City was informed there is an additional \$228,000 HSCM funds being awarded to the City for the current fiscal year; and

**WHEREAS**, City and stakeholders have identified need for Narcan and bus passes for the Shelter Resource Officers working in the area, along with projects within MFRC to help mitigate impact of the shelter on the surrounding community and service providers; and

**WHEREAS**, Midvale City desires to waive the receipt of \$205,000 of the HSCM funds and have OHS direct those funds to the Road Home for projects on MFRC property for this fiscal year; and

**WHEREAS**, the Parties have reviewed the proposed priority projects for the remaining funds to mitigate the impact of the Midvale Family Resource Center on Midvale City and find the projects to be acceptable.

**NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF MIDVALE, UTAH:**

**Section 1.** The City Council hereby authorizes Mayor Stevenson to request the Office of Homeless Services directly contract with the Road Home for the use of \$205,000 of the Homeless Shelter Cities Mitigation Funds for fiscal year 2023-24 subject to such other terms and conditions as recommended by legal counsel.

**Section 2.** This Resolution shall take effect immediately.

**APPROVED AND ADOPTED** this 16th day of January 2024.

---

Marcus Stevenson, Mayor

ATTEST:

\_\_\_\_\_  
Rori L. Andreason, MMC  
City Recorder

Voting by the City Council	“Aye”	“Nay”
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Dustin Gettel	_____	_____

## **Asks in Order of Priority**

Total Amount: \$205,000

### **PRIORITY ONE - KITCHEN - \$79,000 TOTAL**

---

1. Stainless Steel Countertops - \$60,000
2. Stoves - \$9,000
3. Commercial Fridge Repair - \$10,000

### **PRIORITY TWO - FACILITY - \$90,000 TOTAL**

---

1. Security Cameras & Power - \$15,000
2. Parking Lot Repairs & Resurfacing - \$60,000
3. Landscaping - \$10,000
4. Fencing Improvements - \$5,000

### **PRIORITY THREE - ADDITIONAL ASKS - \$36,000 TOTAL**

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1. New Washers & Dryers - \$6,000
2. Ice Machine - \$10,000
3. Flexible Housing Funds (Application Fee & Deposit Assistance) - \$20,000  
+ any leftover funds



7505 S Holden Street  
Midvale, UT 84047  
801-567-7200  
www.MidvaleCity.org

## **MIDVALE CITY COUNCIL STAFF REPORT 01/16/2024**

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### **SUBJECT**

Resolution adopting the Midvale Ft. Union and Midvale Center Station Area Plan.

### **SUBMITTED BY**

Adam Olsen, Community Development Director

### **BACKGROUND AND OVERVIEW**

In 2022 the Utah State Legislature passed HB 462 which, among other things, requires municipalities with fixed rail guideways (commuter and light rail) to prepare and adopt station area plans (SAP) covering a half mile radius of each fixed rail station. SAP's may be unique to their jurisdiction and setting; however, key aspects are to include strategies to increase the availability of affordable housing, promotion of sustainable environmental conditions, enhancements of access to employment opportunities and increase of transportation choices and connections.

Midvale has three stations within its boundaries. Two station area plans, Midvale Ft. Union and Midvale Center, are complete and ready to proceed toward adoption, certification and implementation. A third station, Bingham Junction, is nearing completion.

MHTN, the consultant group commissioned to prepare the SAP will lead the discussion and presentation at the January 16<sup>th</sup> City Council meeting. They will highlight recommendations for plan implementation.

Upon Council adoption of the SAP, staff will submit a request for certification to Wasatch Front Regional Council (WFRC) and the Utah Transit Authority (UTA). Certification by WFRC and UTA will place the City in compliance with the State as required in HB 462. This same process will take place for the Bingham Junction SAP, which follows closely behind the Midvale Ft. Union and Midvale Center SAP.

### **STAFF RECOMMENDATION**

Approval of the resolution adopting the Midvale Ft. Union and Midvale Center SAP.

### **RECOMMENDED MOTION**

I move that we approve Resolution No. 2024-R-06, adopting the Midvale Ft. Union and Midvale Center Station Area Plan.

### **CITIZEN AGENDA SUMMARY**

The City Council will consider adoption of a resolution approving the Midvale Ft. Union and Midvale Center Station Area Plan. This plan identifies opportunities for growth while preserving existing neighborhoods.

### **ATTACHMENTS**

1. Resolution No. 2024-R-06
2. Midvale Ft. Union and Midvale Center Station Area Plan.

**MIDVALE CITY, UTAH  
RESOLUTION NO. 2024-R-06**

**A RESOLUTION ADOPTING THE MIDVALE FT UNION AND MIDVALE CENTER  
STATION AREA PLAN.**

**WHEREAS**, Section 10-9a-403.1 of the Utah Code requires each City with a fixed guideway transit station to adopt a Station Area Plan; and

**WHEREAS**, on December 13<sup>th</sup>, 2023, the Midvale City Planning Commission after holding a public hearing, recommended that the Midvale City Council adopt the Midvale Ft Union and Midvale Center Station Area Plan; and

**WHEREAS**, the Midvale City Council determines that it is in the best interest of Midvale City to adopt the Midvale Ft Union and Midvale Center Station Area Plan; and

**WHEREAS**, adoption of the Station Area Plan allows the City to forward said plan to the metropolitan planning organization (Wasatch Front Regional Council) and public transit district (UTA) for certification and demonstration of compliance with Section 10-9a-403.1 of the Utah Code.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of Midvale City, Utah to hereby approve the Midvale Ft Union and Midvale Center Station Area Plan as required by Utah Code 10-9a-403.1

**APPROVED AND ADOPTED** this 16th day of January, 2024.

\_\_\_\_\_  
Marcus Stevenson, Mayor

ATTEST:

\_\_\_\_\_  
Rori L. Andreason, MMC  
City Recorder

Voting by the Council:	“Aye”	“Nay”
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Dustin Gettel	_____	_____

# Midvale Center & Fort Union TRAX

## Station Areas Plan

November 2023



# ACKNOWLEDGMENTS

THE FOLLOWING CONTRIBUTED TO THE MIDVALE STATION AREAS PLAN:

## MIDVALE

### Steering Committee

- Wendelin Knobloch, Midvale Planning Director
- Adam Olsen, Midvale Community Development Director
- Nate Rockwood, Midvale Assistant City Manager
- Elizabeth Arnold, Midvale Senior Planner
- Jonathan Anderson, Midvale Planner II
- Cody Hill, Midvale RDA Manager
- Meggie Troili, RDA Project Manager
- Kate Andrus, RDA Program Manager
- Laura Magness, Midvale Communications Director
- Byron Head, WFRC Community Planner
- Nick Duerksen, UTA TOD Project Manager
- Kayla Kinkead, TOC Project Specialist II

## PLANNING & DESIGN CONSULTANT TEAM

### MHTN Architects

- Ryan Wallace, Planner and Architect
- Emily Seang, Community Planner
- Daniel Smith, Landscape Architect and Planner

### Horrocks Engineers

- Alexis Verson, Senior Transportation Planner
- Claire Woodman, Senior Project Manager
- Mehmaz Fereydouni, Transportation Planner
- Sarah Kaye, Public Involvement Specialist
- Courtney Bovee, Senior Public Involvement Specialist

### Leland Consulting Group

- Brian Vanneman, Economic Revitalization Specialist
- Ellen Bini, Economic Revitalization Analyst



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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

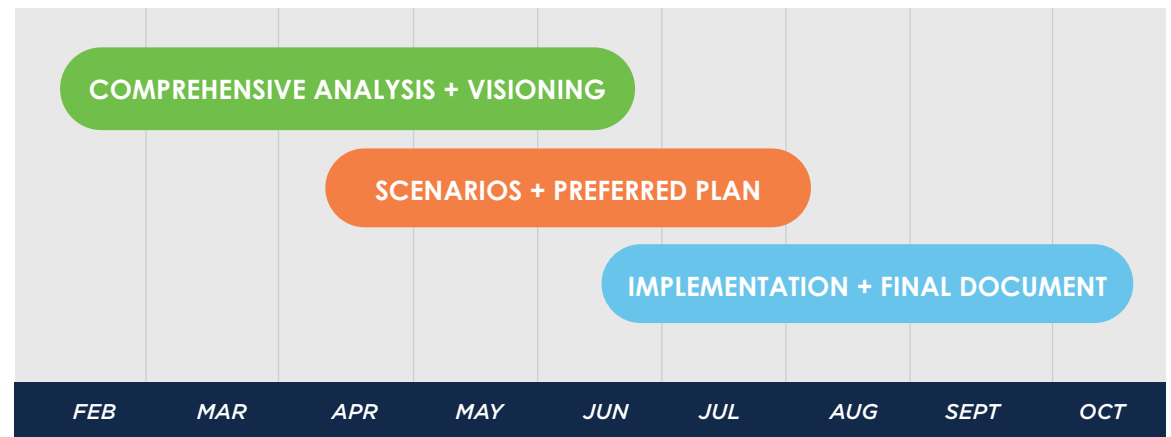
Several regional and local planning documents help inform the understanding of the project areas and what recommendations complement existing planning efforts. These plans were reviewed to better understand the transportation, land use, and market context of Midvale City. Some notable plans were the 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 survey
- 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 (10-9a-403.1) objectives, other guiding documents goals, and the feedback expressed from the community, stakeholders, Steering Committee, and City Council. Visions are further defined in the document for each Station Area to address specific needs and aspirations unique to the surrounding community, which then inform 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 connections, 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 Midvale Fort Union And Center TRAX Stations.

*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 projects, programs, 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

**FORT UNION STATION VISION**

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

**CENTER STATION VISION**

*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.*



### 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 and potentially Cottonwood Street with low rise row style development transitioning to single-family residential

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

USES

- Residential
- Mixed-Use
- Commercial
- Civic
- Green Space



Fort Union Station Proposed Plan Concept

## PREFERRED PLAN

### Midvale Center Station Recommendations

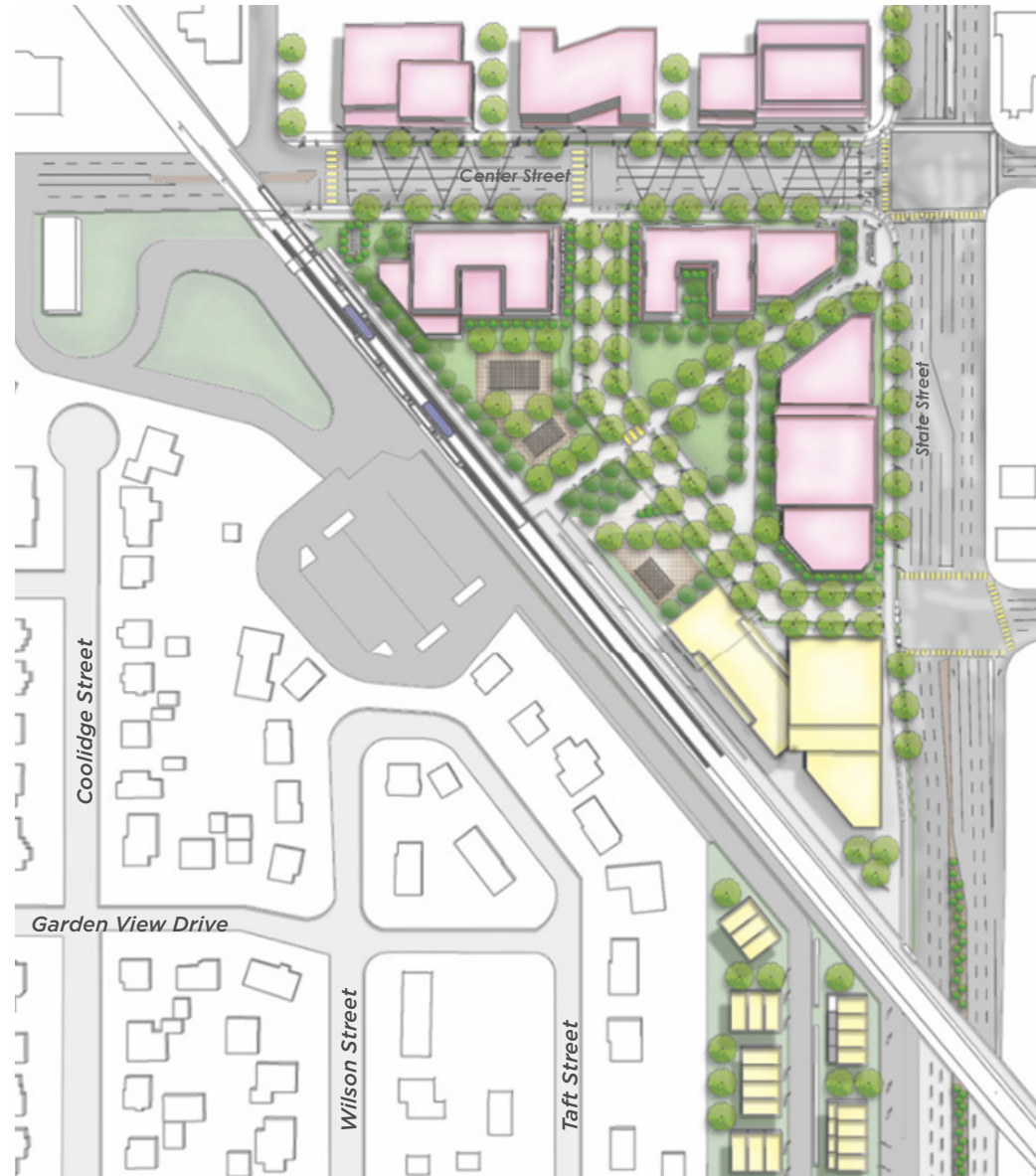
Mid-block access to TRAX station, enhanced crossings, and streetscape improvements

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





STOP  
HERE  
ON  
RED

# 01 | INTRODUCTION

The Midvale Station Areas 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 (10-9a-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 sites 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 glossary, recommended transportation demand management strategies and funding sources, and a summary of the public online survey.



Figure 1.1 Station Areas Plan Project Boundary

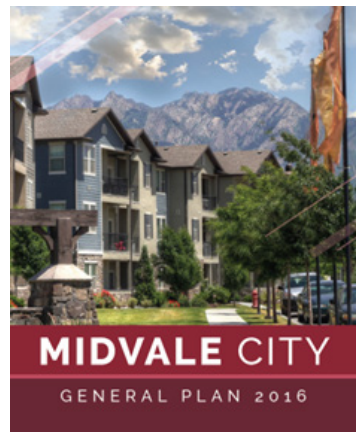
## PREVIOUS PLANS AND STUDIES

Previous documents and plans were reviewed to better understand the transportation, land use, and market context of Midvale City, the stations areas, 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) highways and trains 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.

In addition to challenges and barriers, this plan covered important transportation recommendations close to the Midvale Fort Union and Midvale Center Stations.



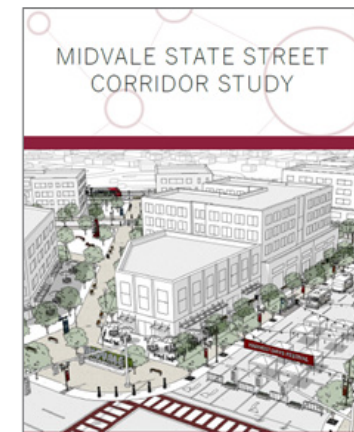
Some of the recommendations included the following:

- A trail along the mainline TRAX corridor
- Additional trails along the branch TRAX corridors, the Jordan River, and Salt Lake City Canal
- Enhancement of the pedestrian accessibility to Midvale's two TRAX 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; add 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 and urban design 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:

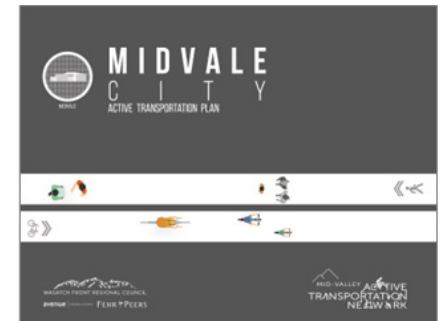
- Solidify walking and biking transportation connections to the nearby TRAX stations and Jordan River Parkway.
- Because connectivity issues are largely due to the surrounding infrastructure that encloses the neighborhood, provide options for better connections both internally and externally to address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



*2021 Midvale Active Transportation Plan*

This plan was developed 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: Pioneer Avenue to Winchester Street - rail with trail
- Project # 18 - Center Street: Western boundary to Sandra 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, neighborhoods, schools, commercial centers, and transit. Transportation recommendations that touch the station areas are:

- Multiuse/side path along Center Street, west of State Street
- A neighborhood byway on 7720 South, east 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, catchment areas, 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 pedestrians, bicycles, transit, and automobiles, including:

- **Pedestrian design elements:** narrow streets, sidewalks, safe crossings, pedestrian scale lighting, street furniture, wayfinding, etc.
- **Bicycle design elements:** bike facility types and bike parking
- **Automobiles design elements:** kiss-and-ride and park-and-ride 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 air, ample parks and recreation, and a sustainable environment. Recommendations relevant to the station areas are:

- Support the development of “missing middle” housing and housing choices for people at all stages of life
- Focus on strategic locations for mixed-income multi-unit developments
- Revise requirements for open space and setbacks to encourage more efficient land use for new developments
- Adopting by-right development in specific location especially near transit
- 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, Midvale City Council members, Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA).

### *Stakeholder and Community Workshops*

Two in-person workshops were held in April and informed the Steering Committee about areas of concern and opportunity. Activities 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, or least salient, and provide the most impact for the community.

### *Online Survey and Outreach*

The online survey garnered fifty-nine responses with many respondents who lived near the Station Areas, particularly Center Station. Advertising went out through Midvale City's website, social media pages, fliers 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*

The open house showcased developed concepts and preferred plans. 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, as 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 underutilized 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), placemaking elements (i.e. public art, plazas, murals, 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 462 , 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.

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

## GUIDING PRINCIPLES

## GOALS

	<p><b>CONNECTED AND SAFE</b></p>	<ul style="list-style-type: none"> <li>• Support multiple transportation choices</li> <li>• Improve first- and last- miles connections to transit</li> <li>• Integrate with stations and transit utilization</li> <li>• Improve ridership sense of safety and provide a positive user experience through improvements to visibility and lighting</li> </ul>
	<p><b>ACCESS TO OPPORTUNITIES</b></p>	<ul style="list-style-type: none"> <li>• Build connected communities with improved connections to housing, destinations, and other services</li> <li>• Link where people live, work, learn, and play through comprehensive signage and wayfinding</li> <li>• Provide opportunities for recreation and open space</li> </ul>
	<p><b>VARIED &amp; VIABLE DEVELOPMENT</b></p>	<ul style="list-style-type: none"> <li>• Encourage a mix of complementary uses</li> <li>• Create a regulatory environment that supports site-appropriate design and density</li> <li>• Celebrate unique attributes and character within the existing community</li> </ul>
	<p><b>QUALITY HOUSING OPTIONS</b></p>	<ul style="list-style-type: none"> <li>• Support affordable housing initiatives</li> <li>• Work together with goals for the Moderate Income Housing Plan</li> <li>• Create a variety of housing options to rent and buy</li> </ul>
	<p><b>COLLABORATIVE &amp; SUSTAINABLE DESIGN</b></p>	<ul style="list-style-type: none"> <li>• Maximize resources and space</li> <li>• Plan for infrastructure that support optimal investment</li> <li>• Improve safety and health of Midvale residents</li> <li>• Engage with diverse stakeholders and residents</li> <li>• Enhance environmental conditions within and around the station areas</li> </ul>



# 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 (10-9a-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 *Chapter 03 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 radii 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.



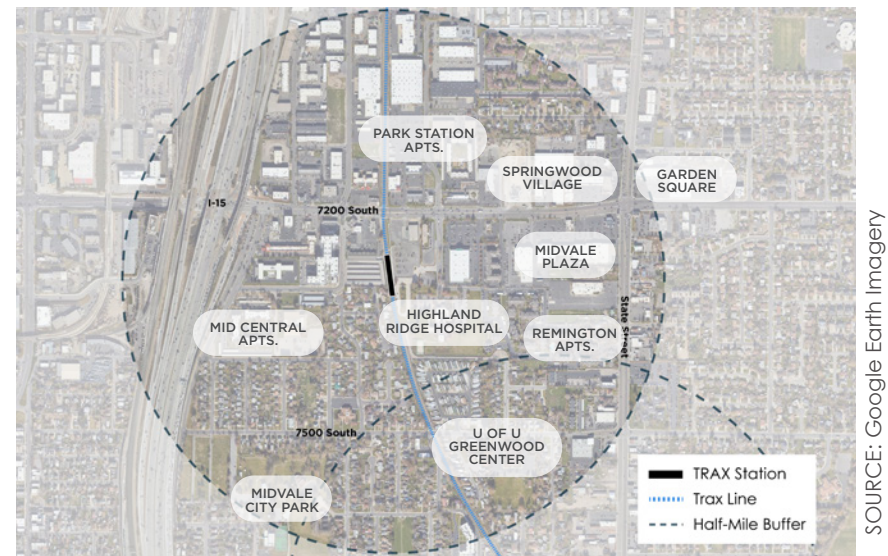
Figure 2.1 Center Station Pedestrian East Entrance

## 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 freeway the high traffic and seven-lane width present a significant barrier for pedestrians and cyclists crossing this street. Other key east to west connections includes 7500 South which overlaps with the half 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. This 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 TRAX line. The most important north to south connection in this area west of the TRAX line is Cottonwood Street. This urban area 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 Interstate 15. The scale and atmosphere of these spaces accommodate vehicles but are inhospitable to pedestrians and do not encourage multiple modes of transportation.



SOURCE: Google Earth Imagery

Figure 2.2 Fort Union Station Study Area



SOURCE: Google Earth Imagery

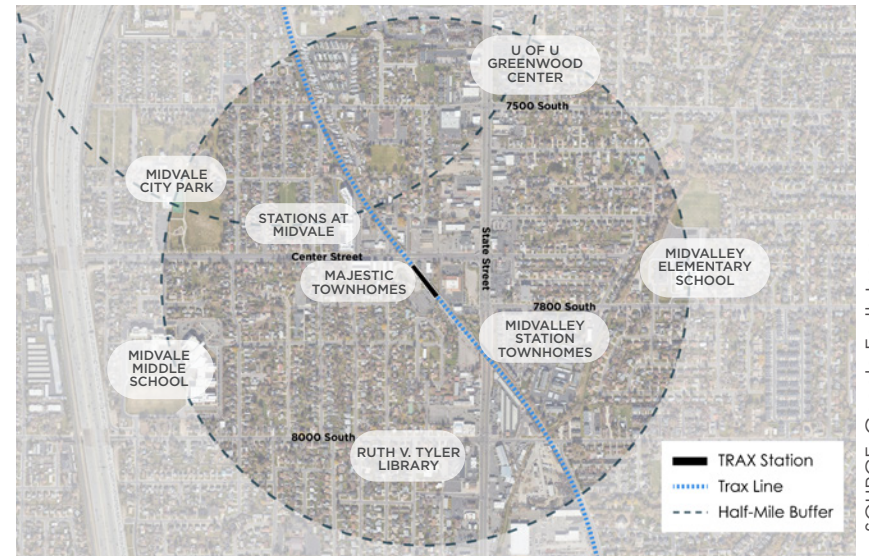
Figure 2.3 Fort Union Station 3D View

## SITE CONTEXT

### Center Station

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 under I-15 connecting major points in Midvale such as State and Main Streets. Other strong west to east connections include 7500 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 downtown. The surrounding businesses and neighborhoods help define a key difference between stations. The decreased presence of larger hardscaped parcels such as those seen at Fort Union Station, and the increased number of landscaped single family homes give this station a distinct feel.



SOURCE: Google Earth Imagery

Figure 2.4 Center Station Study Area



SOURCE: Google Earth Imagery

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 corridors. 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 are also available.

Based upon the findings discovered in analysis of the project area, and information gathered from interactions with the project Steering Committee, City Council, and community engagement events, a series of guiding principles provide direction for future development. These will serve for both station areas, while each will have its own unique vision statement to recognize its 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 plan.

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

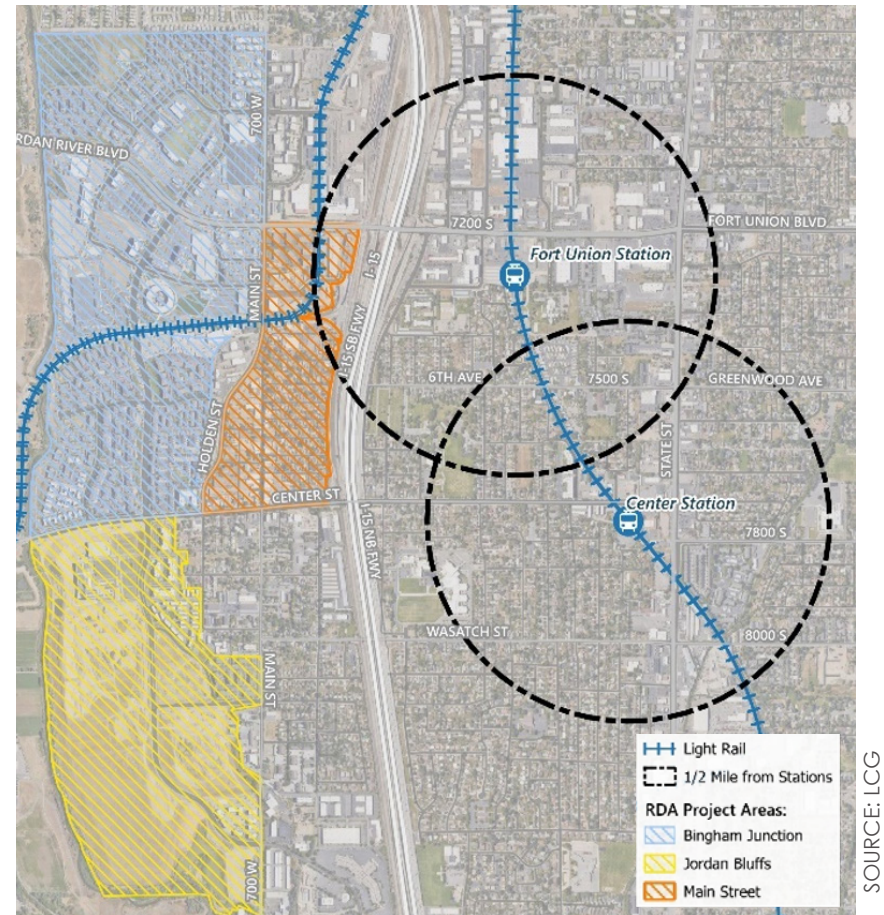


Figure 2.6 Station Area Context in Relation to RDA Project Areas

## STATE & REGIONAL GUIDANCE

Station Area Plans (SAPs) 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.



SOURCE: Google Earth Imagery

Figure 2.7 Majestic 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. Recommended to be located away from streets and concealed by other building masses, with ratios not to exceed 1 parking space per residential unit, and/or 3 parking spaces per 1000' square feet of office.
- Building Orientation. Cohesive, human-scale arrangement of streets, buildings, plazas, promenades.
- Context. Consider the environmental and social context of the area; incorporate community engagement events involving stakeholders that the City considers appropriate.

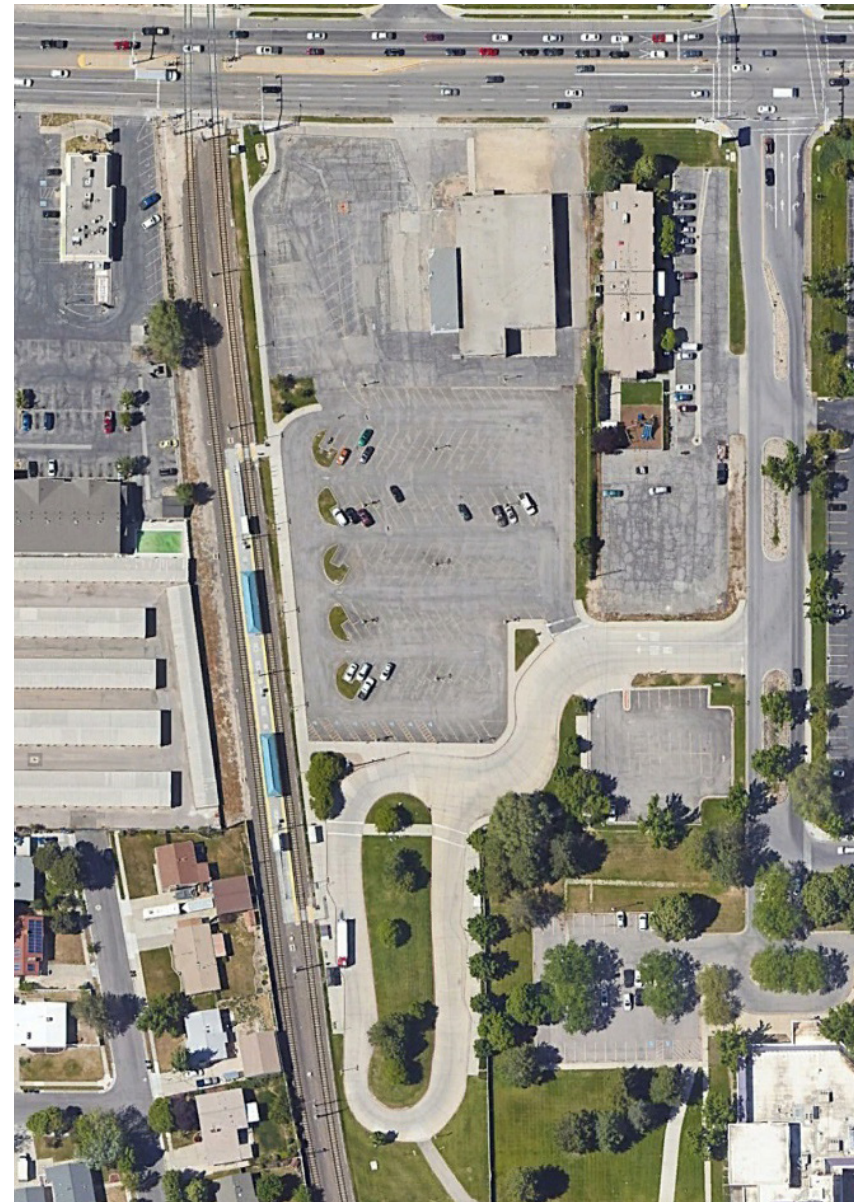
Lastly, in its 2022 Moderate-Income Housing Plan Update, the City identified Housing and Transit Reinvestment Zones (HTRZ) as one of its strategies for producing moderate-income housing. HTRZ is a new development tool to help facilitate housing development near transit stations, using incremental property and sales tax revenues. At least 51% of the HTRZ area must be zoned to allow 50+ 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 the 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 comparing these with what zoning and the regulatory framework permits to understand current and future potential.

Urban form begins at the block level, identifying block sizes, street grid connectivity, land utilization, building scale and other factors. This identifies the relationship between building masses and empty spaces and the perception of scale as a pedestrian at the street-level. An additional layer is examined 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.



SOURCE: Google Earth Imagery

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. North of 7200 South, these 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), including duplex overlay areas. This 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.

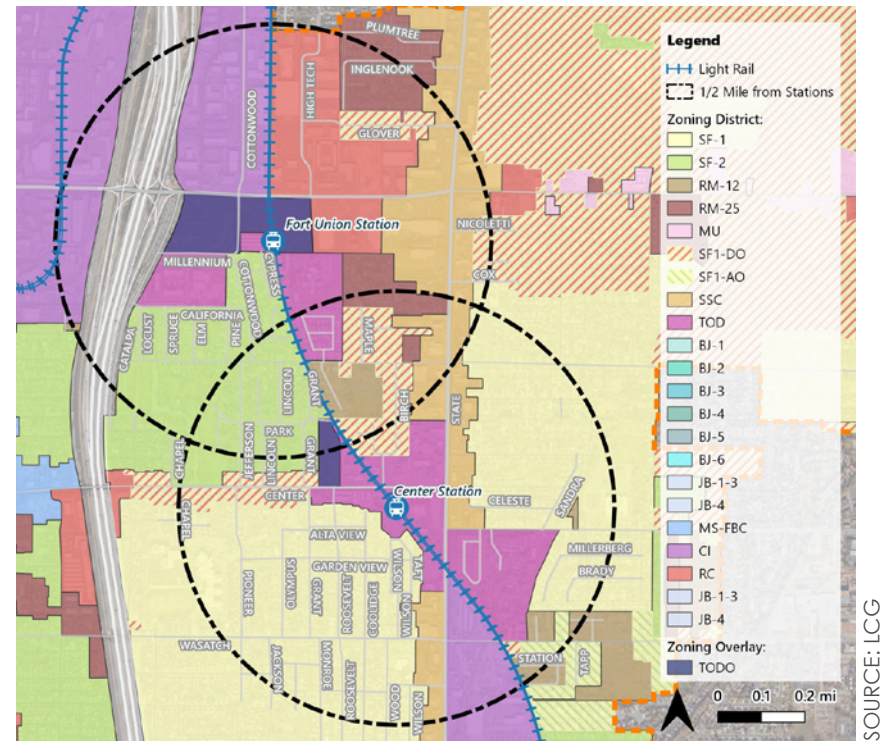


Figure 2.9 Midvale Zoning Map

## 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 contains parcel sizes over five acres. One-third of the station area is comprised of parcels between one to five acre, 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, frontage, 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 60% 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 (13%) exist along State and Center Streets where future redevelopment may be feasible due to market and regulatory conditions.

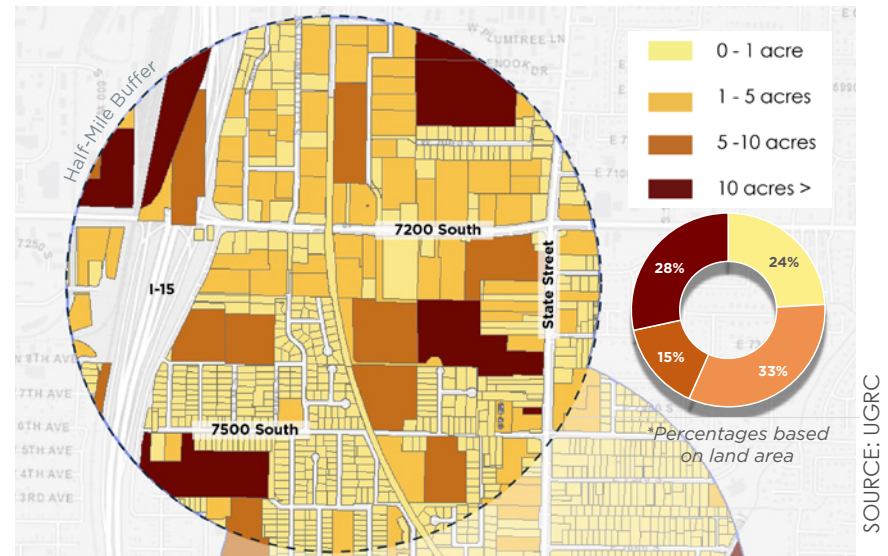


Figure 2.10 Fort Union Station Area Parcel Sizes

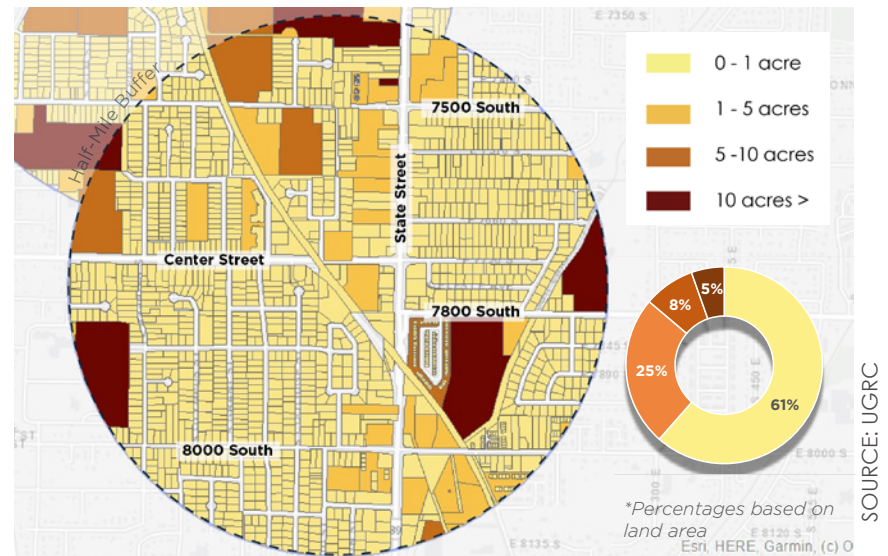


Figure 2.11 Center Station Area Parcel Sizes



## BLOCK LENGTHS AND CONNECTIVITY

Smaller block sizes and frequent areas to cross can make the walking experience easier 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

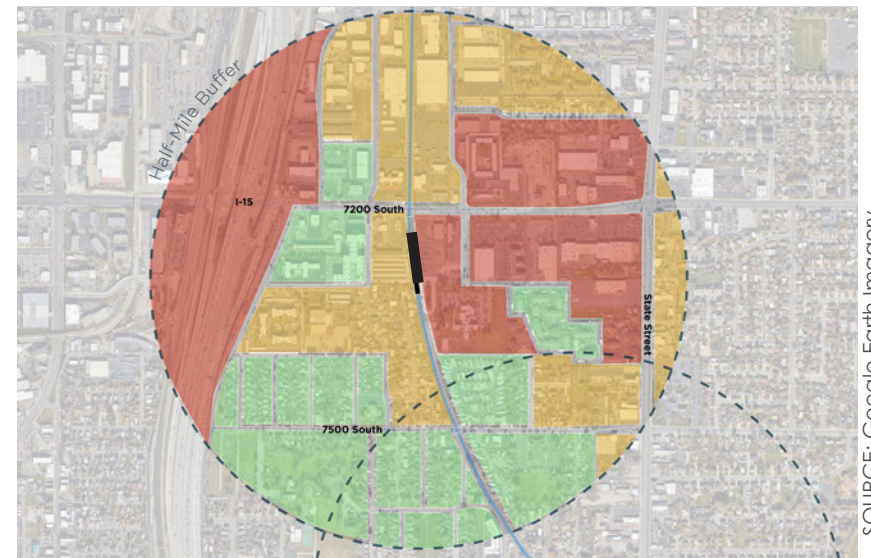
The Fort Union Station Area has mostly moderate to large blocks mainly due to its location between Interstate 15 and lengthy strip malls lining 7200 South east of the TRAX station. There are also clean industrial uses that prevent a more connected street grid.

### 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 - 1000 ft
- 1000 ft or more



SOURCE: Google Earth Imagery

Figure 2.12 Fort Union Station Area Blocks



SOURCE: Google Earth Imagery

Figure 2.13 Center Station Area Blocks

## PHOTO INVENTORY

Much of the pedestrian experience can be influenced by physical characteristics along the street, like building setbacks, sidewalks 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 areas. Examples are shown on the following pages.

### *Building Setbacks*

Building setbacks greater than 20 feet can lack a sense of enclosure. Paired with driveways and vast parking lots in front of buildings, these scenarios reduce the human-scale and make interactions with storefronts 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, visual interest, and overall comfort of the streetscape. Tree canopies that shade over the sidewalks are sparse but more apparent near, residential areas, Midvale 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 Midvale 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*  
Sidewalks conditions, widths, gaps, and other impediments on walking paths can make it especially difficult to access the transit stations and other destinations in Midvale. Vacant lots and underutilized structures break up the visual continuity along the street, look unappealing, and can sometimes be barriers to more convenient pathways.

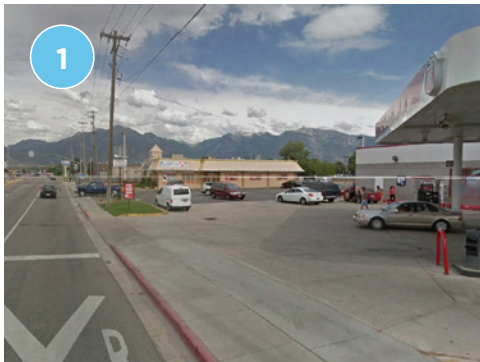
There are some areas of interest that help create a sense of arrival into Midvale City or share aspects of the City's history. Historical landmarks like Traders Rest, also known as Traveler's Rest, near 7200 South and art installations under the TRAX bridge on State Street are some examples. There is one Midvale 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 Majestic Townhomes near Center Station

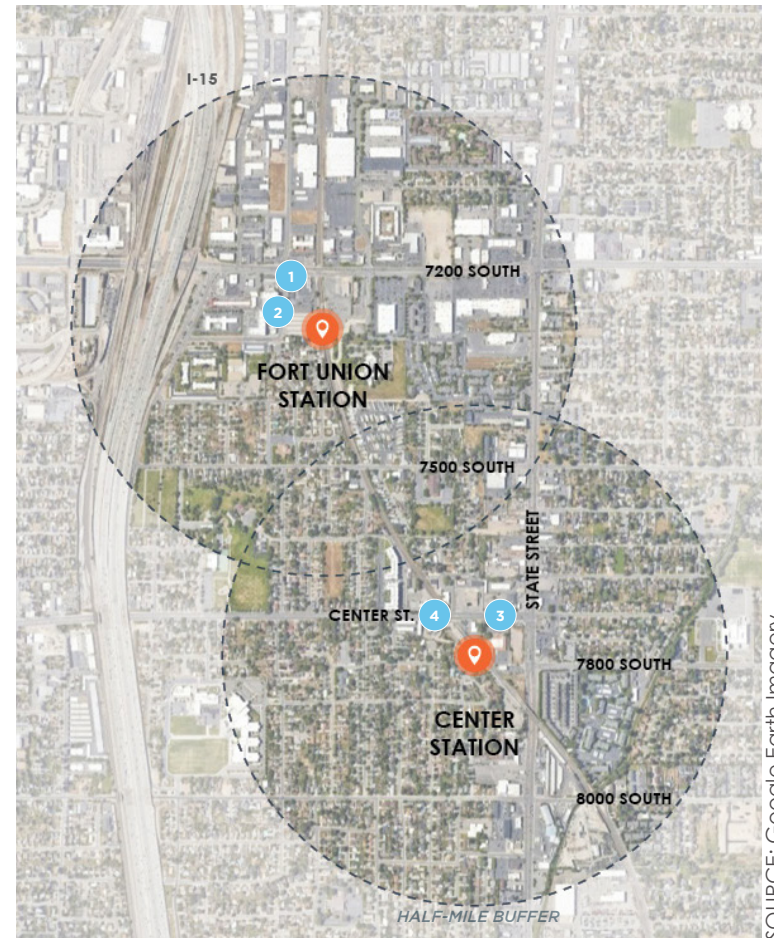


Figure 2.14 Existing Infrastructure around Fort Union and Center Station

SOURCE: Google Earth Imagery

Fort Union Station Area

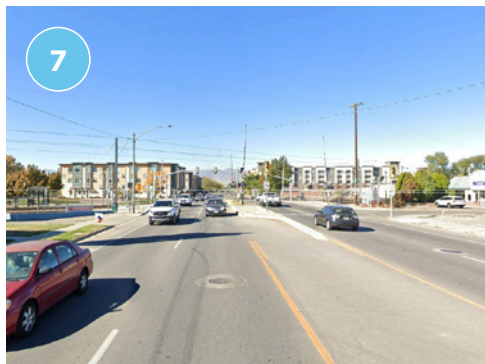


Tree Coverage along 7200 South (westbound view)



Infrastructure gaps approaching towards the station

Center Station Area



Sparse Tree Coverage along Center Street (westbound view)



Vacant Lot on Center Street and State Street

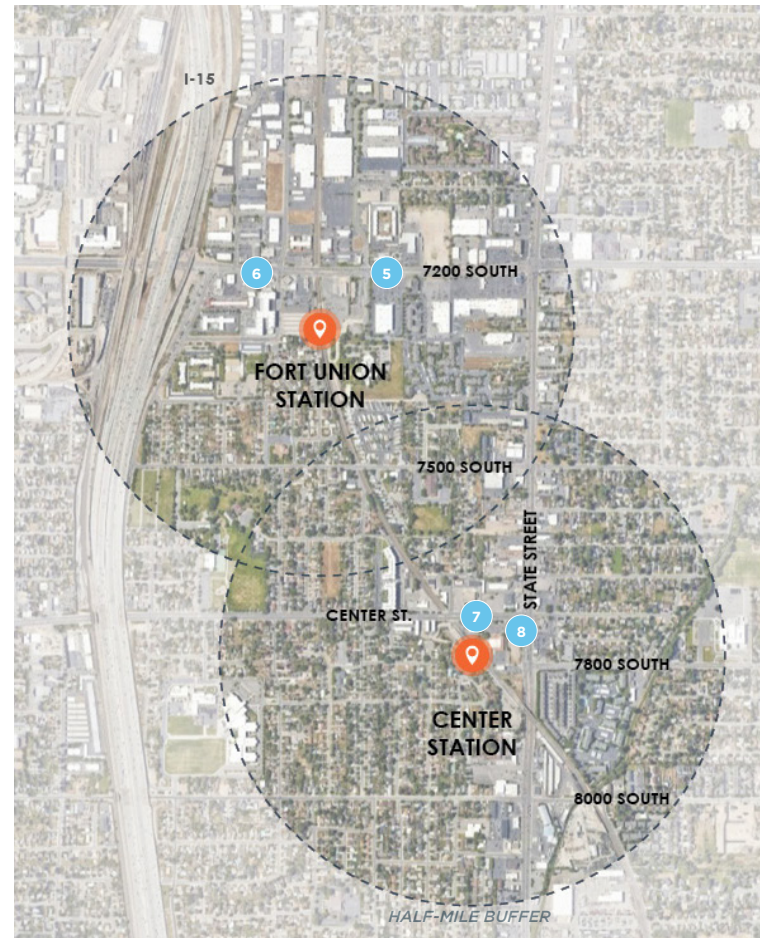


Figure 2.15 Tree Coverage and Gaps around Fort Union and Center Station



Fort Union Station Area



Midvale City Gateway Sign (near Interstate 15 entry)



Waiting area with some bike parking

Center Station Area



Art installment under TRAX bridge along State Street



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

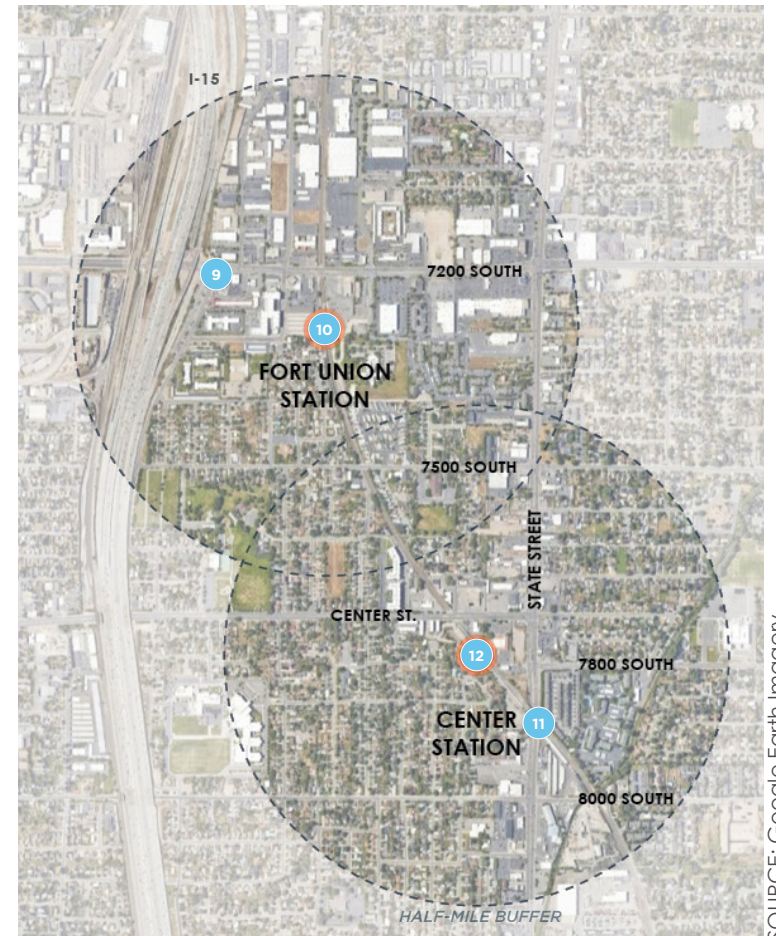


Figure 2.16 Waiting Areas and Gateways around Fort Union and Center Station

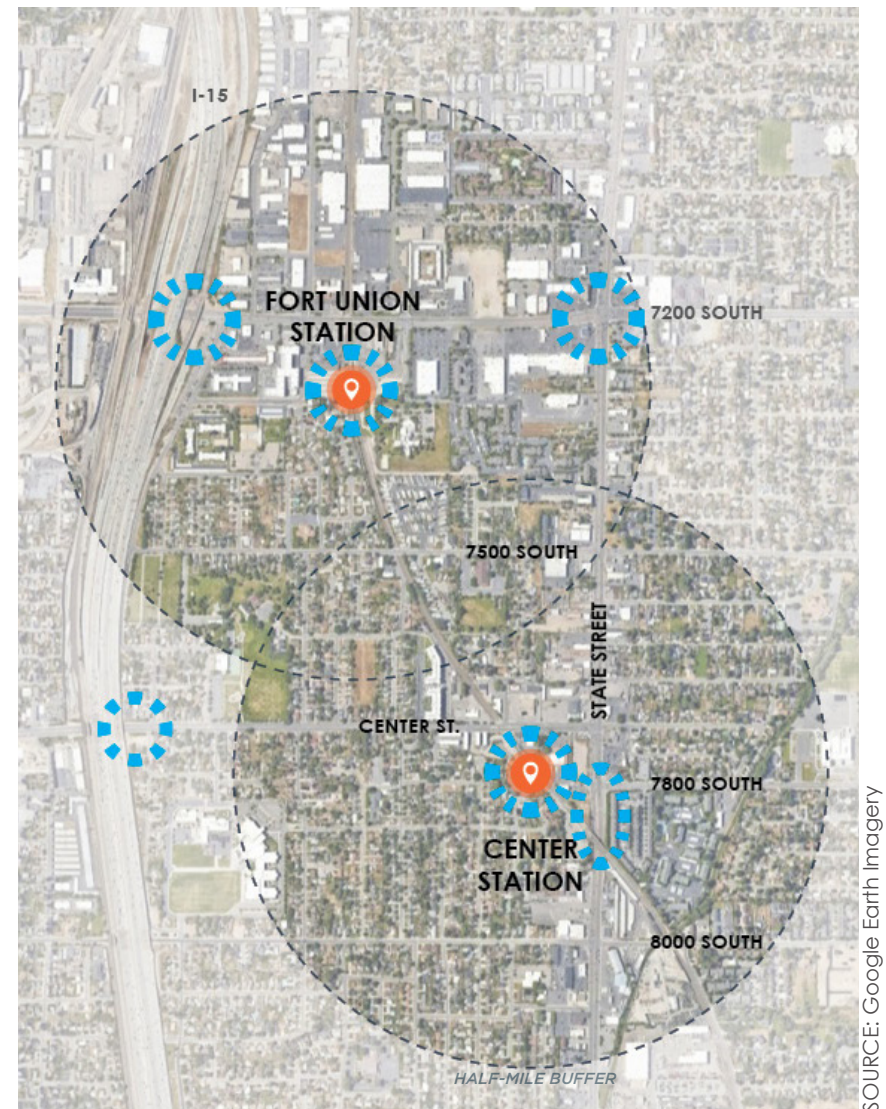
SOURCE: Google Earth Imagery

## GATEWAYS

Gateways can be areas that establish a sense of arrival. These 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 visibility.

Gateway enhancements work best when they are visible by any mode of transportation, especially as pedestrians. Examples of existing placemaking elements within the station areas 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**



SOURCE: Google Earth Imagery

Figure 2.17 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 area 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.

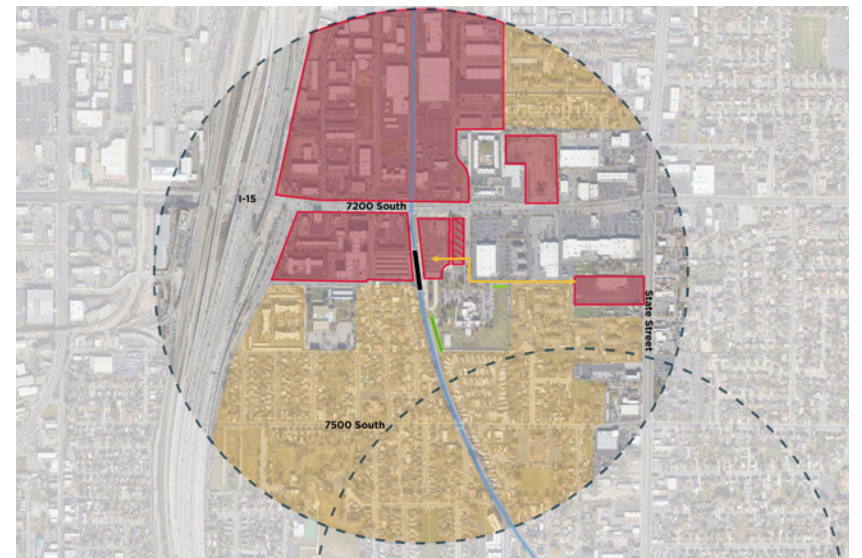
### Fort Union Station:

Key areas are along 7200 South and there is already one parcel that is underway for the Lotus Apartments, shown in the hatched 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

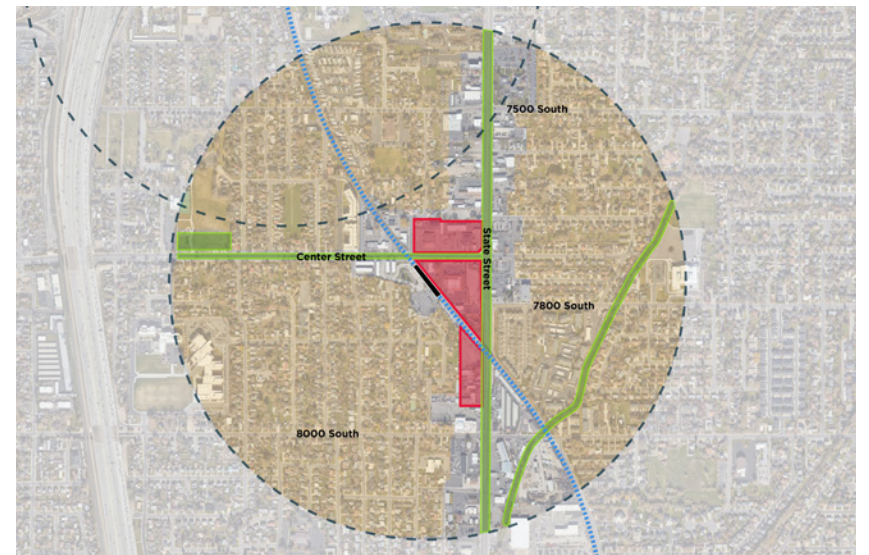
The Center Station Area is predominantly surrounded by single-family residential, which are likely to be areas for anticipated stability. Underutilized sites clustered near the station are likely candidates. Center Street is a prominent corridor to connect the station area to destinations like Midvale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

-  Trax Station
-  Trax Line
-  Half Mile Radius
-  Potential Redevelopment Area
-  Potential Placemaking Improvements
-  Potential Pedestrian Route Improvement
-  Areas of Anticipated Stability



SOURCE: Google Earth Imagery

Figure 2.18 Fort Union Station Area



SOURCE: Google Earth Imagery

Figure 2.19 Center Station Area

## B. TRANSPORTATION AND DEMOGRAPHIC ANALYSIS

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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) TRAX Midvale Fort Union and Midvale Center stations (see Figure 2.20). More information on transportation and demographic analysis can be found in Appendix.

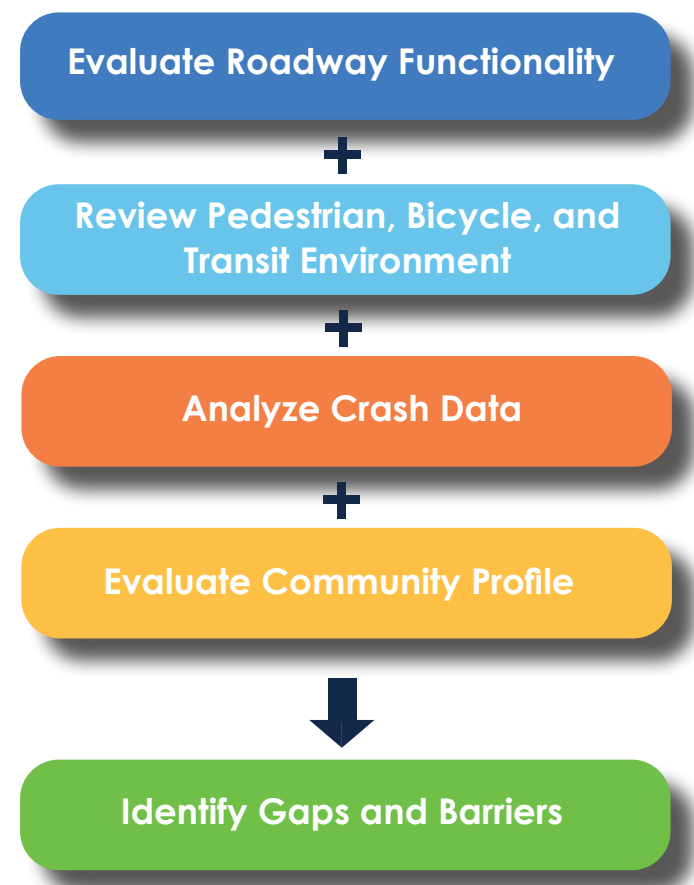


Figure 2.20 Evaluation Process

## 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's existing and planned conditions, including pedestrian and bicycle facilities and catchment area.

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

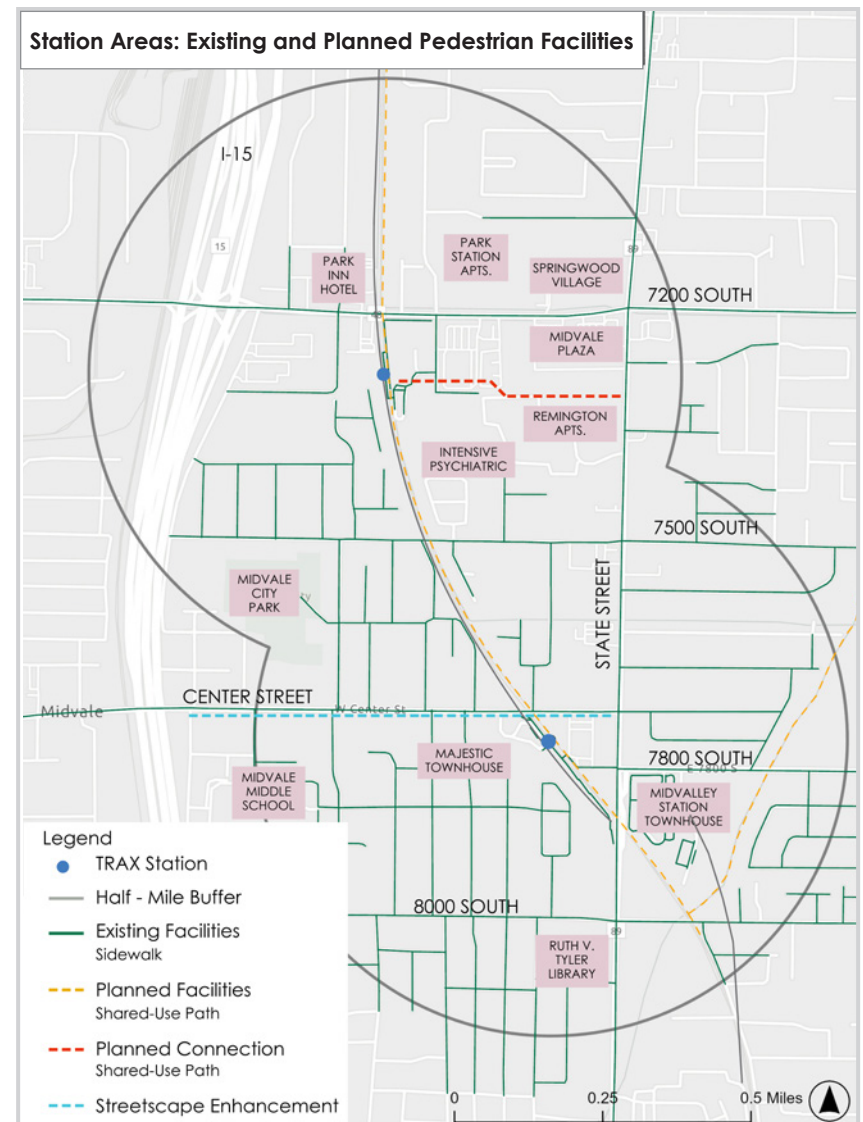


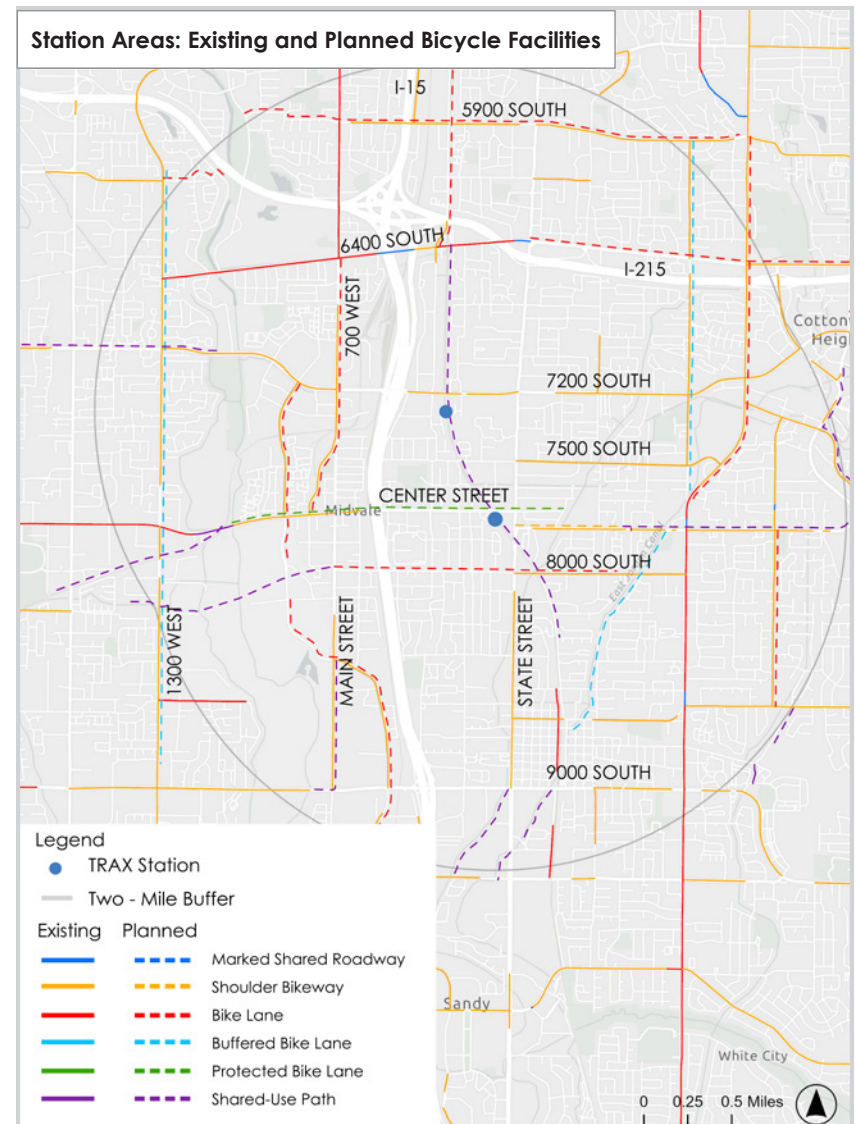
Figure 2.21 Existing and Planned Pedestrian Facilities

SOURCE: UGRC Road Centerlines Dataset and WFRC Draft 2023 RTP Workshops Map

The Midvale 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 2.22 shows existing and planned bicycle facilities within a one- and two-mile buffer of the stations. 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 Midvale City. There is a lack of bicycle facilities directly surrounding the transit stations and connecting neighborhoods. The Jordan River Parkway Trail traverses the western border of the stations, provides north-south multimodal connections and it is a strong recreational asset in this area.

Shared-use paths are planned along TRAX 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.



SOURCE: UGRC Road Centerlines Dataset and WFRD Draft 2023 RTP Workshops Map

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 walkable and bikeable distance. In this study, the walkable and bikeable distance is selected based on industry standards and best practices. As National Association of City Transportation Officials (NACTO) research on transit users found, most people will not walk more than a half-mile to access transit. So, a half-mile buffer was selected for pedestrian catchment area analysis. Also, The Initiative for Bicycle and Pedestrian Innovation (IBPI) study on creating walkable and bikeable communities finds that most utilitarian bicycle trips in the US are less than a three-mile. Therefore, a three-mile buffer was selected for the bicyclist catchment area analysis.

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 size of a catchment area increases, more land uses may be considered accessible within the station area. A catchment area analysis helps identify gaps in the network, prioritize infrastructure investments, and identify significant landscape or built environment changes that will increase access to the station areas.

Figure 2.23 shows the pedestrian catchment area within a half-mile buffer from the TRAX Stations using the existing sidewalk network. The catchment area for both TRAX Stations is limited and only covers some areas within a half-mile buffer from the Stations.

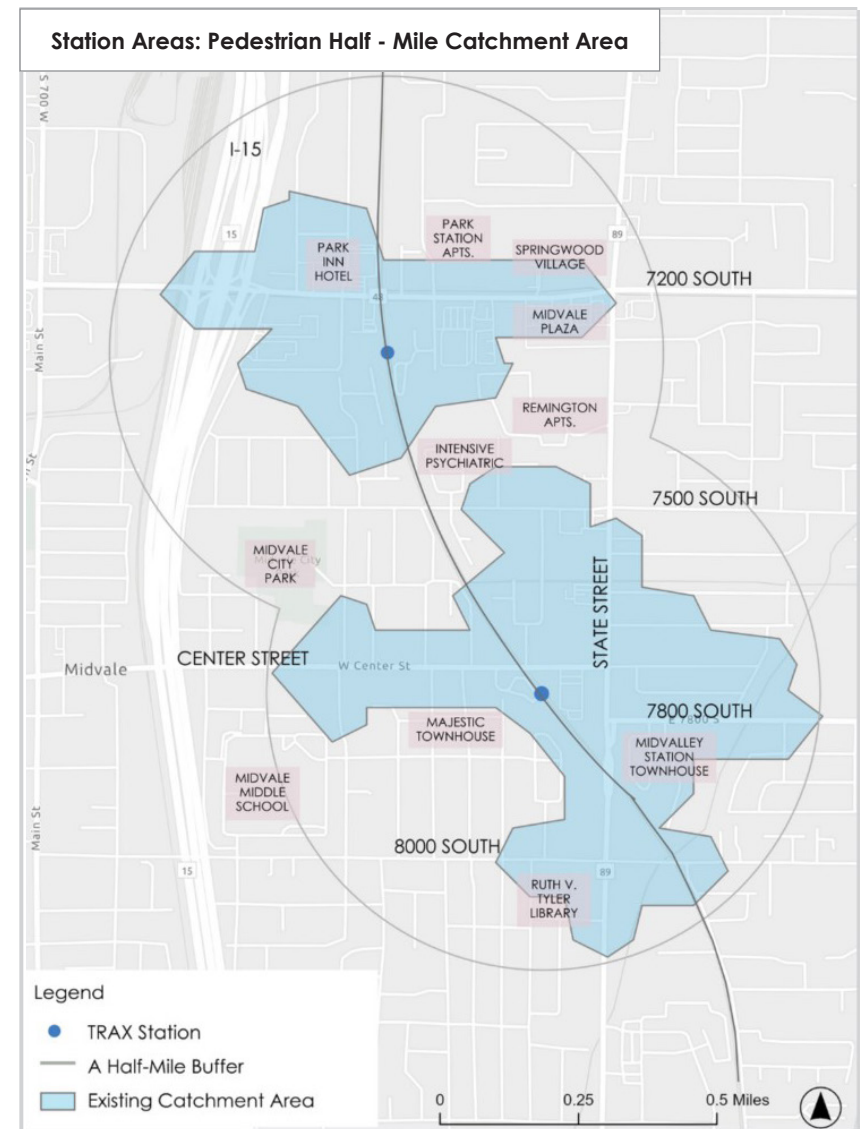


Figure 2.23 Pedestrian Half-Mile Catchment Area

For example, Midvale City Park and many local places are located within a half-mile of the Midvale Fort Union Station, but they are not in the catchment area because of existing built environment, buildings, and indirect routes. Consequently, a pedestrian trip from Midvale Fort Union Station to Midvale City Park will extend beyond a walkable distance (a half-mile) due to the disconnected network, despite the fact that both locations fall within a half-mile buffer zone. The gap west of the Midvale Center Station is significant because of the discontinuous pedestrian network. Midvale Middle School is within a half-mile of the station, but it is outside the catchment area due to existing land use and disjointed facilities.

Figure 2.24 shows the bicyclist catchment area within a 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. So, 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 gaps still exist in the existing catchment areas.

Based on analysis results, the area east of I-15 has better access to the Stations compared to the area west of I-15, presenting I-15 as a potential barrier. The darker color in Figure 2.24 shows where the catchment area of both Stations overlaps, indicating that the area is accessible from both Midvale Fort Union and Midvale Center Stations.

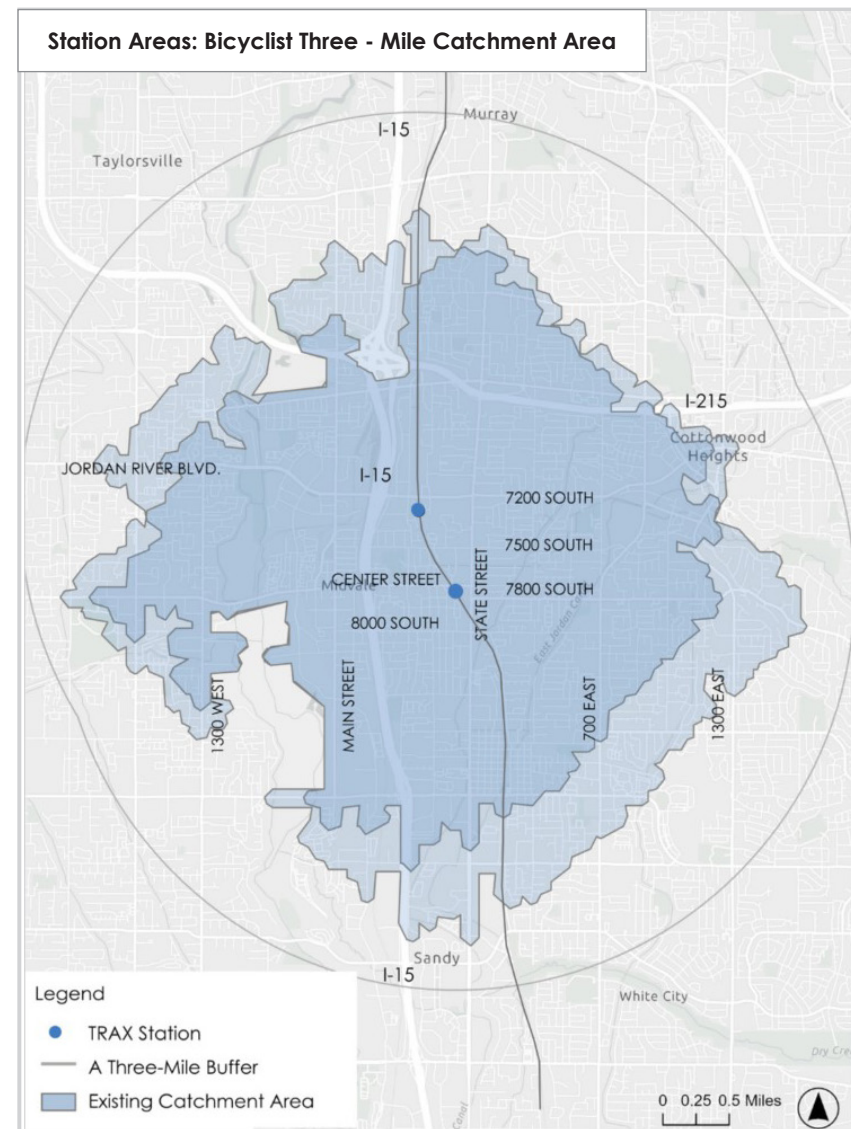


Figure 2.24 Bicyclist Three-Mile Catchment Area

## 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 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. The Midvale Fort Union Station lot was utilized 31% on average, and the Midvale Center Station lot usage was even less, 20% on average. Almost 70% to 80% of stalls were unused.

Also, Google Earth's historical and aerial imagery shows the maximum utilization for the Midvale Fort Union Station lot A (the lot located close to the station) in peak time was 35%; as a result, the park-and-ride lot has approximately 65% of its stalls that could be repurposed. For the Midvale Center Station, maximum utilization in peak time on lots A and B was 60% and 1%, respectively. Therefore, 40% of the existing stalls in lot A and 100% of lot B can be repurposed.

Lot	Total Stalls	Average Utilization	Recommended Stalls	New Capacity
Murray Central	245	42%	245	53%
Fashion Place	316	85%	316	91%
Midvale Fort Union	274	31%	274	39%
Midvale Center	323	20%	323	24%
Historic Sandy	265	67%	265	77%
Sandy Civic Center	1192	18%	270	55%

SOURCE: 2014 UTA Park-and-Ride Lot Master Plan

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 10,076 persons (34%) are of a minority population; 6,239 households (39%) 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 population are located.



SOURCE: ACS 2016-2020

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 takeaways 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 still has not recovered since COVID-19
- Park-and-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 walkshed/ bikeshed 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 I-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 barricaded by high-volume roadways with fast-moving traffic, like State Street and 7200 South. Piecemeal and ad-hoc 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, visibility, safety, and convenience for bicyclists should be improved within the bikeshed. Currently, the biggest challenges for bicyclists are the physical barriers that transect the network at several locations. These barriers, such as I-15 and State Street, do not provide usable corridors and are difficult to cross conveniently and safely.

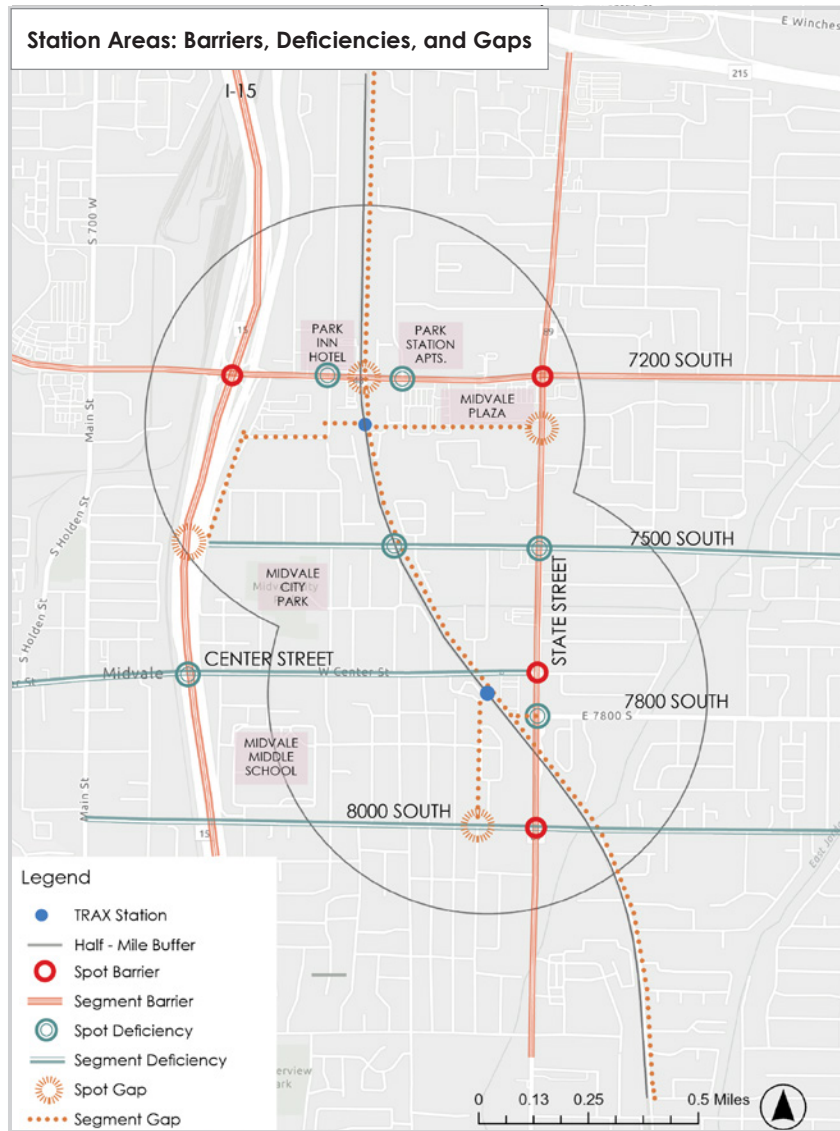


Figure 2.26 Barriers, Deficiencies, and Gaps within a Half-Mile of the Stations

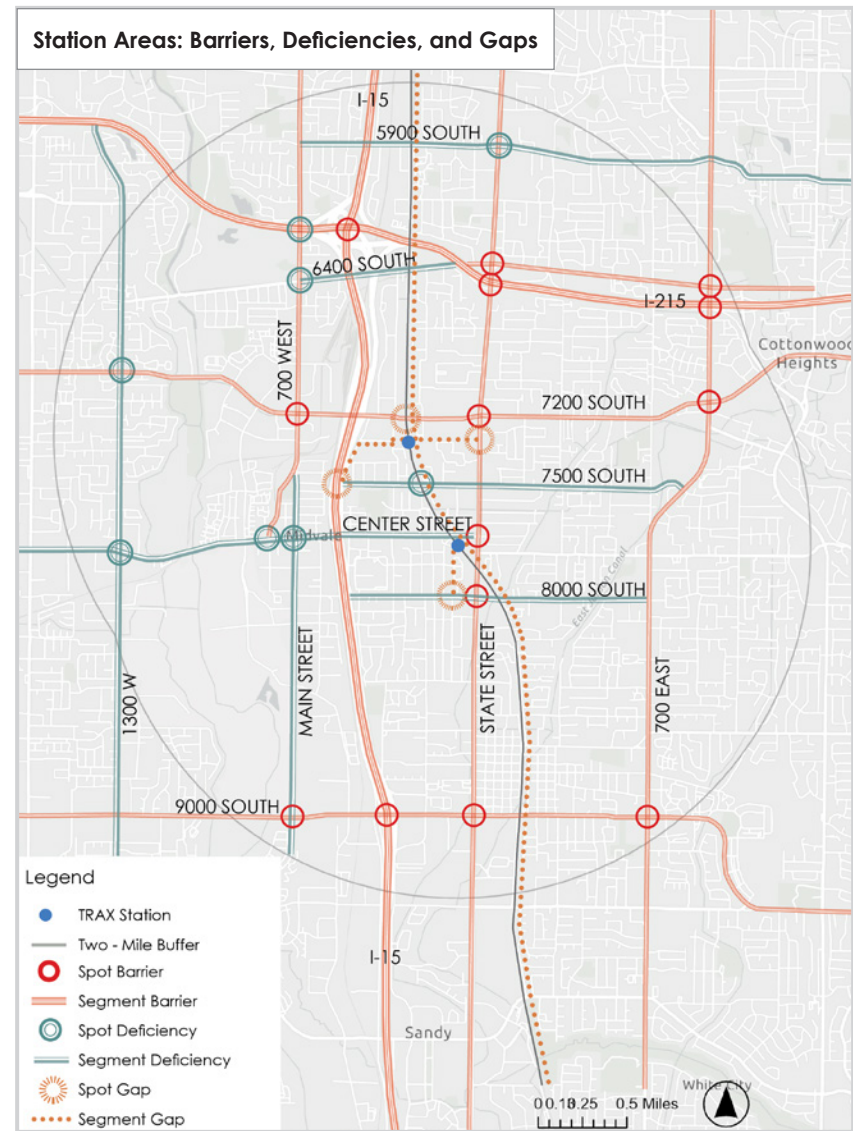


Figure 2.27 Barriers, Deficiencies, and Gaps within Two miles of the Stations



## C. HOUSING NEEDS AND MARKET ASSESSMENT

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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.

### 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).

	<b>Fort Union 1/2 Mile</b>	<b>Center Station 1/2 Mile</b>	<b>Midvale City</b>	<b>WFRC Region</b>
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 US Census and many other public and private data sources.

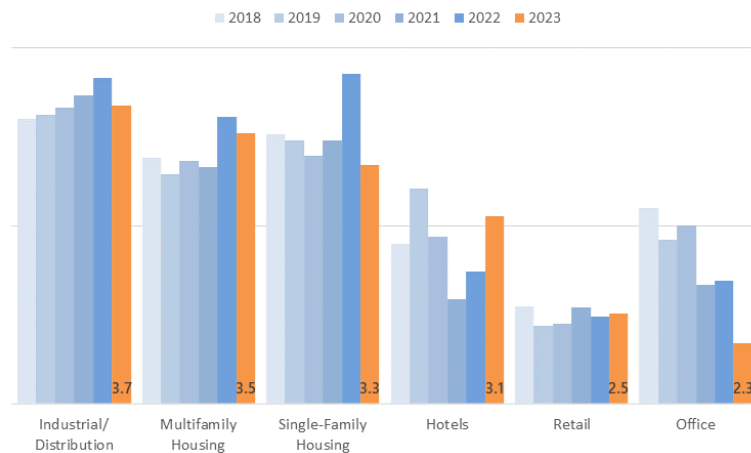
Figure 2.28 Demographics of Station Areas, Midvale, and WFRC Region



## 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.



SOURCE: ULI Emerging Trends, 2023.

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.

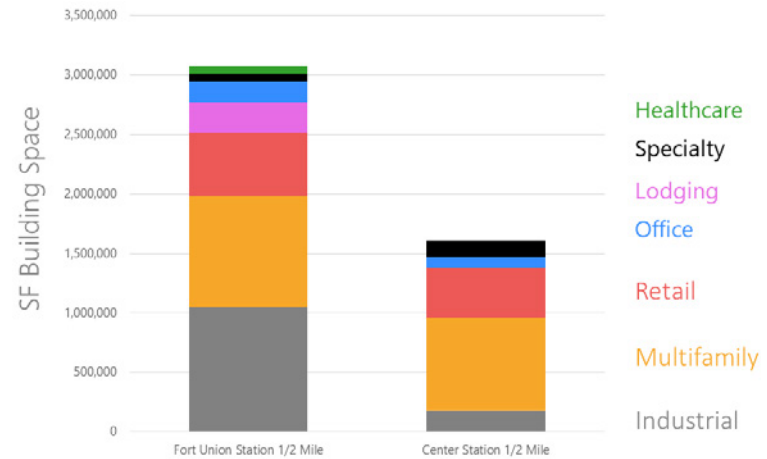
### Development Context

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 A rea is more industrial compared to Center Station, but the study areas otherwise have similar proportions of property types being considered for offices.

*Development Context*

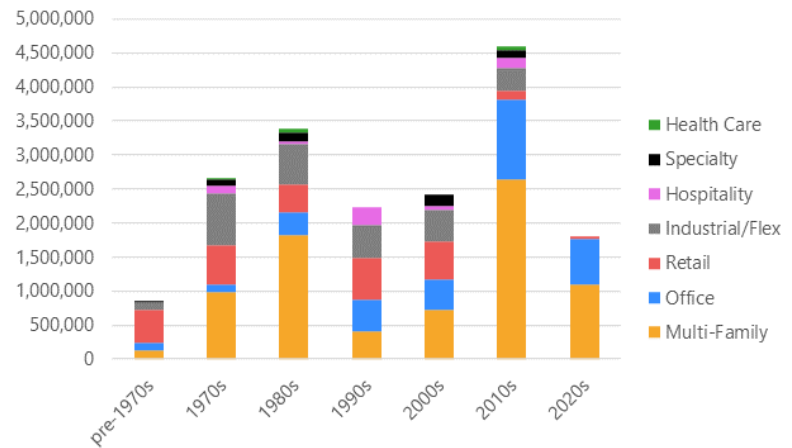
Multi-family and office properties have dominated construction in Midvale for the past decade. Given national real estate trends and the region's population growth, multi-family construction is likely to remain a significant focus in Midvale—while the future of office development is less clear. According 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 rent growth, at 2.9% “significantly trails the average annual growth of 5.4% over the last decade” and the larger Salt Lake Market’s 3.1% annual rent growth.

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 submarket (which includes the Midvale area, extending west to Redwood Road, but excluding the Jordan Bluffs portion of the City southwest of Center Street and I-15). During the past decade, nearly 100,000 square feet of retail has been built in Bingham Junction, with very little retail development elsewhere in Midvale. The SAPs 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 goals 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.



SOURCE: CoStar

Figure 2.30 Development Type by Building Area



SOURCE: CoStar

Figure 2.31 Square Feet of Development by Decade Built, Midvale



## 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 ULI 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 nature that predominates its housing market. Yet despite the relative affordability of Midvale's market, the plan also notes a need to support cost-burdened households, which accounted for 46% 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. 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 attainable with dual incomes at or near the City's median income of \$67,373. Home ownership as well as most market-rate 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.

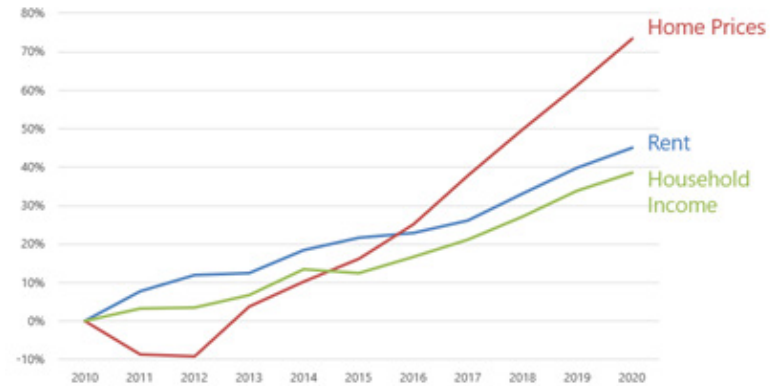


Figure 2.32 Housing Cost Growth v. Incomes in Midvale, 2010 - 2020



Figure 2.33 Definitions, 2019 Housing Plan

SOURCE: 2020 ACS 5-Year Estimates; Zillow

SOURCE Midvale 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 seven 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. Property owners and developers can request zone changes, for example, to zones that allow higher densities and a greater mix of uses, such as TODO. This provides for flexibility in the station areas. However, property owners and developers cannot be certain that their zone change requests will be successful, and zone changes can be demanding in terms of time and resources. Therefore, current zoning is likely to constrain what can take place on some though not all properties. While height maximums vary, the limiting factors in terms of development density for some zones 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 four to five stories maximum) it is likely that the 25 du/acre density maximum will limit residential buildings to three stories or fewer. There is no economic reason for developers to build four or five stories, as they could not build residential units on 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 neighborhood. 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
Transit-Oriented Development (TOD)	3 stories	25 units/acre	1/8 Mile from Transit: 1 per 1-BR unit 1.25 per 2-BR unit 1.5 per 3-BR unit
TOD Overlay (TODO)	7 stories; 6 and 7 story buildings must be directly adjacent to State St.*/7200 S	85 units/acre	1/4 Mile from Transit: 1.25 per 1-BR unit 1.5 per 2-BR unit 1.75 per 3-BR unit Other: determined by planning commission.
Multifamily Residential Medium to High Density (RM-25)	35' sloped roof, 30' flat within 50' SFR zone, otherwise, 4 stories	25 units/acre	Multifamily Developments: 1.5 per 1-BR unit 2 per 2-BR unit 2.5 per 3+ BR unit Plus 1 guest space per every 4 units Duplexes: 2 off-street spaces per unit
State Street Commercial (SSC)	55' sloped roof, 52' flat within 50' SFR zone, otherwise 75' sloped/72' flat	25 units/acre	Apartments/Condos: 1 per <650 SF unit 1.5 per 650-1,000 SF unit 2 per 1,000-2,500 SF unit 3 per 2,500+ SF unit Code contains additional parking regulations for MU projects, Duplexes (same as RM-25)
Clean Industrial (CI)	45' sloped roof, 42' flat within 100' SFR zone, otherwise 75'	Housing not permitted	N/A
Regional Commercial (RC)	45' sloped roof, 42' flat within 100' SFR zone, otherwise 75' sloped/72' flat	Only manufactured homes permitted, density not specified.	N/A

Midvale Station Area Plan | Housing Needs and Market Assessment | **DRAFT**

\*Currently does not front State Street.

SOURCE: Midvale Zoning Ordinance

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
TOD0	15', including 5' park strip, 5-6' 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 setback 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

\*Unless otherwise required (International Building Code, landscape buffers, single family setback).

SOURCE: Midvale Zoning Ordinance

Table 2.3 Key attributes of Midvale zoning within station areas.



## DEVELOPMENT OPPORTUNITIES

This station area planning process is an opportunity to deliver needed housing and employment opportunities in Midvale, while building on Midvale 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.
- 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, Midvale City identified the utilization of HTRZ as one of its affordable housing strategies. Midvale City is in the process of adopting zoning changes to realize its proposal for an HTRZ and development in the established zone. HTRZ zones require densities of at least 50 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, multifamily project densities beyond garden apartment-scale (e.g., 45 units/acre+) would be needed to justify replacing current commercial and other uses.



Figure 2.35 International Marketplace near Fort Union Station



Figure 2.36 Underutilized commercial property near Center Station

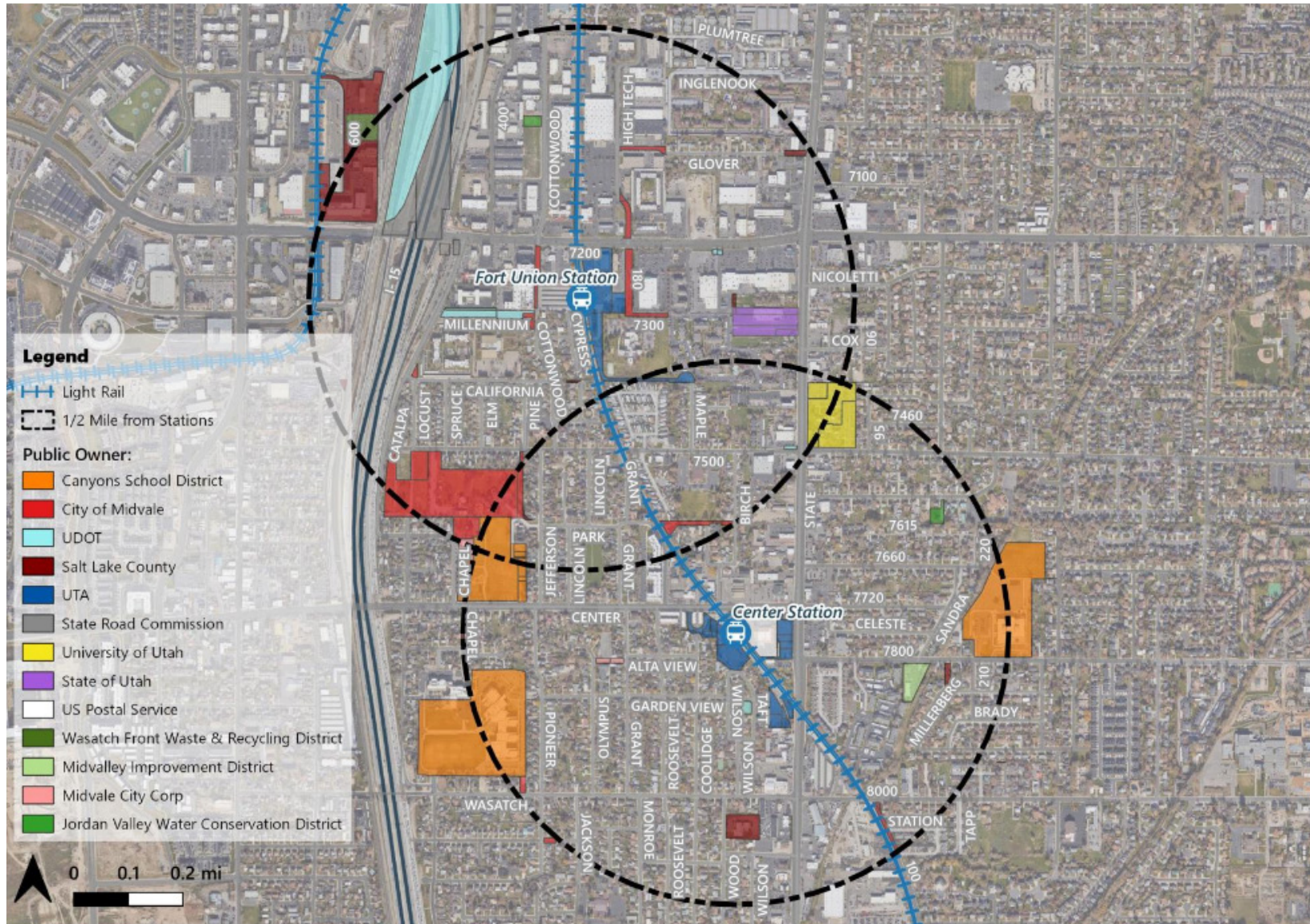
SOURCE: LCG

### *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 areas, including shared parking lots and station-related facilities (e.g., bus circulation, 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 Postal Service site, just east 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 Fort 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 park and school properties that are station-area assets and are likely to remain in their current use.

Given the lack of significant retail development for the past 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 the Union Park submarket (which includes the Midvale area, extending west to Redwood Road, but excludes the Jordan Bluffs portion of the City, southwest of Center Street and I-15). The SAPs 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 goals 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.





SOURCE: LCG Analysis using County Assessor data

Figure 2.37 Station Area Public Ownership

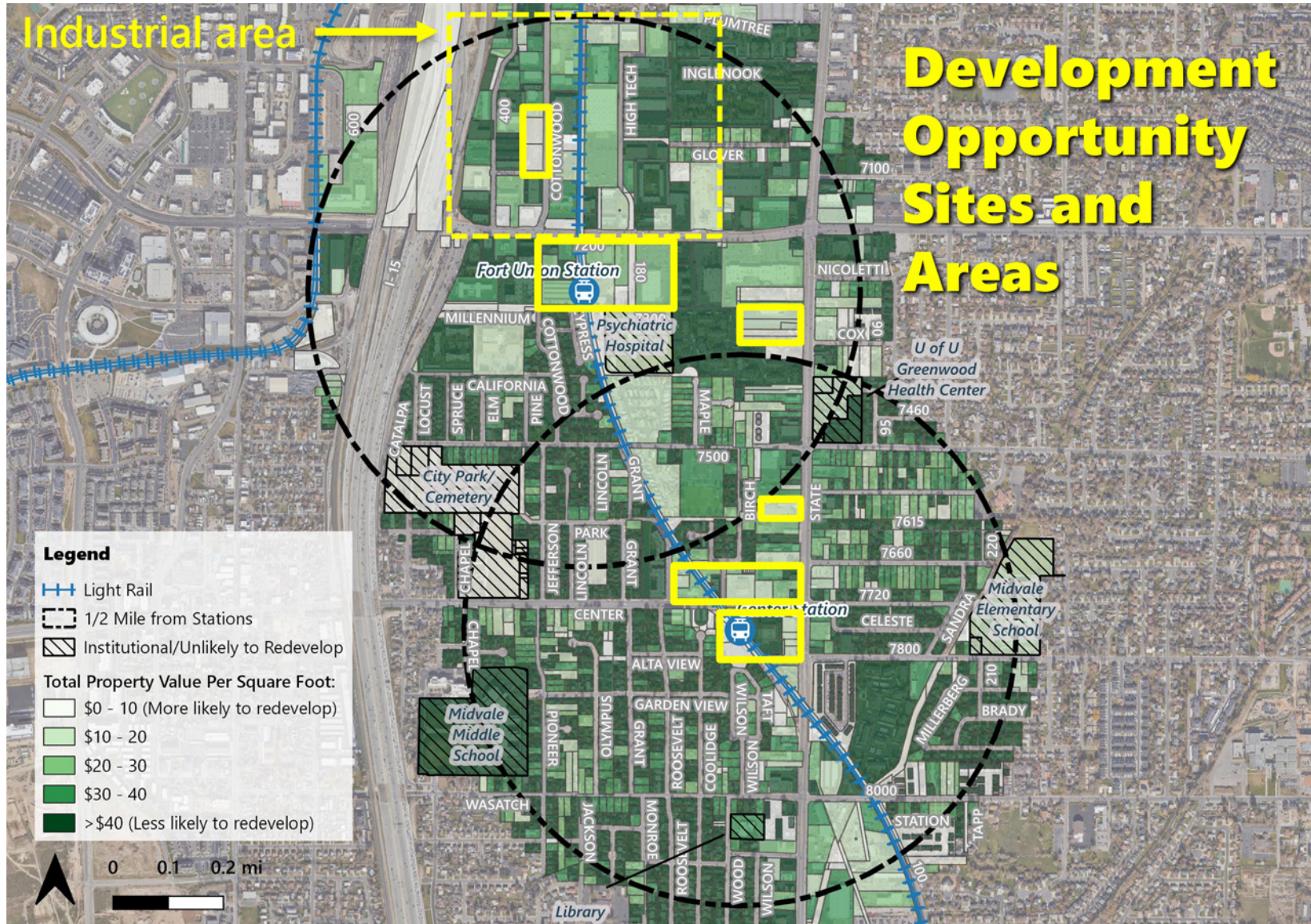


Figure 2.38 Potential Sites Near Station Areas



# 03

## Preferred Plan





**MIDVALE**  
CENTER DISTRICT

# 03 | PREFERRED PLAN

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 Station Areas in Midvale City. A series of scenarios show various levels of redevelopment and types of changes within each station area. These scenarios aided conversations 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

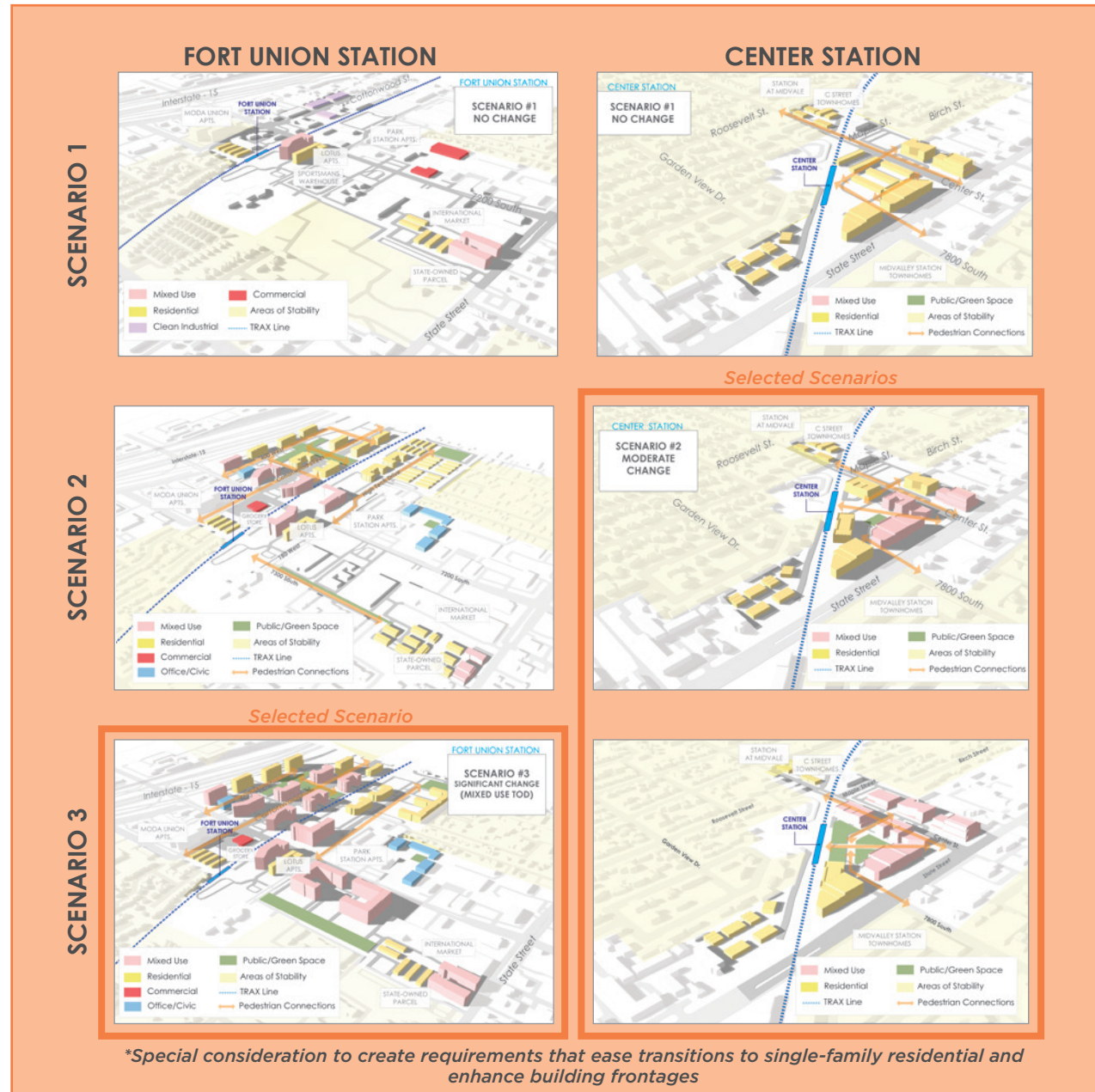
- No changes to zoning
- 3 stories within the TOD Zone
- 6 to 7 stories with TOD Overlay Zone (for areas directly adjacent to the State Street/ 7200 South
- Low investment from City
- 'More of the same' opportunities

### 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 (Mixed-Use TOD)


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





## FORT UNION STATION

*The Fort Union Station Area is a welcoming gateway which presents an opportunity to live in a walkable neighborhood in Midvale, with ample opportunities to also work and play. As a gateway to the community, it welcomes residents and visitors to explore Midvale's diverse cultures and key destinations.*

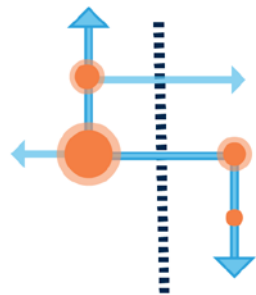


## ACHIEVING THE VISION

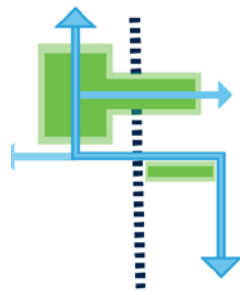
### Fort Union Station Key Ideas

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.

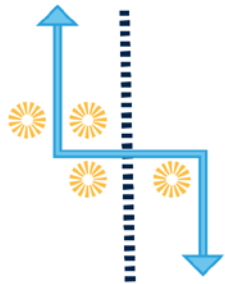
Concentrating mixed-use and density in specific areas of the site can ensure that new development can be economically-sustained and the existing neighborhood character can be preserved.



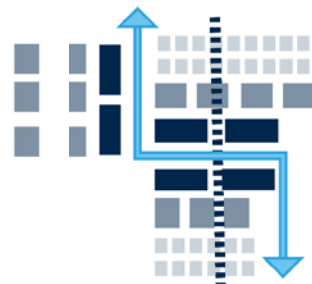
ENHANCED PEDESTRIAN CONNECTIONS



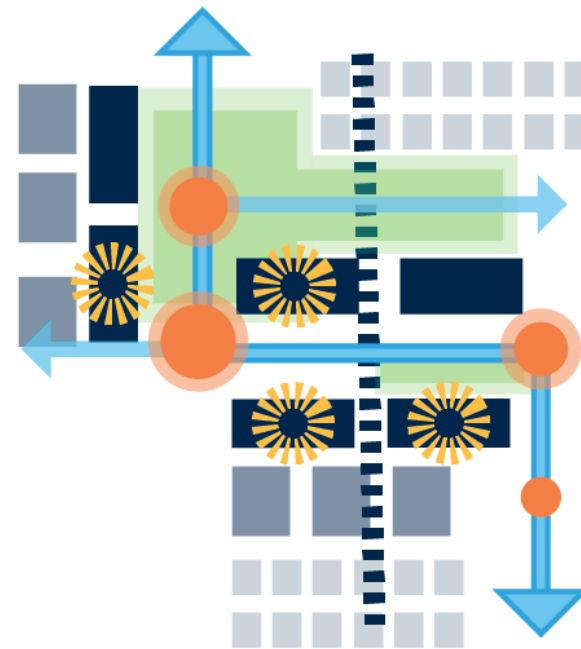
GREEN CONNECTIVE PATHWAYS + NODES



TARGETED MIXED USE DEVELOPMENT



FOCUSED GRADUAL DENSITY



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

- - - Half-Mile Buffer
- TRAX Line
- Area of Stability

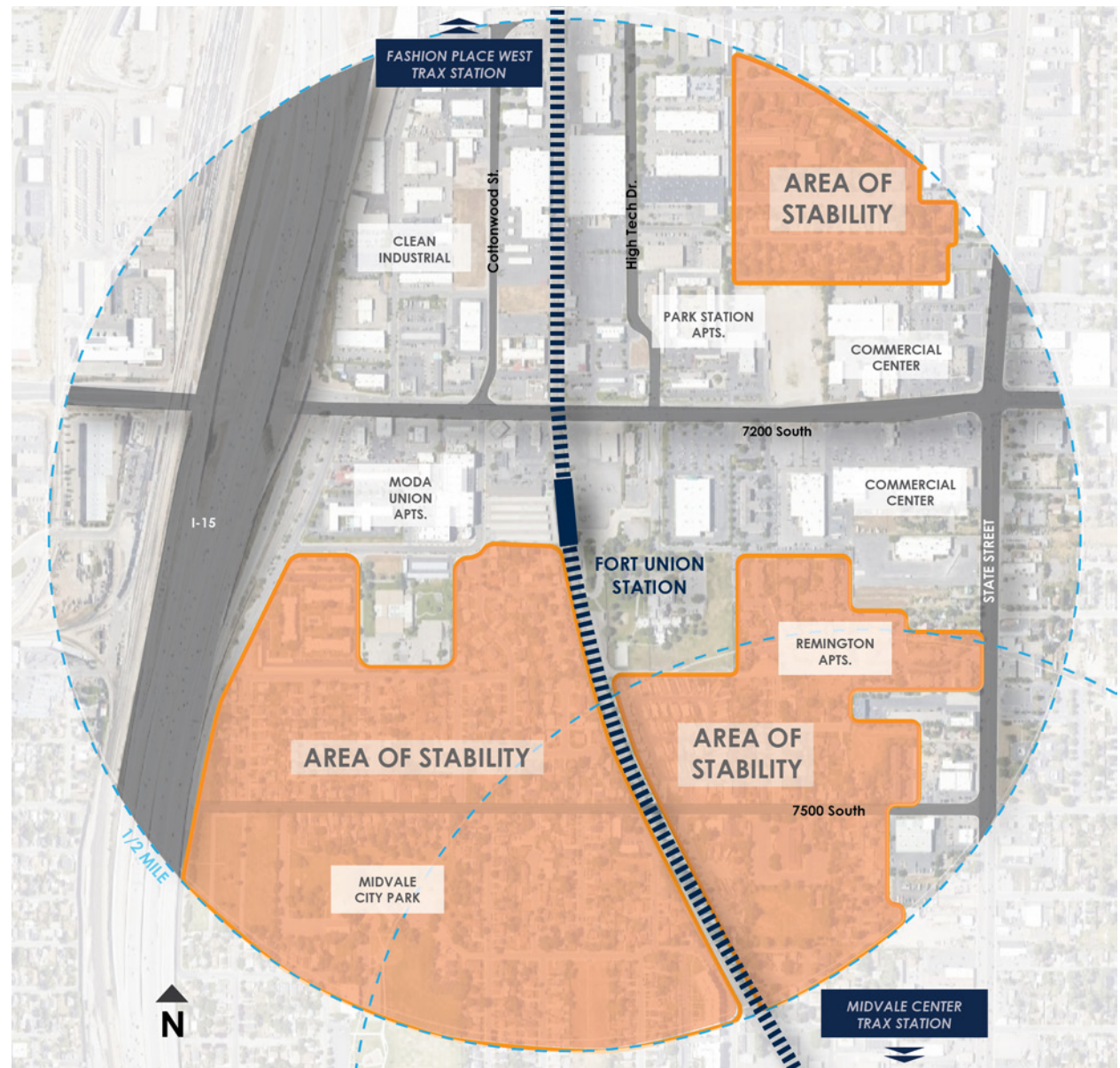


Figure 3.2 Fort Union Station Existing Site Context

## 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 aimed to increase access to the station and other future biking facilities for residents in nearby neighborhoods.

### PLANNED REGIONAL CONNECTIONS

- - - On-Street Facilities
- - - Off-Street Facilities

### RECOMMENDED FIRST-LAST-MILE CONNECTIONS

- - - On-Street Facilities
- - - Off-Street Facilities
- - - New Connection
- Crossing Improvements
- ↔ Pedestrian Desire Lines

### LEGEND

- Bus Stops
- ||||| TRAX Line

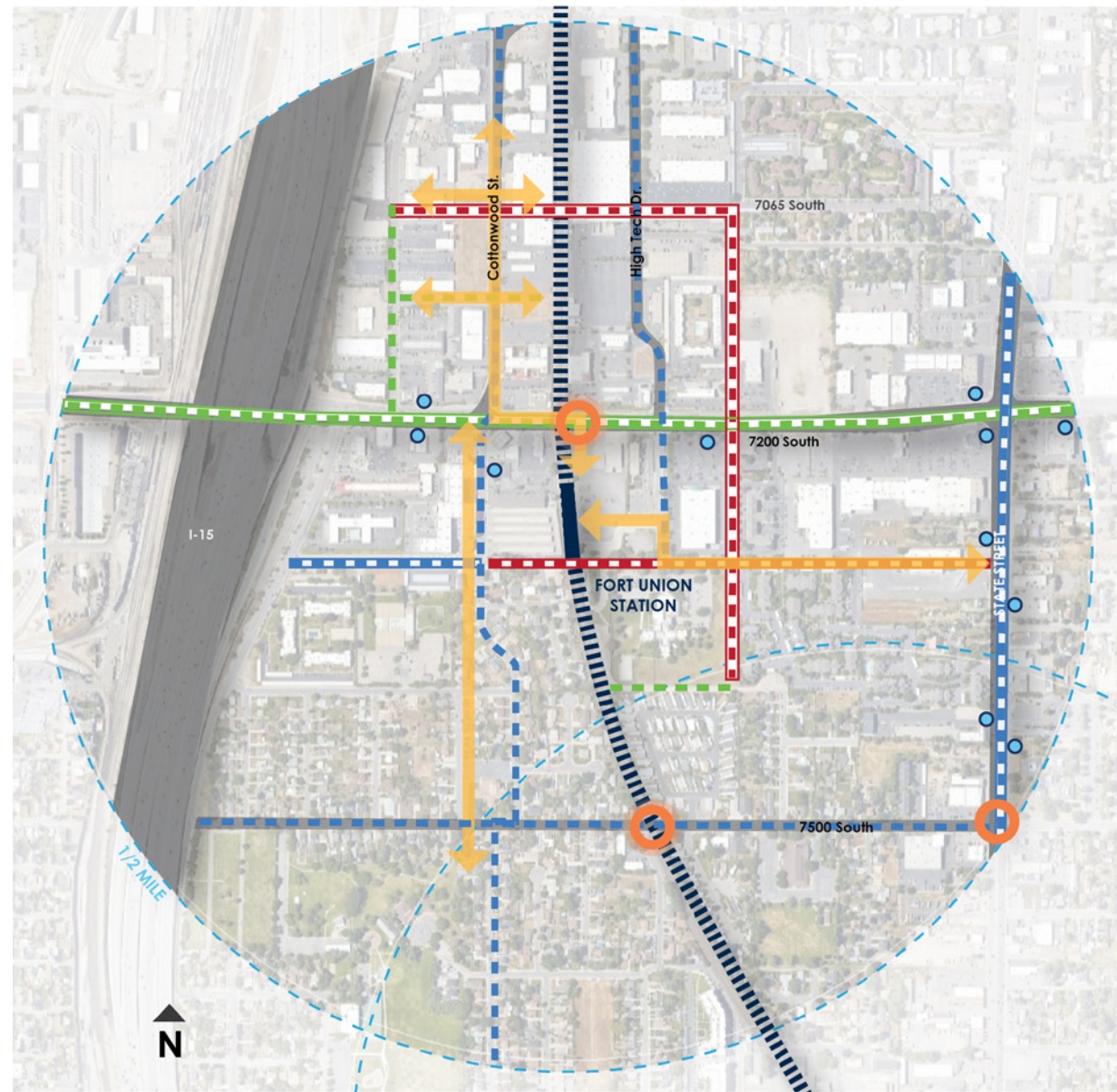


Figure 3.3 Fort Union Station Connections



## 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. This area could provide a variety of housing options, particularly for citizens that depend on public transportation.

Mixed-use along 7200 South would help encourage new office and retail spaces, providing opportunities for employment. Depending on market conditions, there may be more opportunity in the future to support mixed-use along Cottonwood Street. 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 biking and walking.

### LAND USE

- Residential
- Civic
- Mixed-Use
- Area of Stability
- Commercial

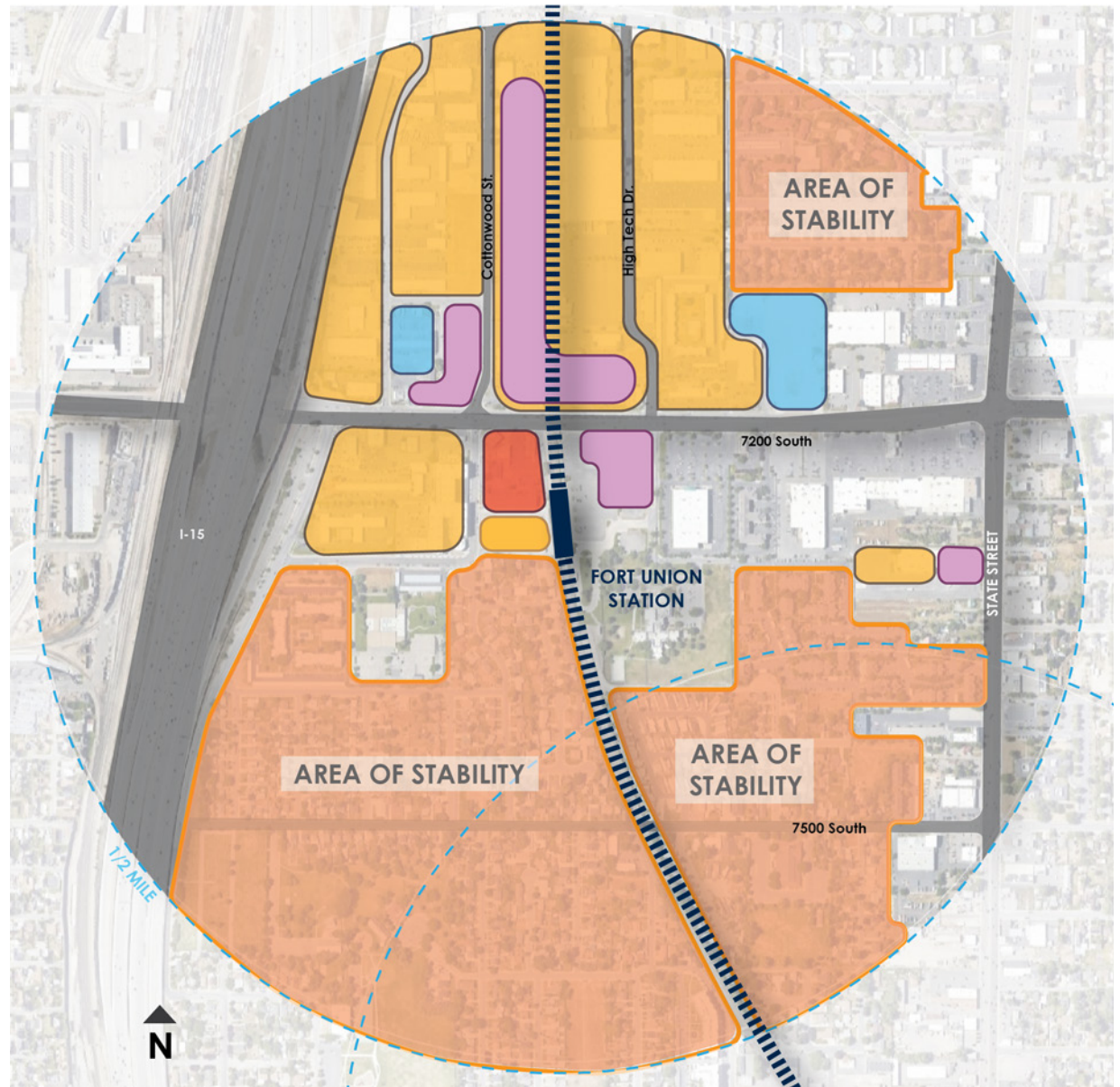


Figure 3.4 Fort Union Station Land Use and Program

## URBAN FORM, PUBLIC SPACES, & LANDSCAPE

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

- Increased mid-block connections and potential enhanced walking/ biking facilities
- Denser mixed-use residential development oriented to transit and along 7200 South and potentially Cottonwood Street with low rise row style development transitioning to single-family residential
- Key Elements: Grocery store, linear green spaces, walkways, public plazas, street trees, etc.

### USES

- Residential
- Mixed-Use
- Commercial
- Civic
- Green space/Public Space
- Area of Anticipated Change
- Nodes
- Pedestrian Desire Lines

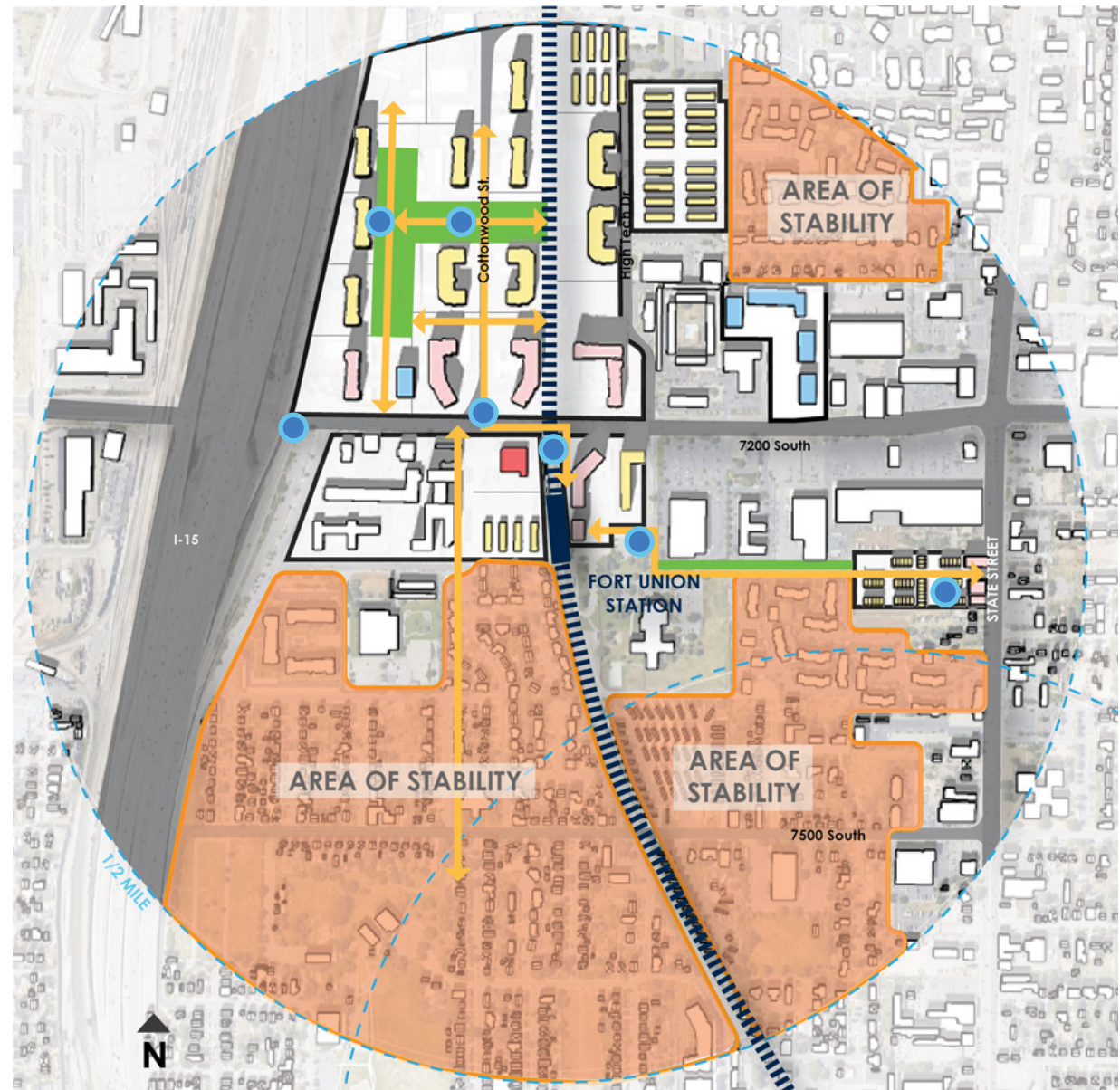


Figure 3.5 Fort Union Station Proposed Concept and Recommendations



### 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.

LAND USE

- Residential
- Civic
- Mixed-Use
- Green Space
- Commercial



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 likeliness 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

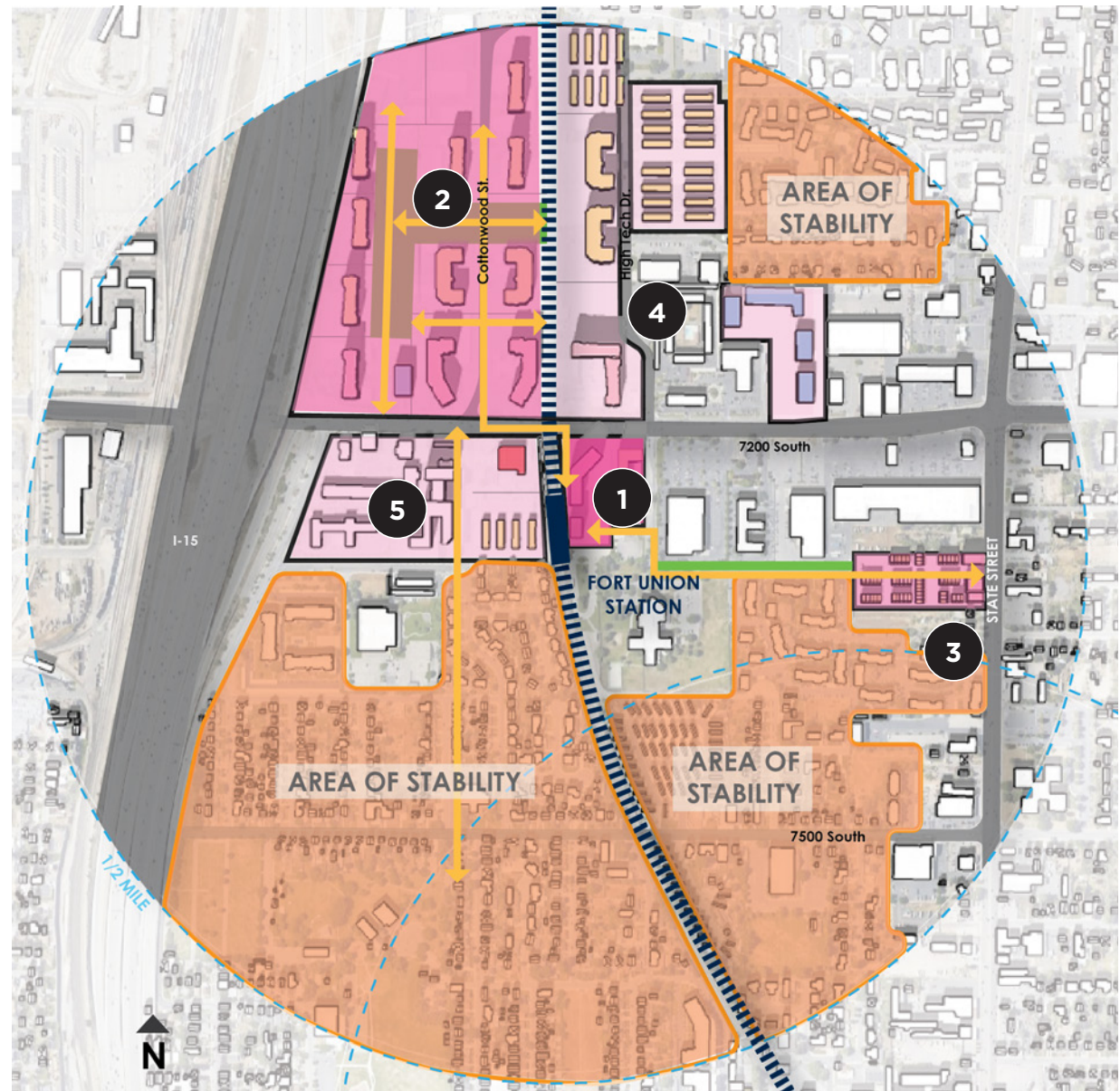


Figure 3.7 Fort Union Station Potential Redevelopment Phasing



PREFERRED PLAN  
Fort Union Station

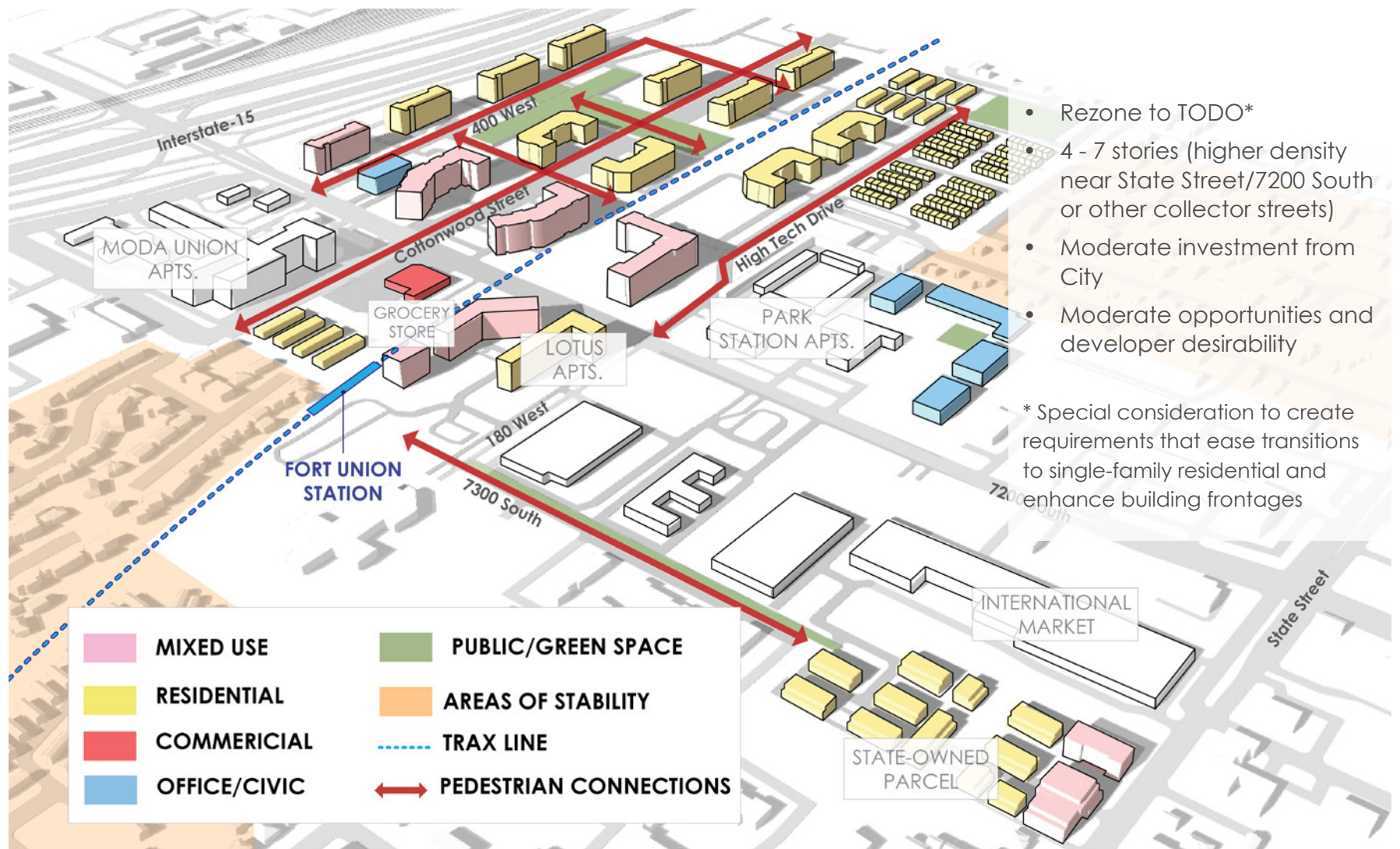


Figure 3.8 Bird's Eye View of Fort Union Station Proposed Plan

## EXISTING CONDITION

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



View Key Plan



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

# HIGH IMPACT AREA

*Fort Union Station*



*Figure 3.10 Future Proposed View From 7200 South to the Fort Union Station*

# SOCIAL SPACES & PLACEMAKING

## Fort Union Station



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





## CENTER STATION

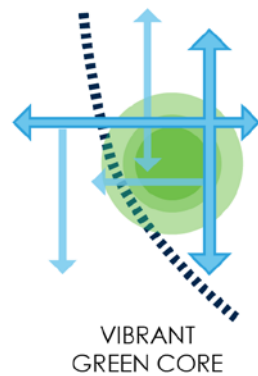
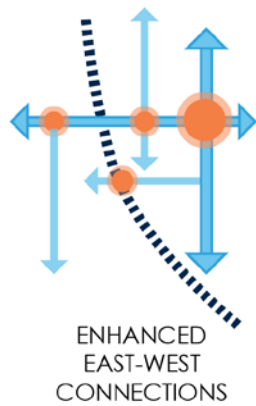
*As the vital crossroads of regional transportation access, which lies in the heart of Midvale, the Center Station Area is a key intersection with infrastructure to support activities and events which evoke a strong sense of place and pride for the diversity, vitality, and opportunity in Midvale.*

## ACHIEVING THE VISION

### Center Station Key Ideas

These key ideas aim to generate activity and a sense of community around the 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 as 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 Stations 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.

### LEGEND

- - - Half-Mile Buffer
- ||||| TRAX Line
- Area of Stability

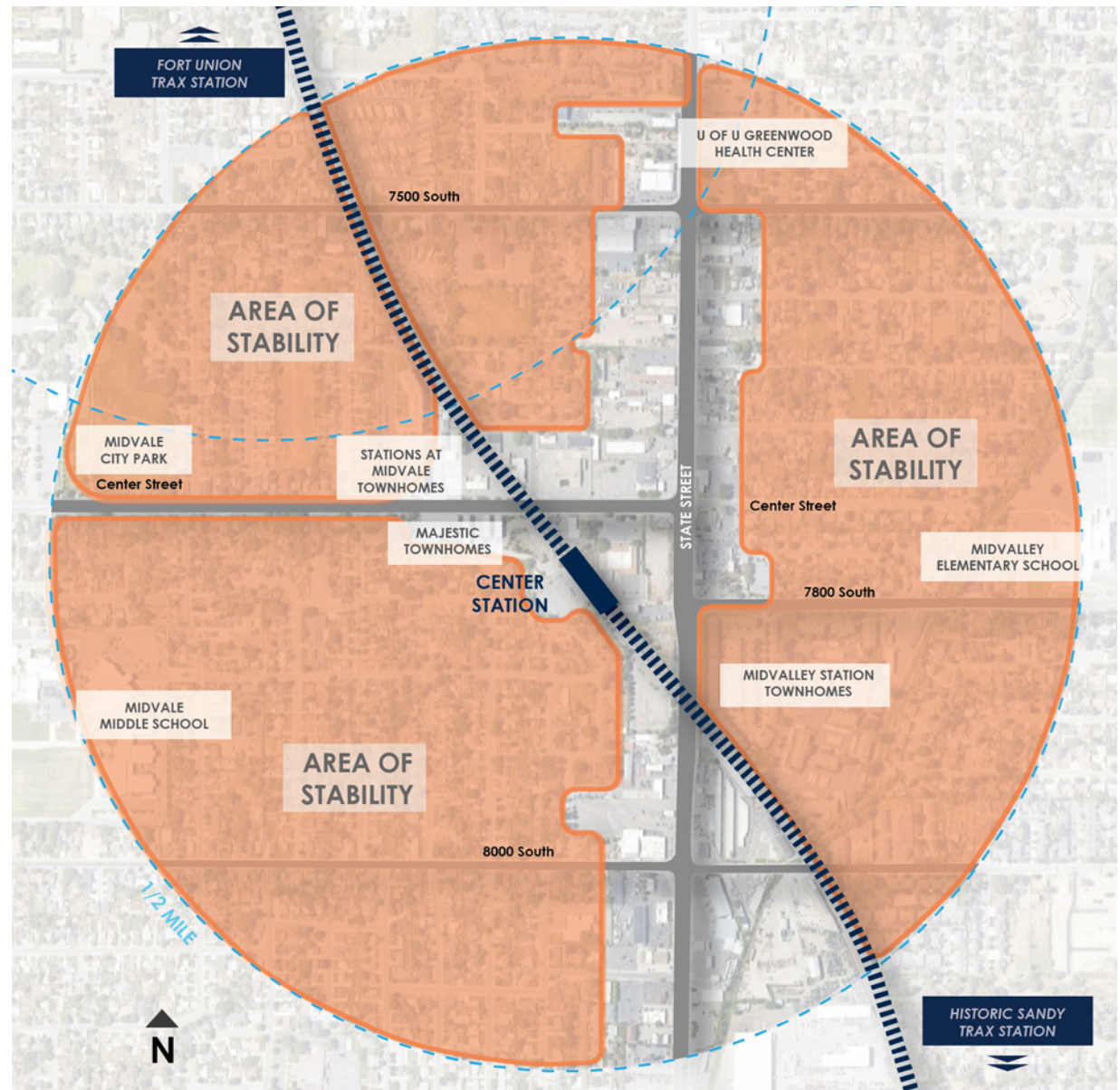


Figure 3.12 Center Station Existing Site Context

## PROPOSED FIRST- & LAST-MILE CONNECTIONS

Several active transportation facilities are proposed to improve east- and west- connections from State Street west onto Center Street as a major route to destinations like Midvale City Park and Midvale 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.

### PLANNED REGIONAL CONNECTIONS

- - - - On-Street Facilities
- - - - Off-Street Facilities

### RECOMMENDED FIRST-LAST-MILE CONNECTIONS

- - - - On-Street Facilities
- - - - Off-Street Facilities
- - - - New Connection
- Crossing Improvements
- ↔ Pedestrian Desire Lines

### LEGEND

- Bus Stops
- ||||| TRAX Line

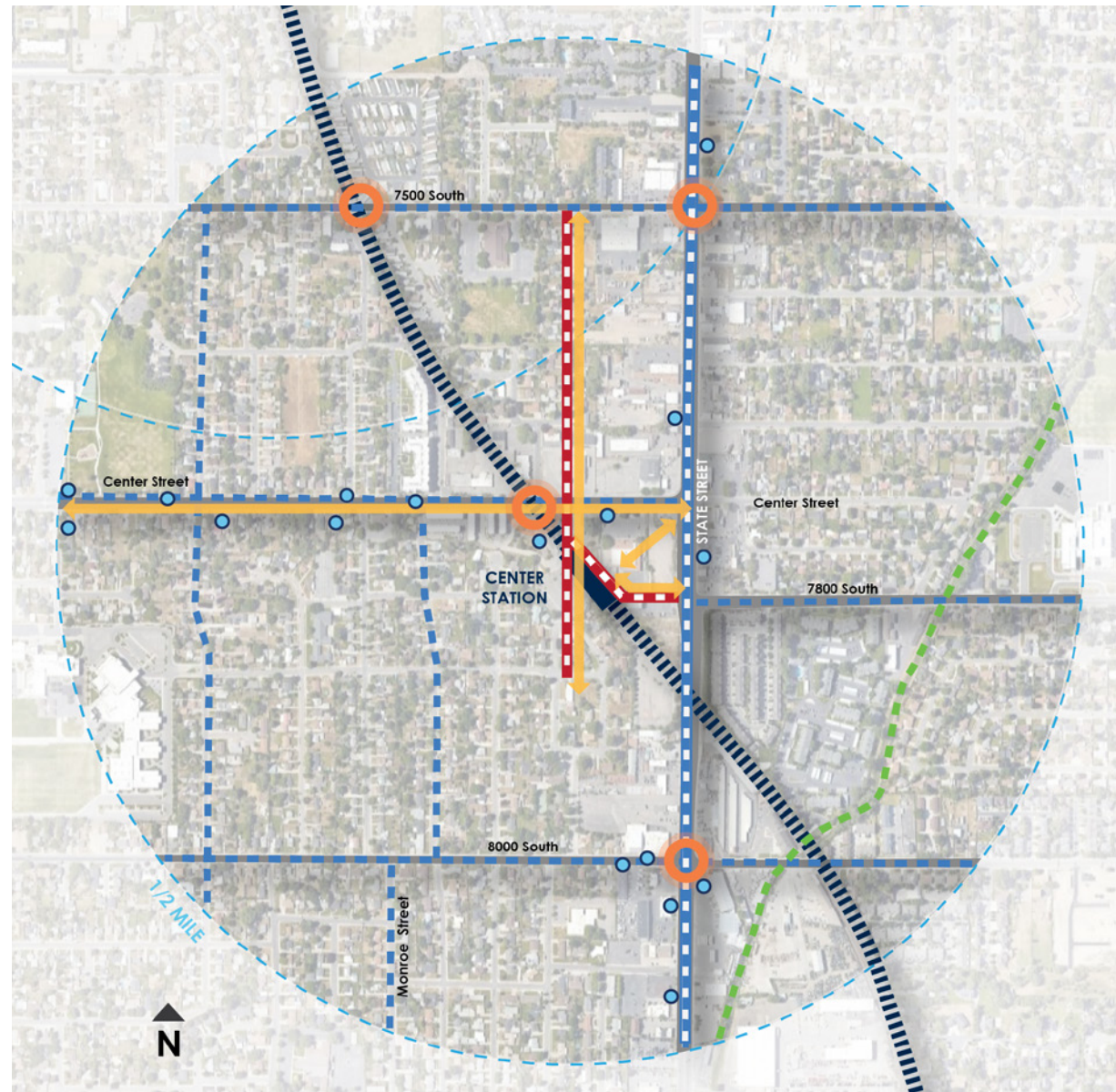


Figure 3.13 Midvale Center Station Connections



## LAND USE & PROGRAM

Building upon the Midvale State Street Study, this area at State Street and Center Street could be a new community center for Midvale. Incorporating and updating mixed-use zoning at this key junction could add some needed vibrancy to this mostly vacant space. The Center Station TRAX 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 benefit and serve the station. There is careful consideration to the surrounding neighborhoods and their requests to not include higher density housing too close to these neighborhoods. The TRAX line provides a separation between this higher density housing and these single-family neighborhoods.

### LAND USE

- Residential
- Mixed-Use
- Area of Stability

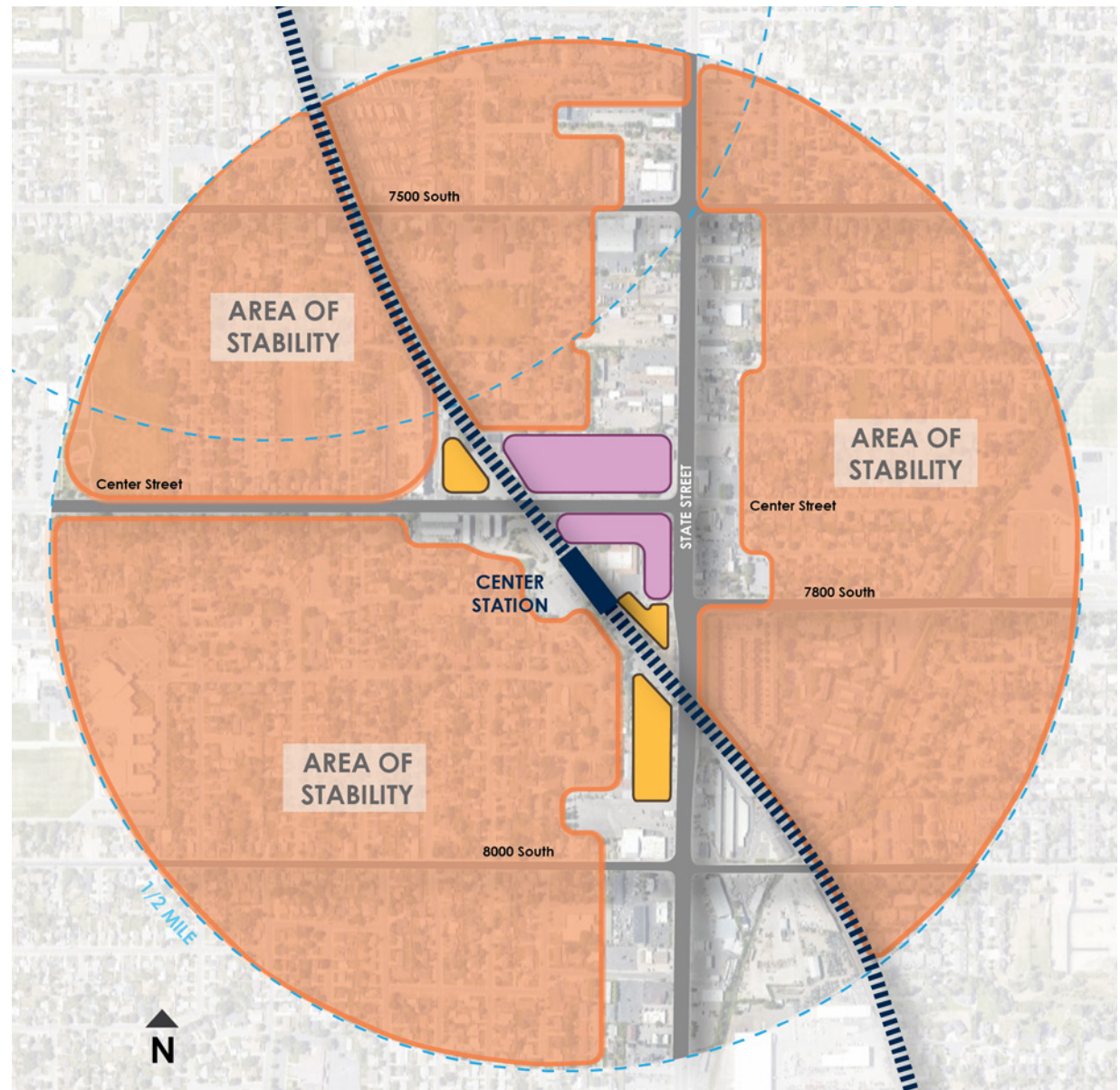


Figure 3.14 Fort Union Station Land Use and Program

## URBAN FORM, PUBLIC SPACES, & LANDSCAPE

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

- 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
- Anticipated Area of Change
- Pedestrian Desire Lines
- Nodes

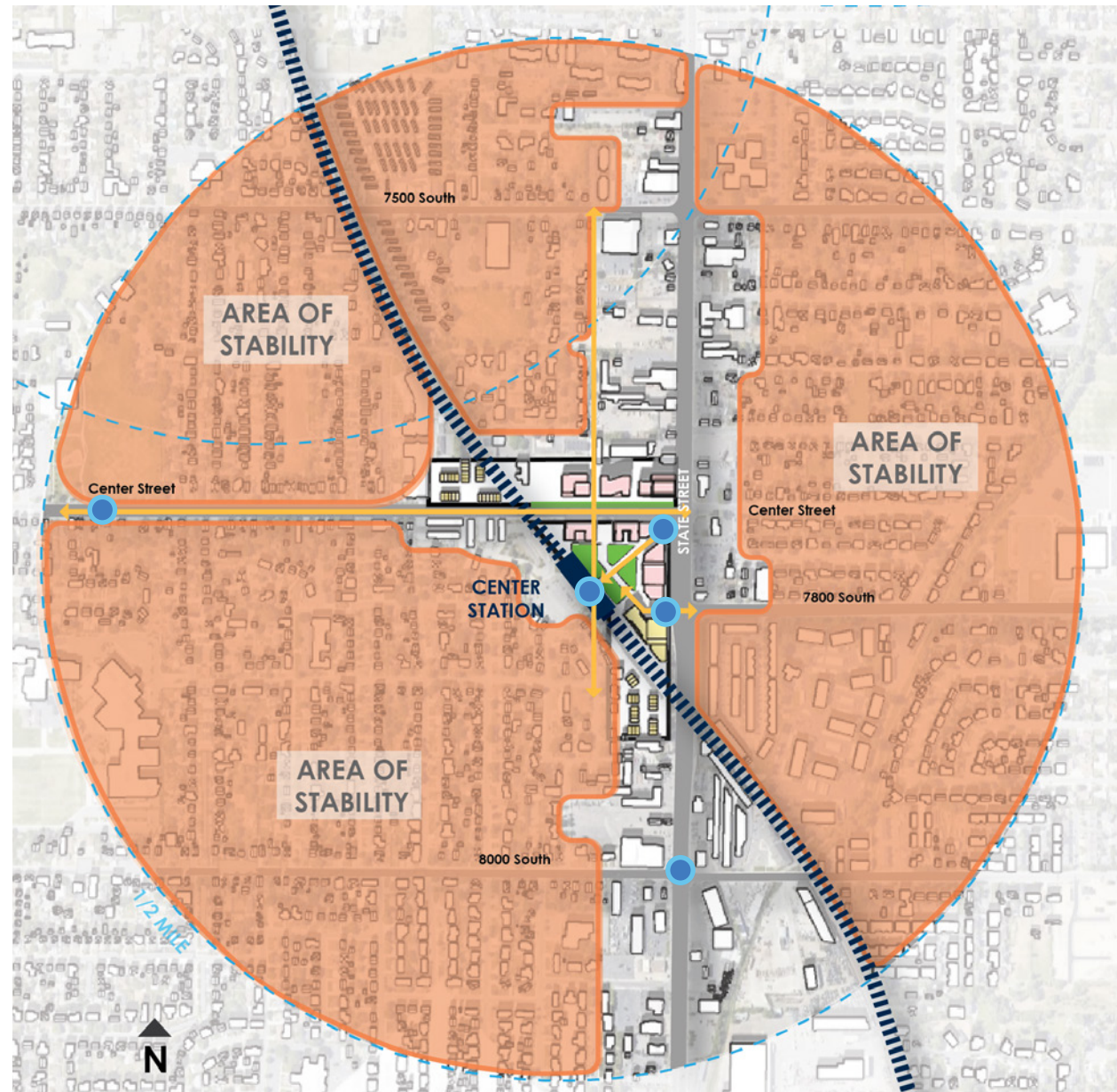


Figure 3.15 Center Station Proposed Concept and Recommendations



### URBAN FORM, PUBLIC SPACES, & LANDSCAPE

The Center Station Area may include new mixed-use and higher density housing options. The spaces between buildings have the potential to create new outdoor dining, pedestrian walkways and community greenspace connecting to the adjacent TRAX Station. Increasing landscape to include street trees, outdoor pavilions, and lawn areas for community to gather could help provide a vibrant civic space. Increased ridership for the TRAX Station would be driven by nearby residents who would benefit from the convenience of this stop. These open spaces and improved pedestrian walks would improve first- and last-mile connection.

To access the housing development to the south, an entrance from State Street would likely need to occur. Access from Taft Street was considered, however given current circumstances today the residents in the neighborhood expressed concern due to current crime and safety issues at the UTA owned park-and-ride site. If at a future date the UTA property is redeveloped including amenities which the residents would desire walkability, access from Taft Street to the station area could be reconsidered.

LAND USE

- Residential
- Green Space
- Mixed-Use

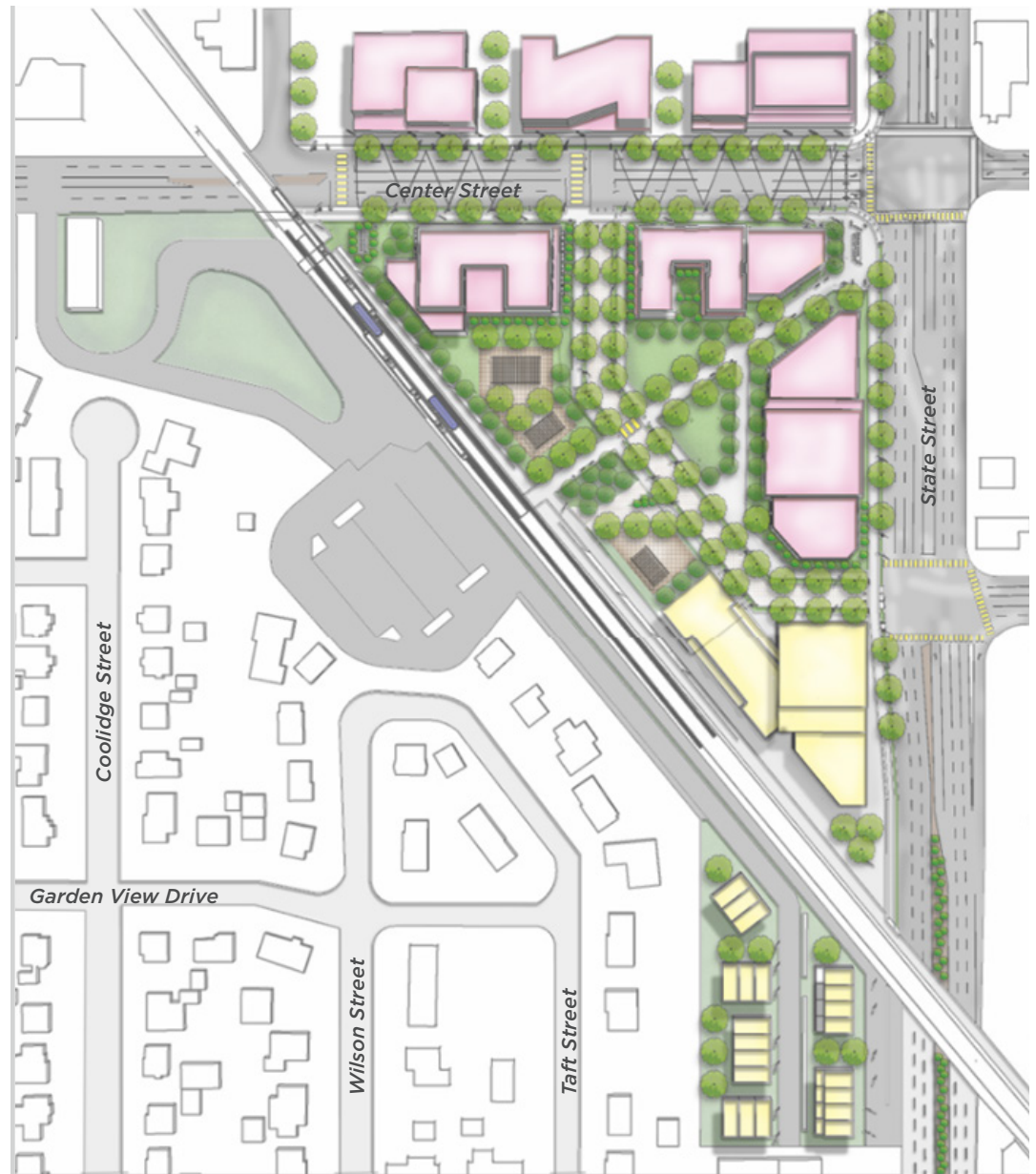


Figure 3.16 Center Station Proposed Plan Illustration

## 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 likeliness to be redeveloped. See Page 103 for details about redevelopment on key properties at 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

### PHASE PRIORITY

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

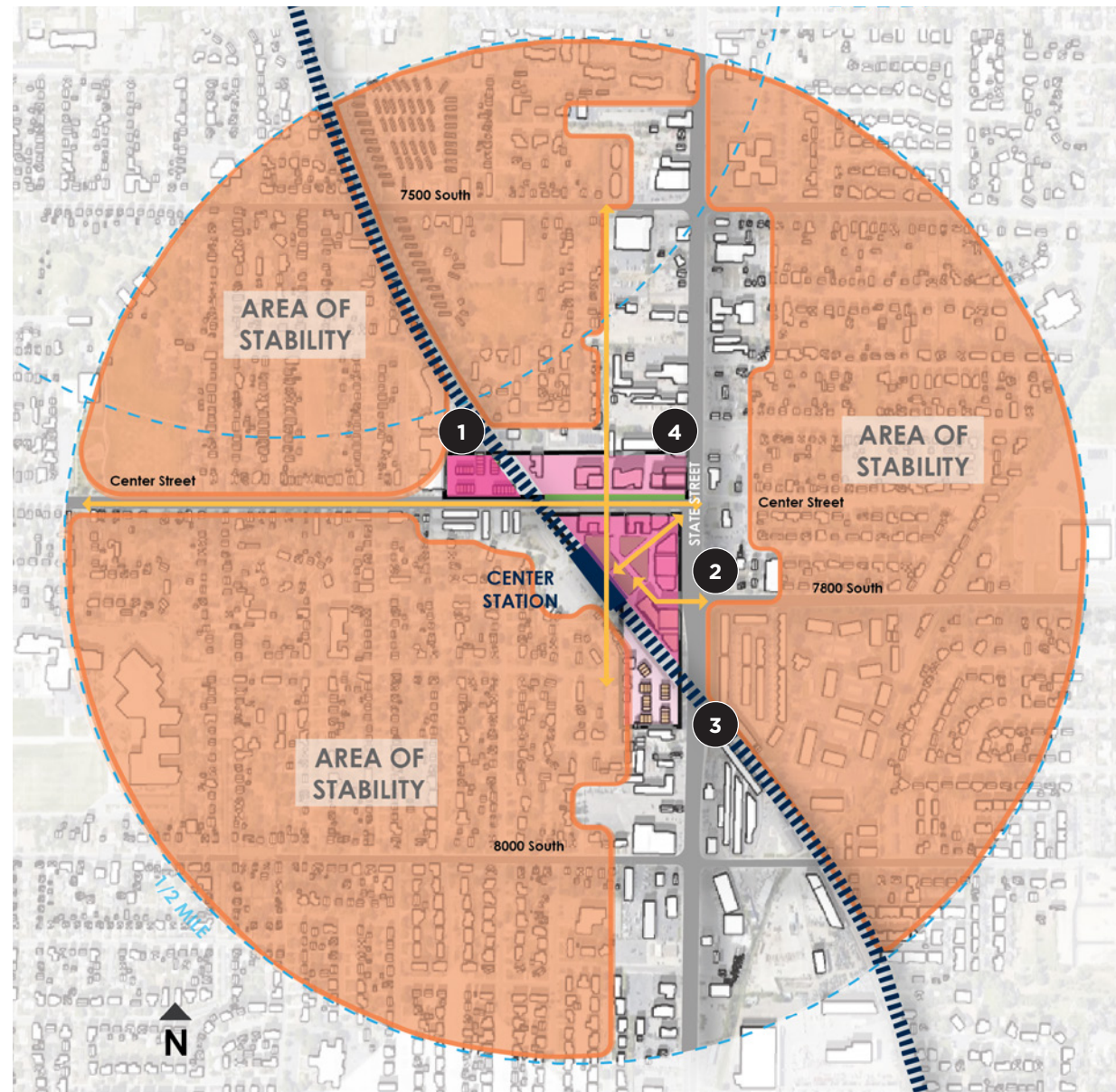


Figure 3.17 Fort Union Station Potential Redevelopment Phasing



PREFERRED PLAN  
Center Station

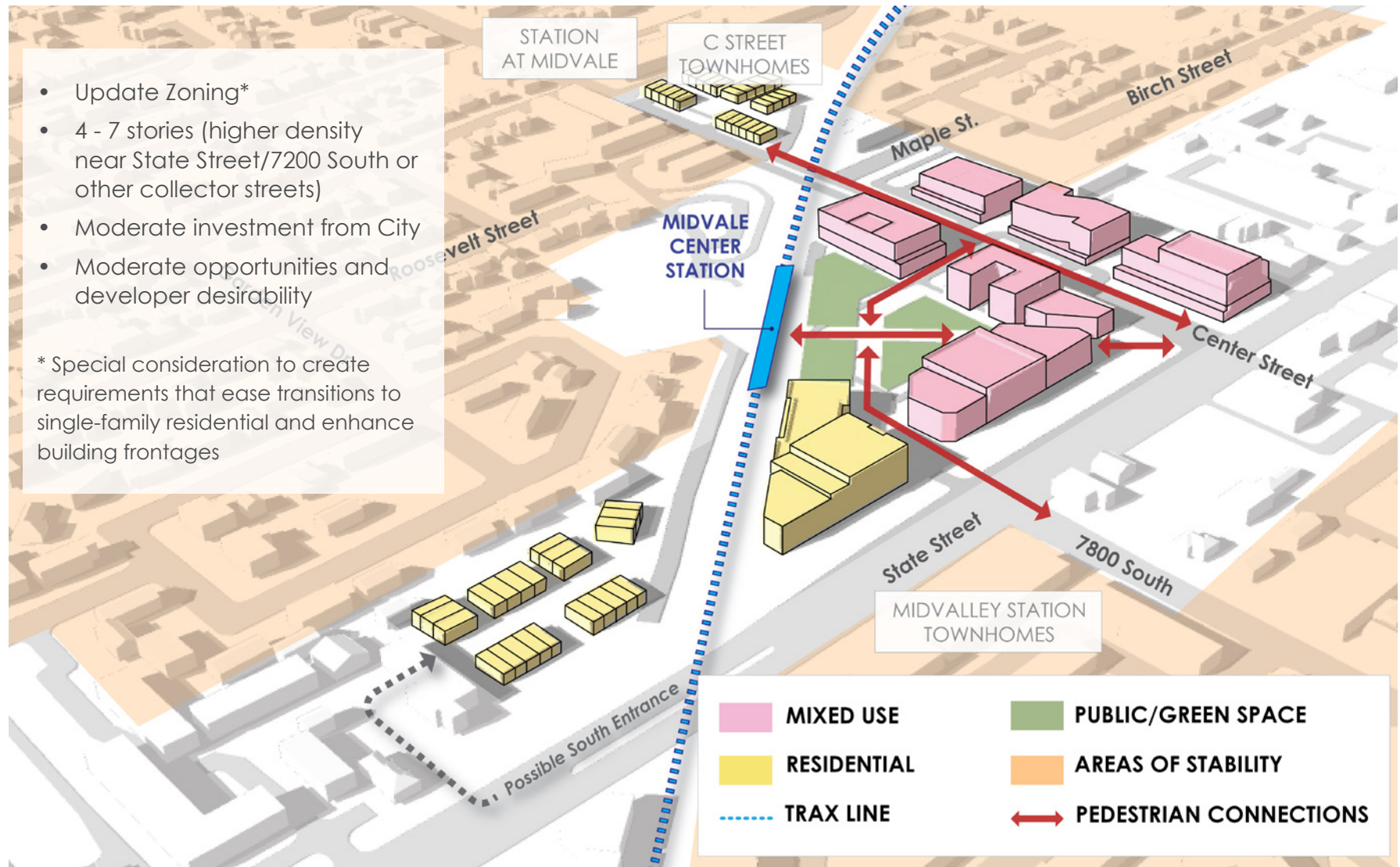
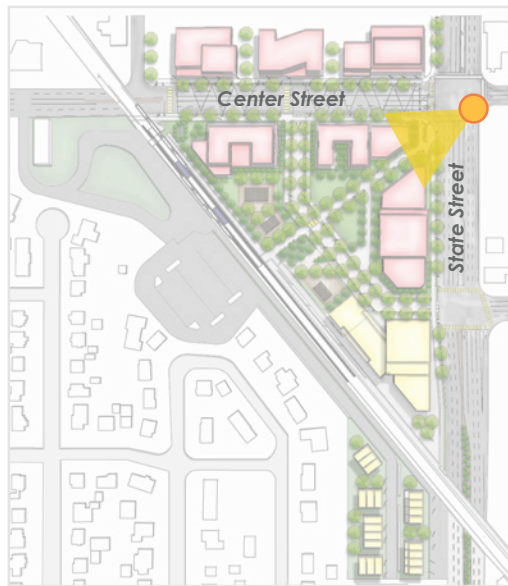


Figure 3.18 Bird's Eye View of Center Station Proposed Plan

## EXISTING CONDITION

Currently this corner of the intersection of Center Street and State Street only has a single-story safety 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

*Center Station*



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

# SOCIAL SPACES & PLACEMAKING

## 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 nearly well connected to the community when compared to the preferred scenario for the Center Station Area.

### LAND USE

- Residential
- Green Space
- Mixed-Use

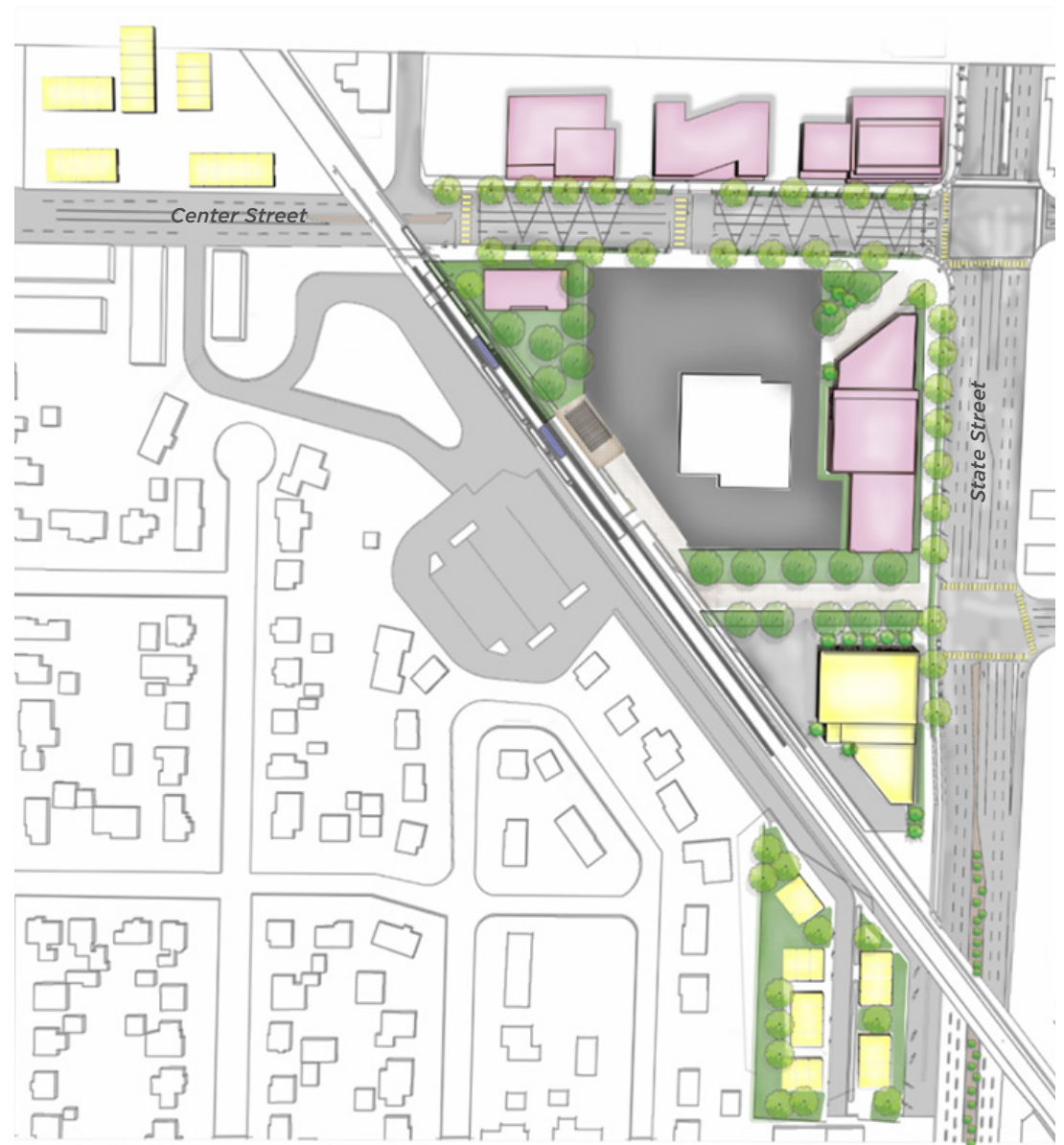


Figure 3.22 Center Station Proposed Plan Illustration If the Post Office Remains

# PREFERRED PLAN: ALTERNATE SCENARIO

## Center Station

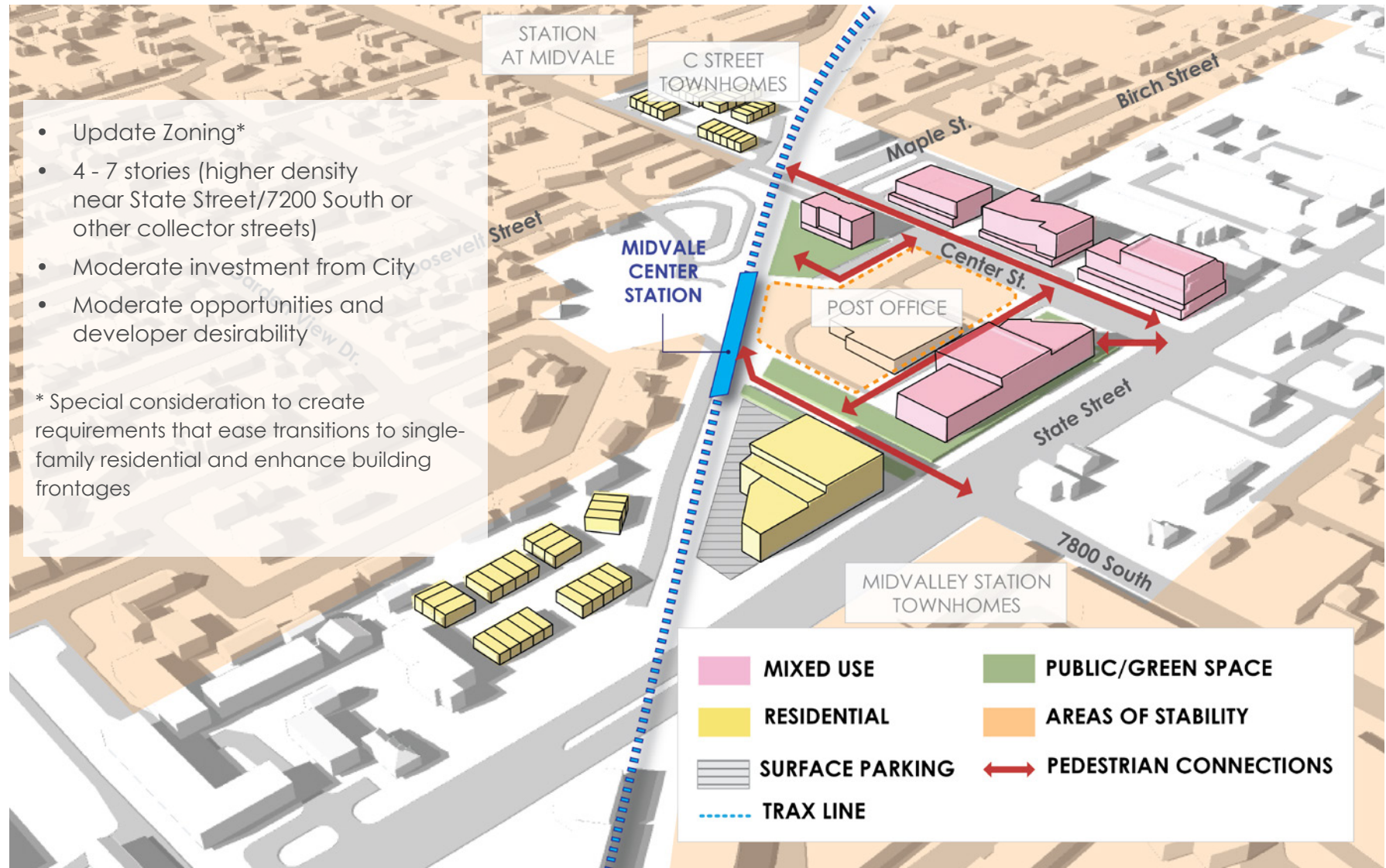


Figure 3.23 Bird's Eye View of Center Station Proposed Plan If the Post Office Remains



## 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 WFRM Draft Regional Transportation Plan (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 Midvale 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 the Utah Department of Transportation (UDOT). UDOT has been notified of the recommended facilities for the 7200 South and State Street corridors. UDOT and Midvale City are coordinated on these recommendations and will continue working together as needed for implementation. All involved agencies including Midvale City, UDOT, and UTA need to maintain their collaborative efforts in the future, whether for implementation or further study as required for these two corridors. 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 installation 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 crucial 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-last-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 Center Station to 7500 South along Birch Street
5. New connection from Center Station to the neighborhood on the south through Wilson Street
6. Enhance the existing connection from Center Station to 7800 South

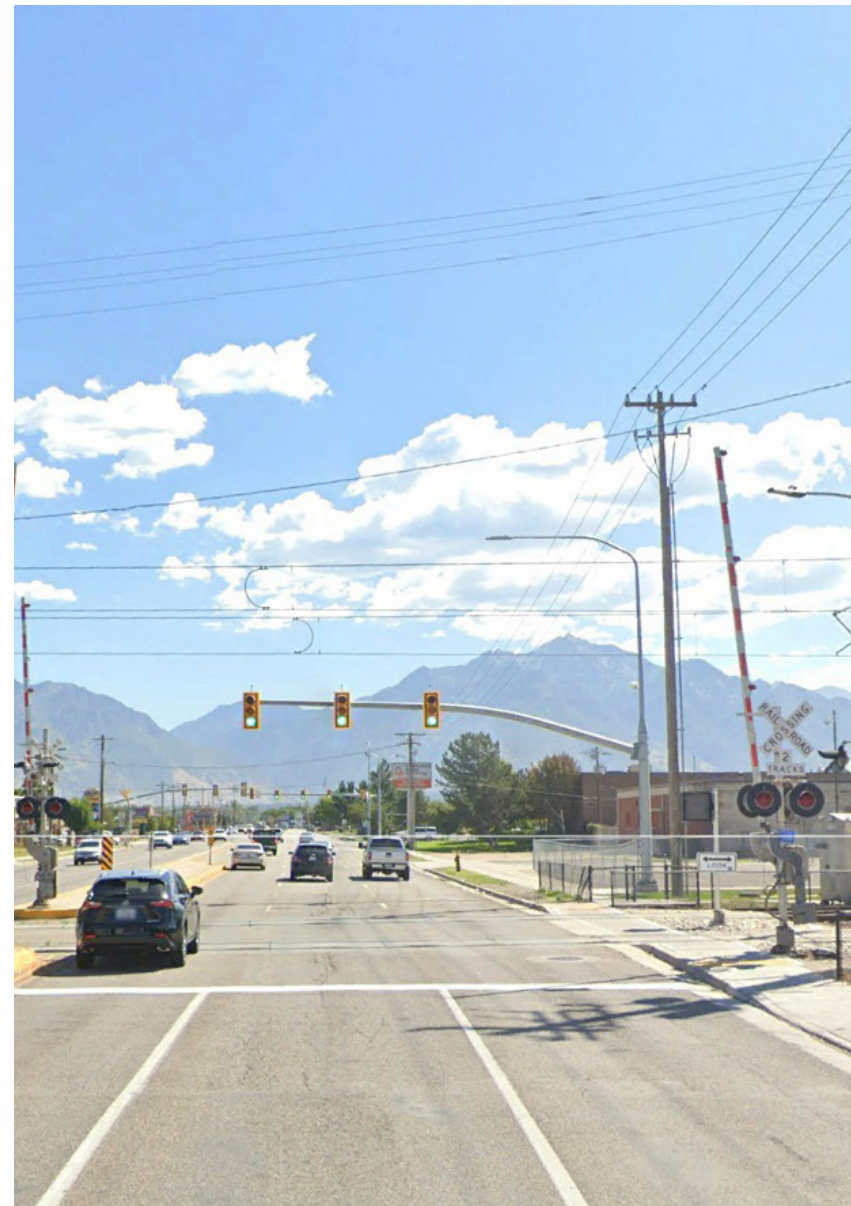


Figure 3.25. Recommended Crossing Improvement Site on 7200 South

# TRANSPORTATION RECOMMENDATIONS

## Station Area Planning

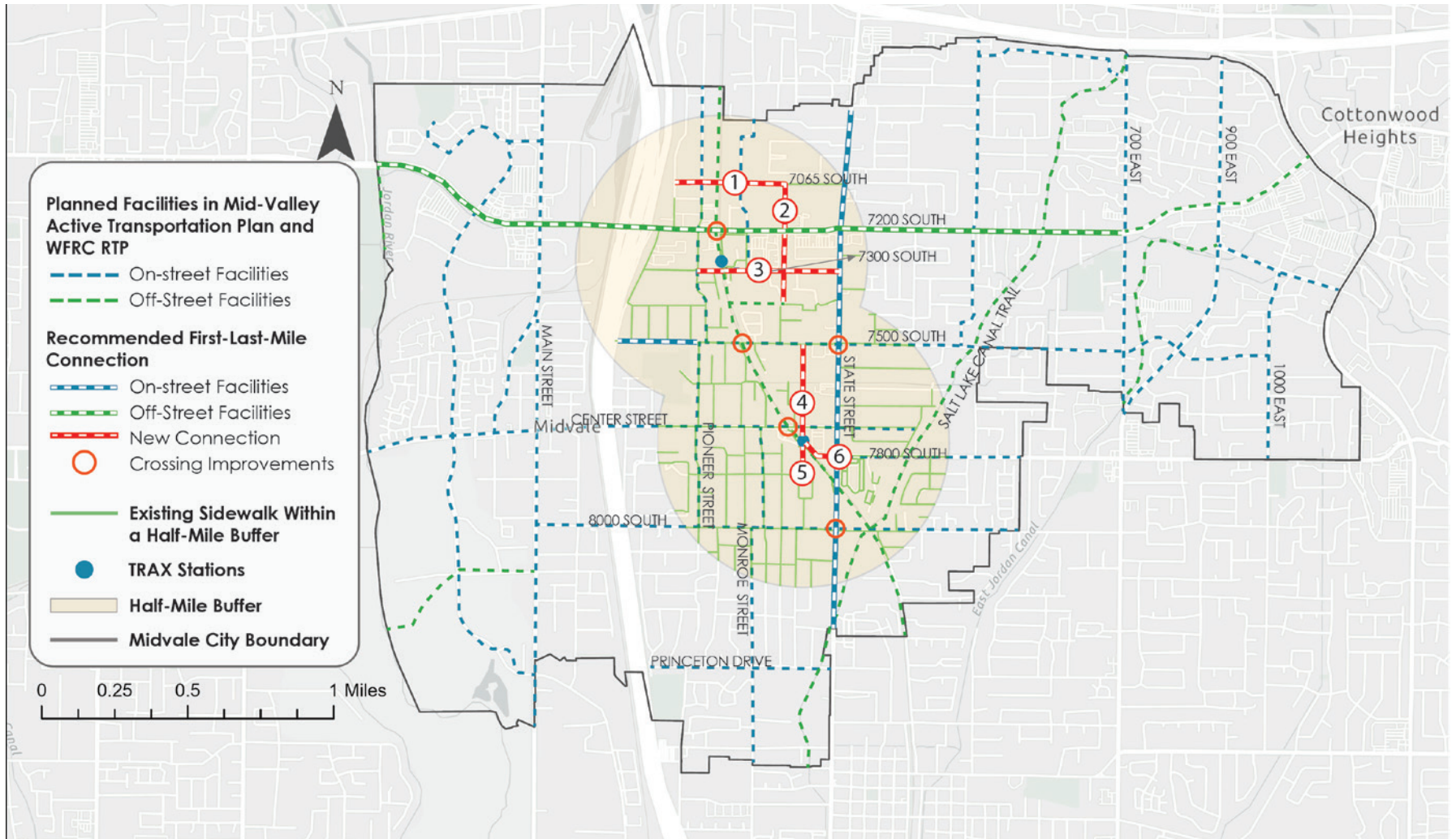


Figure 3.26 Station Areas Transportation Recommendations

## STATION CATCHMENT AREA IMPROVEMENTS

The catchment areas for the Midvale Center Station and the Midvale Fort Union Station have been defined by a ½ 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 size of a catchment area 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 first/last-mile recommendations, these gaps can be resolved.

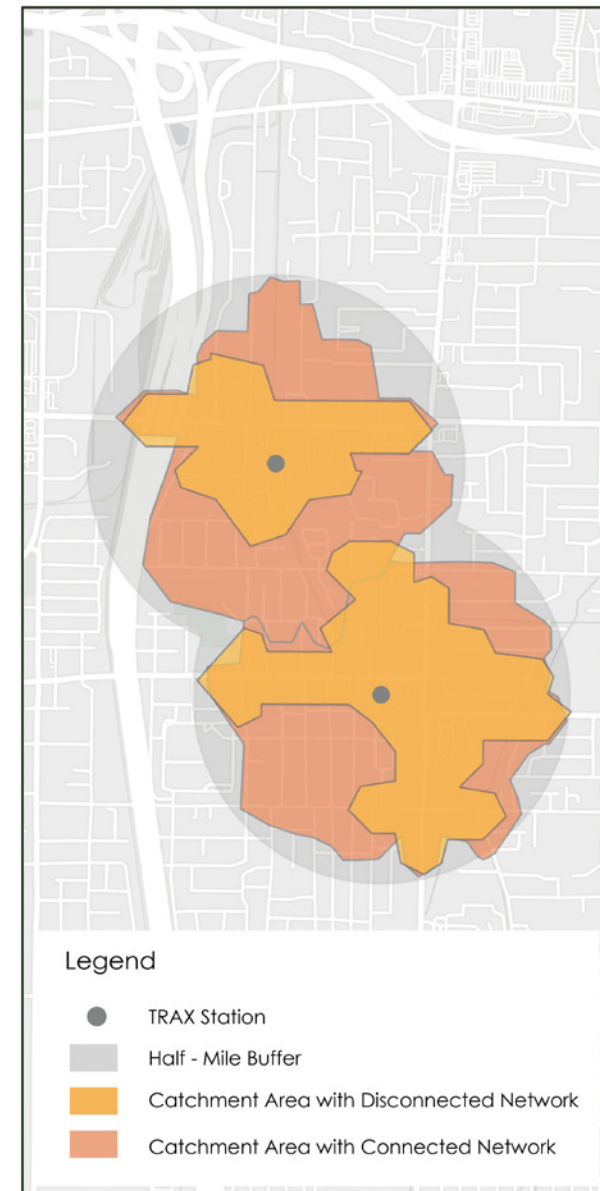


Figure 3.27 Catchment Area Improvement

# ACTIVE TRANSPORTATION RECOMMENDATIONS

## Catchment Area Improvements

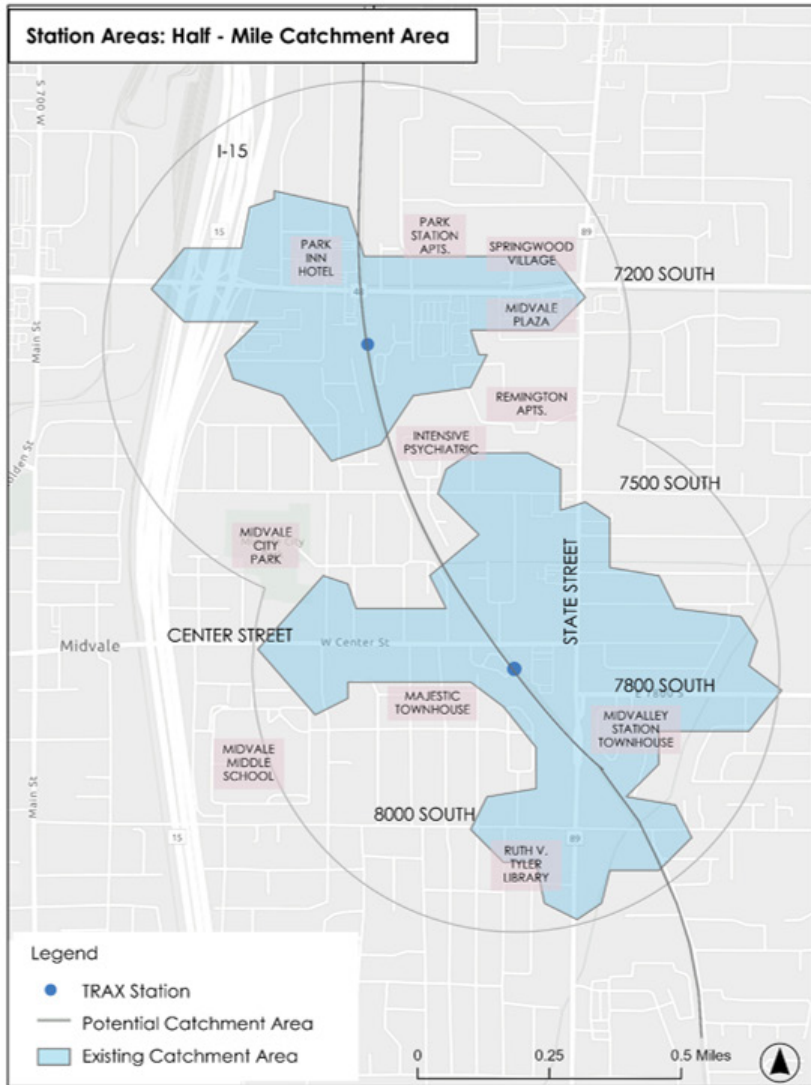


Figure 3.28 Catchment Area Using Existing Facilities

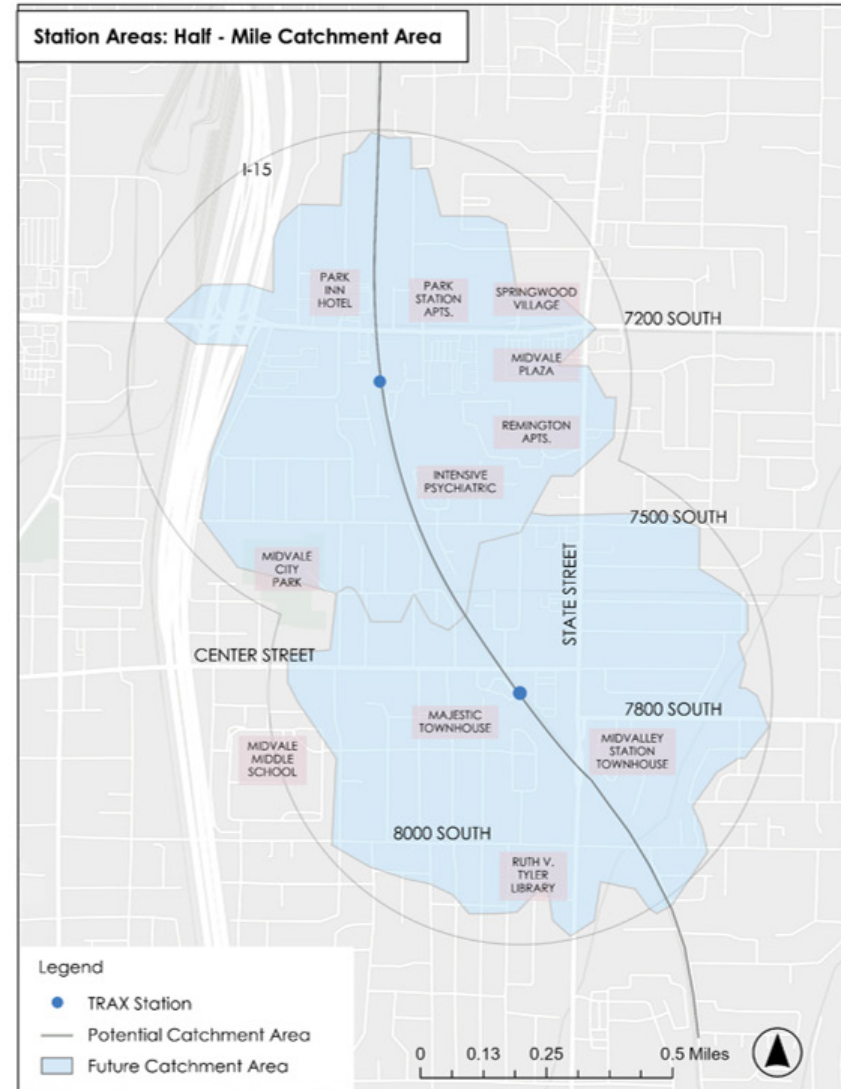


Figure 3.29 Catchment Area Using Planned Facilities

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

In the 2022 Utah Legislative Session, a House Bill was sponsored by Chief Sponsor, Steve Waldrip and with support of Senate Sponsor, Jacob L. Anderegg titled HB 462 (10-9a-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 WFRC, 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 uses; 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 each action.

In accordance with House Bill 462, Utah Code Section (10-9a-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

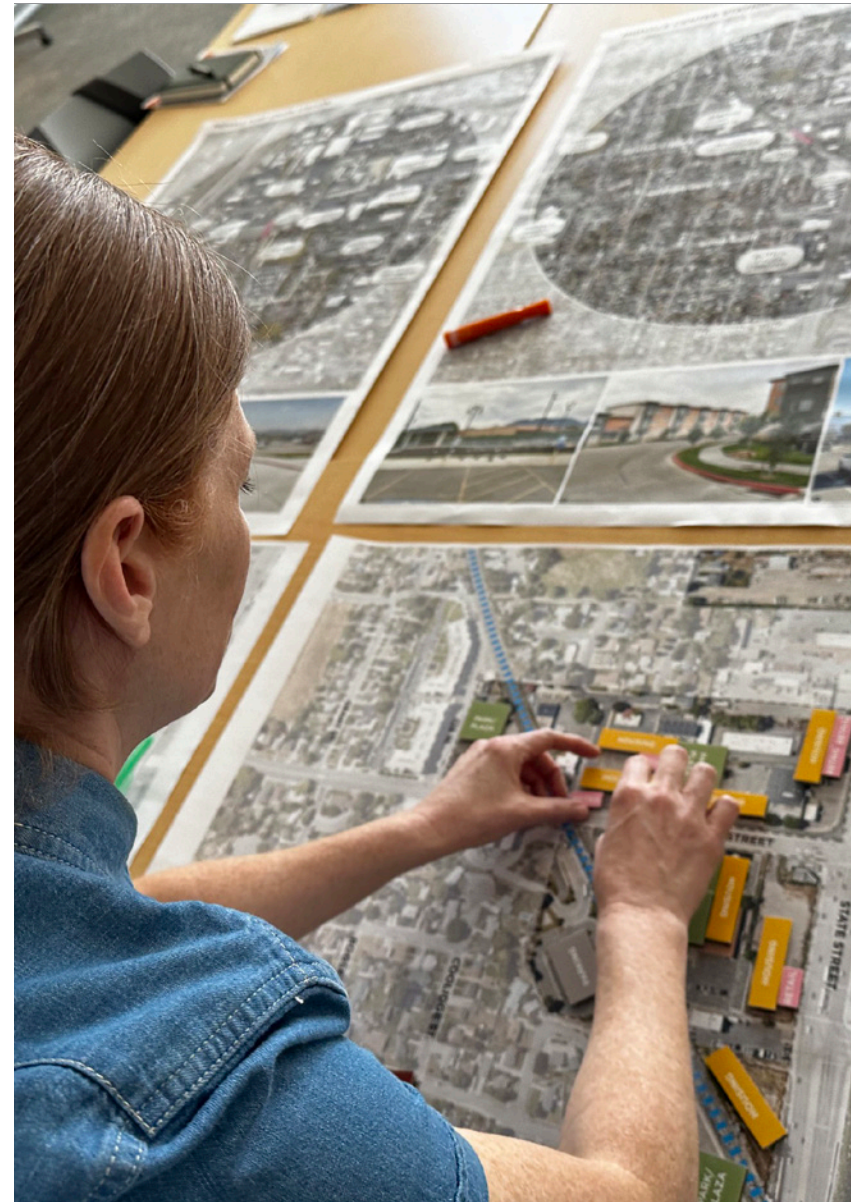


Figure 3.30 Visioning and Design Charrette Workshop

### *Increasing Transportation Choices and Connections*

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. Gaps and barriers in the active transportation network has added to the impact on users' preferences for walking and biking to access transit, discouraging active modes for first/last 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 first-and-last-mile connections are designed to 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. These transportation improvements have the potential to boost ridership and enhance the overall quality of life for the communities.



Figure 3.31 Mapping Activity at 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 (10-9a-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 (WFRC). 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

This Station Area Plan furthers progresses on these MIH goals by:

- Fulfilling Strategy 6 to develop a station area plan
- Providing specific recommendations that advance Strategy 7 and provide recommendations about potential future locations and extent of a future housing and transit reinvestment zone
- Consistent with Strategy 5, providing recommendations to use a moderate-income housing set aside from the city’s redevelopment agency
- Consistent with Strategy 4, identifying opportunities for the City to partner with entities capable of constructing moderate income housing, either on UTA-owned sites or other sites in the Station Areas
- Recommending that significant parts be rezoned to allow for higher density housing. While not called out as a strategy in the MIH element, this is a critical element of enabling moderate income housing, by increasing the supply of land that can be built out as market-rate or income-restricted rental housing, town homes, or condominiums, all of which can serve the moderate income housing market.

### **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 loss mitigation fund.
2. Reduce, 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. Apply 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 reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing.
6. Develop and adopt a station area plan in accordance with Section 10-9a-403.1.
7. Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment 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 at 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 are 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 Areas 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 inviting access to the Station Areas. 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 begin first and foremost with the redevelopment of grayfield 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 reduce air pollution from vehicle trips.

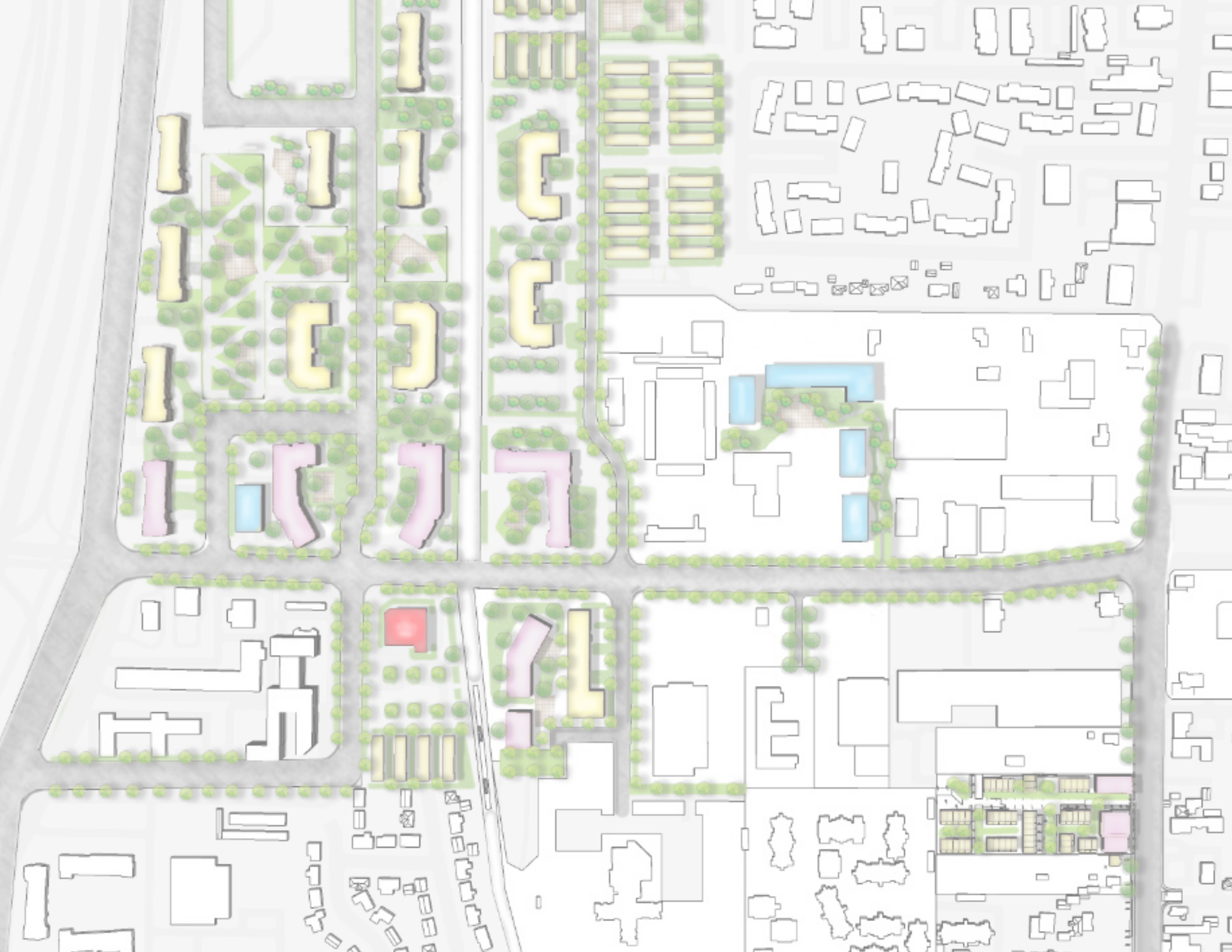
Additional factors relating to environmental conditions are focused on the way that the sites are redeveloped as encouraged by this plan. Creating thoughtfully designed, walkable district of vertical mixed-use buildings around the station areas will reduce the urban heat island effect for the outdoor spaces and reducing 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, nature, 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

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

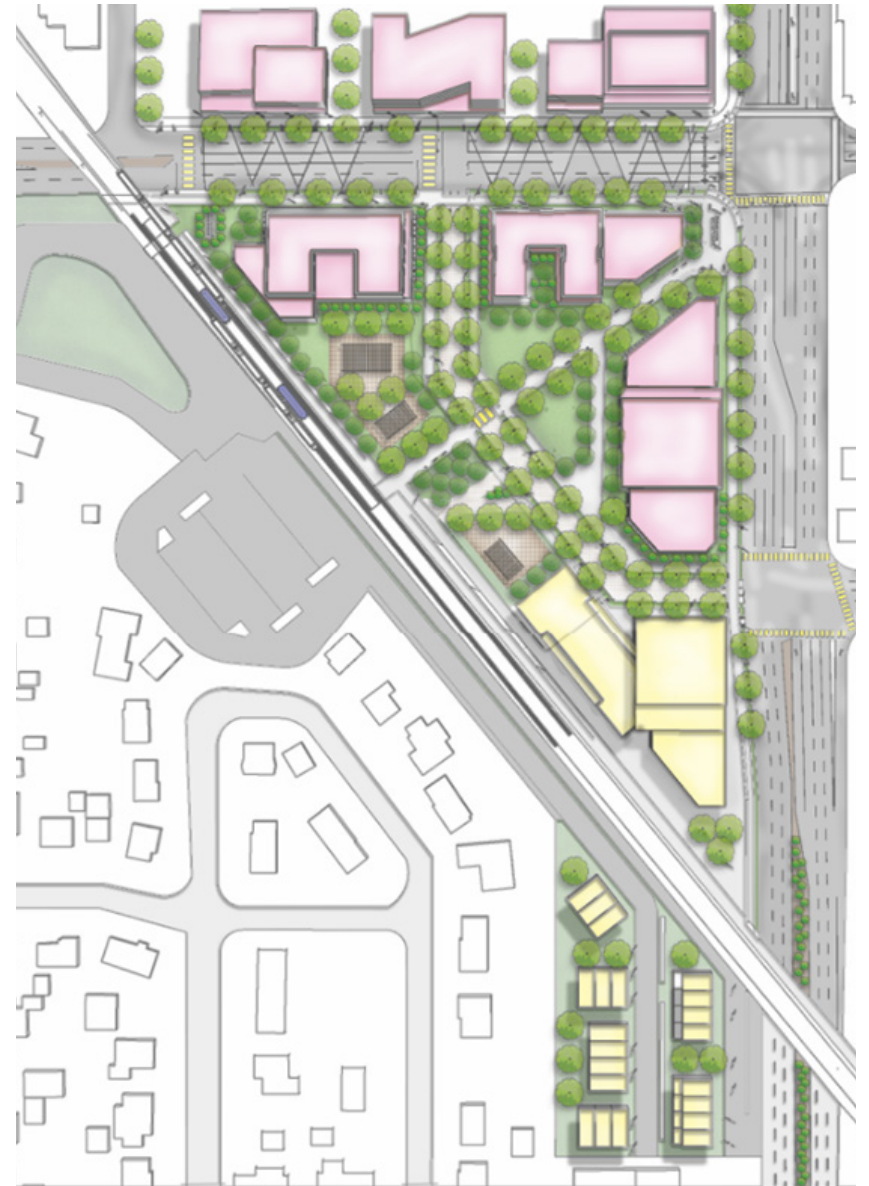


Figure 4.1 Fort Union Station Area Concept Plan

# 5-YEAR IMPLEMENTATION PLAN

Category	Station Area Ft. Union	Center	Public Sector Cost	Development Impact	Projects/ Programs/Policies	Project Champions	Near-term (1-2 years)	Medium-term (3-5 years)	Long-Term (5+ years)
<b>REGULATORY ENVIRONMENT &amp; POLICIES</b>									
Policy	•	•	\$	High	Expand and Revise Transit-Oriented Development Overlay (TODO)	City	Expand & Revise TODO		
<b>CATALYTIC REDEVELOPMENT</b>									
Project	•	•	\$\$ to \$\$\$	High	UTA Redevelopment Partnership	City, UTA	Explore Partnering Potential	Plan and Implement if Feasible	
Project		•	\$\$ to \$\$\$	High	Post Office and Center-State Triangle "Master Plan"	City, USPS	Explore Partnering Potential		Implement if Feasible
Program	•	•	\$\$	Medium	Evaluate Property Acquisitions	City, RDA, State	Identify Properties & Funding	Plan and Implement if Feasible	
Program	•	•	\$	Medium	Market area to developers	City	Plan/Pilot Program	Review Impact, Adjust	
<b>PUBIC INFRASTRUCTURE &amp; IMPROVEMENTS</b>									
Projects, Programs	•	•	\$\$\$	Medium	Major Transportation and Streetscape Improvements	City, UDOT	Design and Fund	Phased Construction	
Project	•	•	-	Medium	Developer Transportation and Streetscape Improvements	Developers	Design and Funding as Development Occurs		
Project	•	•	\$	Medium	Parks and Open Space	City, RDA, Developers	Design, Fund, and Acquire Land	Phased Construction	
Program	•	•	\$	High	Public Art and Placemaking Improvements	City, RDA, Community Partners	Identify Locations, Partners & Funding	Review Impact, Adjust, Find Ongoing Funding	Ongoing Implementation
<b>MODERATE INCOME HOUSING STRATEGIES</b>									
Program, Policy	•	•	\$	High	Coordinate Moderate Income Housing Plan Implementation	City, RDA, UTA, Housing Connect	Identify MIHP Strategies in Station Areas	Coordinate with Partners on Implementation	
<b>STATION AREA PLAN CAPACITY</b>									
Program	•	•	\$\$	High	Pursue HTRZ and/or CRA to fund redevelopment	City, RDA	Apply for HTRZ and/or Create CRA		
Program	•	•	\$	High	Pursue other funding sources	City, RDA	Capital Projects List, Other Regional, State, Federal and Other Grants and Loans; Impact Fee Proceeds		
Program	•	•	\$	Moderate	Consider adding Economic Development staff	City	Identify Need and Funding; Recruit		

Table 4.1 Five-Year Implementation Plan



## RECOMMENDED IMPLEMENTATION PLAN FOR TRANSPORTATION IMPROVEMENTS

Category	Project	Cost	Fort Union Station	Center Station	Programs & Policies	Project Champions	Near-term (1-2 years)	Mid-term (3-5 years)	Long-term (5+ years)
Project, Policy	Shared use path on 7200 South	\$\$\$	•	•	Transportation Demand Management	City, UDOT	Apply for funds to further study	Further study/design	Implementation
Project, Policy	Barrier-separated facility on State Street	\$\$\$	•	•	Transportation Demand Management	City, UDOT	Apply for funds to further study	Further study/design	Implementation
Project	7200 South and TRAX Line crossing improvement	\$	•		-	City, UDOT	Apply for funds to design	Implementation	-
Project, Program	7500 South and TRAX Line crossing improvement	\$	•		Tactical urbanism and streetscape improvements	City, UTA	Apply for funds to design	Apply tactical urbanism treatment	Implementation
Project, Program	Center Street and TRAX Line crossing improvement	\$	•	•	Tactical urbanism and streetscape improvements	City, UTA	Apply tactical urbanism treatment	Implementation	-
Project	7500 South and State Street intersection improvement	\$\$	•	•	-	City, UDOT	Apply for funds to design and construct	Implementation	-
Project	8000 South and State Street intersection improvement	\$\$		•	-	City, UDOT	Apply for funds to design and construct	Implementation	-
Project	New connection from 7065 South to 400 West	\$\$	•		-	City, RDA	Target opportunities with redevelopment	Design & Maintenance Plan	Implementation
Project	New connection from 7440 South to 7065 South	\$\$ to \$\$\$	•		-	City, RDA	Target opportunities with redevelopment	Design & maintenance plan	Implementation
Project	New connection from 7310 South to 7300 South and to State Street	\$\$ to \$\$\$	•		-	City, RDA	Target opportunities with redevelopment	Design & maintenance plan	Implementation
Project	New connection from 7500 South along Birch Street	\$\$ to \$\$\$	•	•	-	City, RDA	Target opportunities with redevelopment	Design & Maintenance Plan	Implementation
Project	New connection from the Wilson Street	\$\$		•	-	City, RDA	Target opportunities with redevelopment	Design & Maintenance Plan	Implementation
Project, Program	Enhance the existing connection from Midvale Center Station to 7800 South	\$		•	Streetscape improvements	City, UDOT	Apply for funds to design and construct	Implementation	-

Table 4.2 Recommended Implementation Plan for Transportation Improvements

## ZONING AND REGULATION

Midvale 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.

### TODO Revisions to Consider

- Ground Floor Commercial Space. Requiring at least 2,500 square feet, or 50' lineal feet, of ground floor commercial space for projects with contiguous frontages on 7200 South, Center Street, 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 if 60% of the primary project frontage is ground floor commercial.
- Regulating Density. Primarily by height and setbacks, and removing the dwelling unit per acre maximum (85) in TODO.
- Parking 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.<sup>1</sup>
- Review other details of TODO zone as it is expanded.

<sup>1</sup>Victoria Transport Policy Institute, Online TDM Encyclopedia

Special consideration should be taken for key corner locations to encourage placemaking and pedestrian-focused spaces. Further coordination with the Planning Commission and City Council is recommended.

### Adopt Transit-Oriented Development Overlay (TODO) in Certain Areas

#### Recommended Areas:

- North of 7200 South
- Center Street Triangle (see maps)
- State Property at 7300 South and State Street

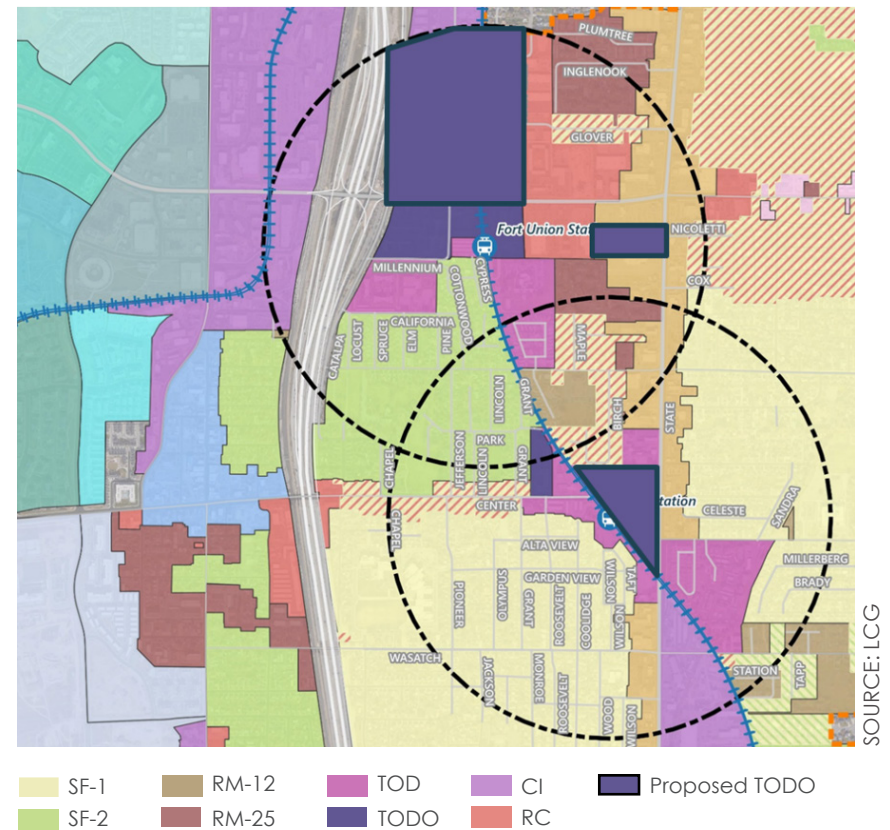


Figure 4.2 Map of Areas Proposed for Rezoning



## 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 Midvale City’s goals, and catalyzes additional private development in other parts of the station areas. Midvale 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 lead, City support)

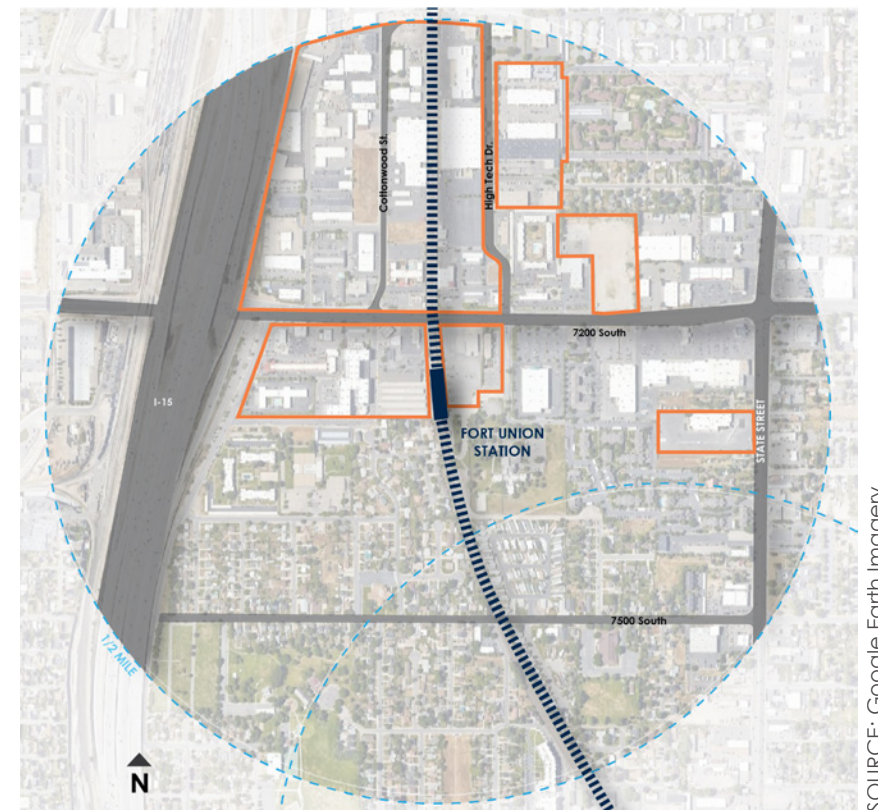
- UTA owns approximately 6.4 acres at the Fort Union station. While some of this property will probably continue to be surface parking, some could be redeveloped
- Explore opportunities for a joint development partnership with the UTA
- Prepare a design plan, which is recommended to include a mix of affordable and market rate housing with ground floor commercial space and high foot-traffic uses including grocery retail, in addition to retained park-and-ride parking and other uses
- Issue 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 Zone to TODO and mixed use development, including a mix of affordable and market rate housing

Consider City/Public land acquisitions north of 7200 South

- Midvale City could consider purchasing sites, or working with the owner to redevelop it as affordable and/or market rate housing, or other uses. The current zoning could be changed, from CI to TODO.
- Market the area to developers, via a web site, informational materials, and/or Midvale City participation in development groups such as chambers of commerce, Urban Land Institute, brokerage associations, etc.



SOURCE: Google Earth Imagery

Figure 4.3 Map of Key Properties at Fort Union

### Center Station

UTA Properties (UTA Lead, City support)

- In partnership with a private developer, UTA could develop this the park-and-ride 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 the Station is likely to remain a parking lot. Midvale 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 Street Triangle Master Plan

- If UTA, Midvale 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 an opportunity to bring in larger-format ground floor commercial uses, iconic “gateway” design features visible to travelers on State Street, Center Street, and TRAX, moderate income and market-rate housing, and structured parking.

Consider acquisitions by Midvale City or other public entity

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

Market 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.

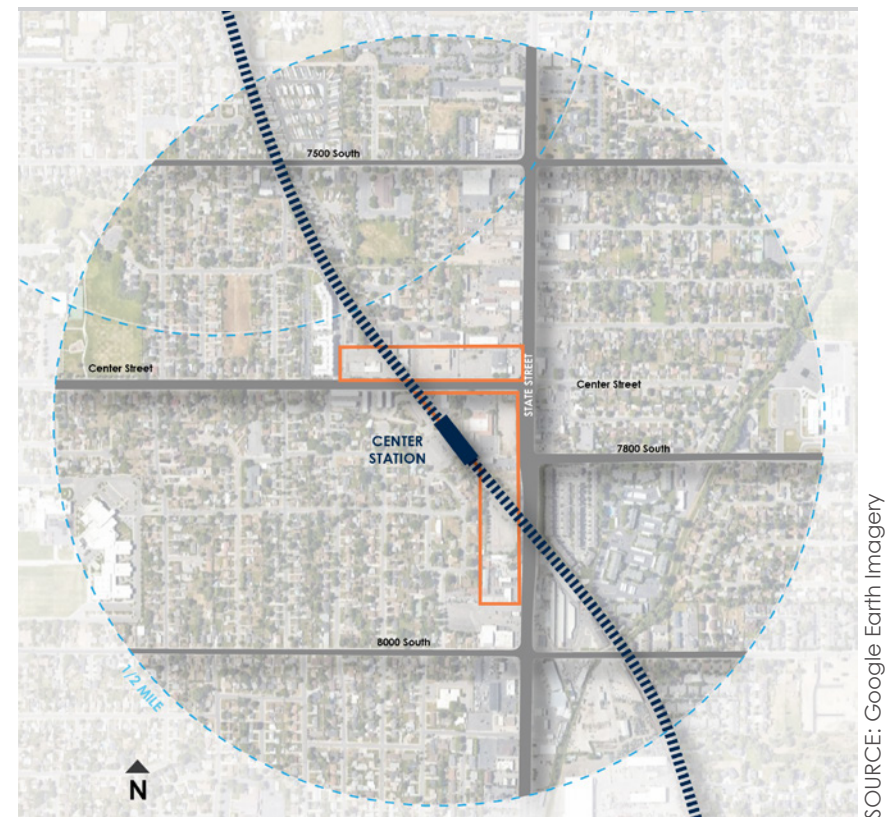


Figure 4.4 Map of Key Properties at Center Station

## PUBLIC INFRASTRUCTURE AND IMPROVEMENTS

### *Key Recommended Improvements*

The preferred plan concepts show a range of improvements 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.

### *Fort Union Station*

- Park(s)
- 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 Midvale City and/or other public agencies:

- Parks and open spaces, especially where larger than about a half-acre. Midvale 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 lots within the station areas:

- Small pocket parks (e.g., several thousand square feet)
- Certain on- and off-street facilities (e.g., sidewalks, etc.) that are adjacent to their properties, if encouraged by City Code. Additional public benefits may be possible in exchange for a reduction in setbacks or other allowances not permitted by current zoning
- Certain new multimodal paths (“Connections”), if 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 spaces<sup>1,2</sup>

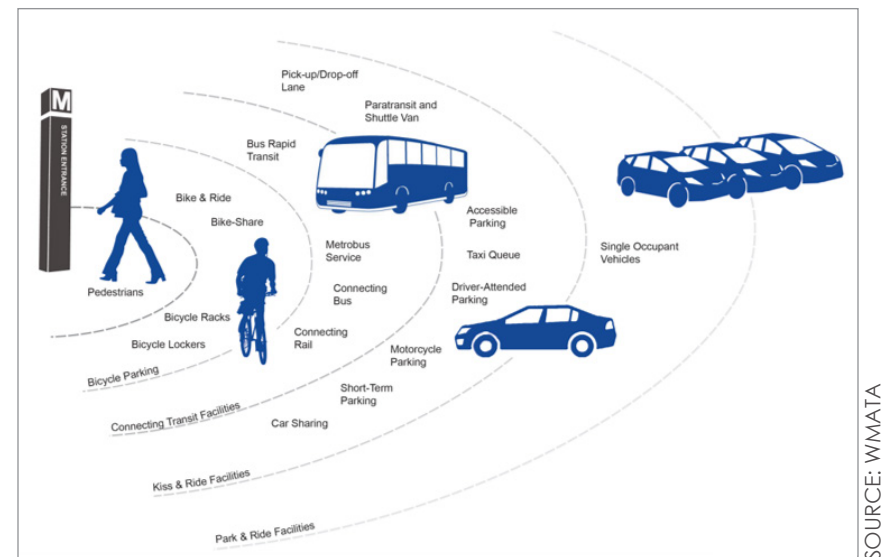
<sup>1</sup>Utah Foundation, 2022 Utah Community Quality of Life Index.

<sup>2</sup>Congress for a New Urbanism, “Quick Build: Tactical Urbanism on steroids.”

### Connectivity and Mobility Guiding Principles For Midvale

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, aiding 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.



SOURCE: WMATA

Figure 4.5 Illustration depicting the preferred multi-modal 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 considerations 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 ridesharing, which encourage individuals to share rides and reduce the number of vehicles on the road, and public transit promotion initiatives aiming to increase 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, fostering healthier and more sustainable commuting options. Parking management strategies help optimize the use of parking spaces, reducing the need for excessive parking infrastructure. Traffic and parking studies may be explored to identify shared parking opportunities and manage spillover parking into adjacent neighborhoods. 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, UDOT, WFRC, businesses, HOAs, and others will be necessary to influence transportation behaviors. 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 Plan

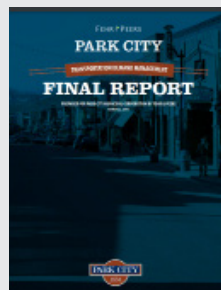
Park City has seen great success by bolstering frequent and free transit services for residents and visitors. Coupled with dynamic parking prices that increase during peak demand, and satellite parking and rides, the mode split between driving and transit is high in this community.

Strategies are divided into different groups including:

Bicycle/walking strategies such as bicycle repair stands, electric bicycle share system, bike showers/lockers, 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.



### Salt Lake City Area TDM Strategies

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

#### **900 South Reconstruction Project**

Providing more flexibility for parking options in multifamily 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**

Salt 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 Salt Lake City (30%), 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 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<sup>3</sup>. In its 2022 Moderate Income Housing Element for the General Plan, Midvale City identified station area planning as a strategy—in addition to the others outlined below—for providing moderate income housing.

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

Strategies that apply directly to the Station Areas:

- Develop and adopt Station Area Plans (SAPs). Underway.
- Develop and implement an HTRZ Zone. See recommendations under “Funding” below
- Utilize moderate-income housing set aside from a community reinvestment agency to create or subsidize MIH. The RDA should work with UTA and others in the station areas to identify opportunities to create MIH using set aside from Bingham 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 MIH production. Station Area UTA sites present prime opportunities for MIH production. The RDA (with UTA and other partners) should look at a mix of MI and market rate housing; ideally within both station areas. For MIH specifically, continue to partner with Housing Connect, Neighbor Works and other entities

<sup>3</sup>WFRC, Station Area Plan Certification and Technical Assistance.

### *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 MIH through various programs
- Reduce/waive/eliminate impact fees related to MIH
- Mortgage assistance program for county/city/public sector employees



Figure 4.8 Brixton Apartments, Sugarhouse, Utah

SOURCE: Keir Construction

## FUNDING

Outlined below are a number of potential funding tools to help realize the desired development within the station areas. Because of the types of change and improvements called for in these plans—in particular the new parks/open spaces, transportation improvements, and mixed-use development—Midvale City will likely need to do the following in order to realize this plan: create one or both of the special districts below (HTRZ and/or CRA); ensure that key projects are included in the transportation and parks impact fee studies; and proactively seek out other funding sources (e.g., WFRC, UDOT) 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—HTRZ and CRA—as well as the requirements and specifications for light-rail adjacent HTRZs.

One advantage of CRAs is that they can be created by Midvale City’s redevelopment agency, whereas HTRZs require approval by the state and an oversight committee, and each county is limited to eight total light rail-adjacent HTRZs, at time of writing. One advantage of HTRZs—a new development tool for cities enabled by 2021 state legislation—is their potential for generating more revenue, as they capture 60-80% of a zone’s incremental property tax and 15% of incremental state sales tax for up to 15 years. CRA 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 for how long” ([2022 Audit of Utah TIF](#)).

Salt Lake County has a policy not to contribute incremental sales tax, and most cities opt to reserve incremental sales tax revenue for services to accommodate the new growth. In a 2021 white paper, Zions Public Finance, Inc. estimated that a 125-acre HTRZ could generate up to \$13.2 million in revenues annually. For further information, consult [Wasatch Front Regional Council's \(WFRC\) HTRZ Overview](#) and [2018 Lincoln Land Institute's Improving Tax Increment Financing for Economic Development](#).

	CRA	HTRZ
Geographic Limitations	Limited to municipal boundaries	Limited to 100-125 acres and ¼, 1/3, or ½ miles of transit stations
Funding Mechanism	Tax Increment Financing	Tax Increment Financing
Taxing Entity Participation	Not required	Required up to 80 percent for 25 years within a 45-year period for commuter rail; 60%-80% for 15 years within a 30-year period for light rail and BRT
State of Utah Participation	No	Participation through sales tax increment of 15 percent into the Transit and Transportation Investment Fund
Governing Body	Municipal Redevelopment Agency	Municipal Redevelopment Agency
Committee Formation Required	No	Yes – representatives from multiple agencies
State Approval Required	No (state does not approve boundaries or expenditures but does require documentation filing)	Yes – Governor’s Office of Economic Opportunity to review required proposals
Area of Expenditure	Within defined boundaries or for improvements that benefit the area	Within defined boundaries or for improvements that benefit the area
Zoning and Use Requirements	No requirements	At least 51 percent of land in an HTRZ to be used for multi-family at an average density of 50 units an acre
Affordable Housing Requirements	No requirements for direct development; ten percent affordable set-aside for CRAs generating more than \$100,000 in increment annually	Requirement of ten percent of residential units to be made affordable to those making less than 80 percent of area median income unless the municipality or transit county meet the HUD affordable housing guidelines at 60% AMI
Can be used with other tools	Yes	Qualified

Table 4.3 Comparison of CRAs and HTRZ

*Recommended Options for HTRZ and CRA*

Going forward, Midvale 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 option because it is not certain that Midvale City will be awarded an HTRZ, and a complete CRA feasibility study is not a part of this planning process.

- **Form an HTRZ at the Fort Union Station Area.** This is one of the action items proposed in Midvale City’s Moderate Income Housing plans, and is therefore consistent with this SAP and past planning. An HTRZ is a more powerful funding tool than a CRA and therefore this HTRZ could help fund moderate income housing, public infrastructure, and potentially other improvements in this station area. However, as stated above, securing HTRZ designation is a competitive application process and therefore it is uncertain by nature
- **Form an HTRZ that covers parts of the Fort Union and Center Station Areas.** It could be beneficial to create an HTRZ that covers parts of both station areas, however, this will need to be planned carefully and comply with the limitations placed on HTRZs, primarily limitations regarding the amount of area that an HTRZ can cover (100 acres) and distance from the station (maximum of ¼ mile). Midvale City and its consultants should study this option and determine if an HTRZ 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 HTRZ with a new CRA.** Staff and Council may determine that an HTRZ 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, Midvale City should study and consider the creation of a CRA. A CRA is probably somewhat less desirable than an HTRZ for several reasons: An HTRZ has already been called for in past (MIH) planning; it would generate more funds; Midvale City already has multiple active CRAs.

Light Rail, BRT Stations	
% affordable housing required on developable acres	10% (No affordable housing requirement if municipality meets HUD requirements of <60% AMI)
Residential % of developable land	51%
# Dus per acre	> =50
Mixed-use development required	Yes
Reasonable % of Dus > 1 bdrm required	Yes
Radius from station	<= 1/4 mile
Maximum acres (noncontiguous)	100
Property tax increment capture	80% for 15 years max per parcel, with a max of 30 years for the entire HTRZ
State Sales tax increment capture	15% to Transit Transportation Investment Fund

Table 4.4 HTRZ Requirements and Specifications



*Potential HTRZ Areas*

Based on the current HTRZ legislation (which passed in 2021 and was amended in 2022 and 2023), and input from Midvale City and UTA, potential boundaries for an HTRZ in the Station Areas are shown in Figure 4.9.

This HTRZ is entirely within a quarter mile of UTA’s light rail stations. It is 64 acres in size (less than the 100-acre maximum). One part of the HTRZ surrounds Fort Union Station, while a second part surrounds Center Station; this is consistent with HTRZ legislation, which allows HTRZs to be noncontiguous.

It is recommended that Midvale City add Economic Development staff to oversee implementation of funding strategies and future redevelopment efforts within the station areas. In the event that an HTRZ or CRA is created to fund improvements in the station areas, redevelopment agency staff may lead some efforts.

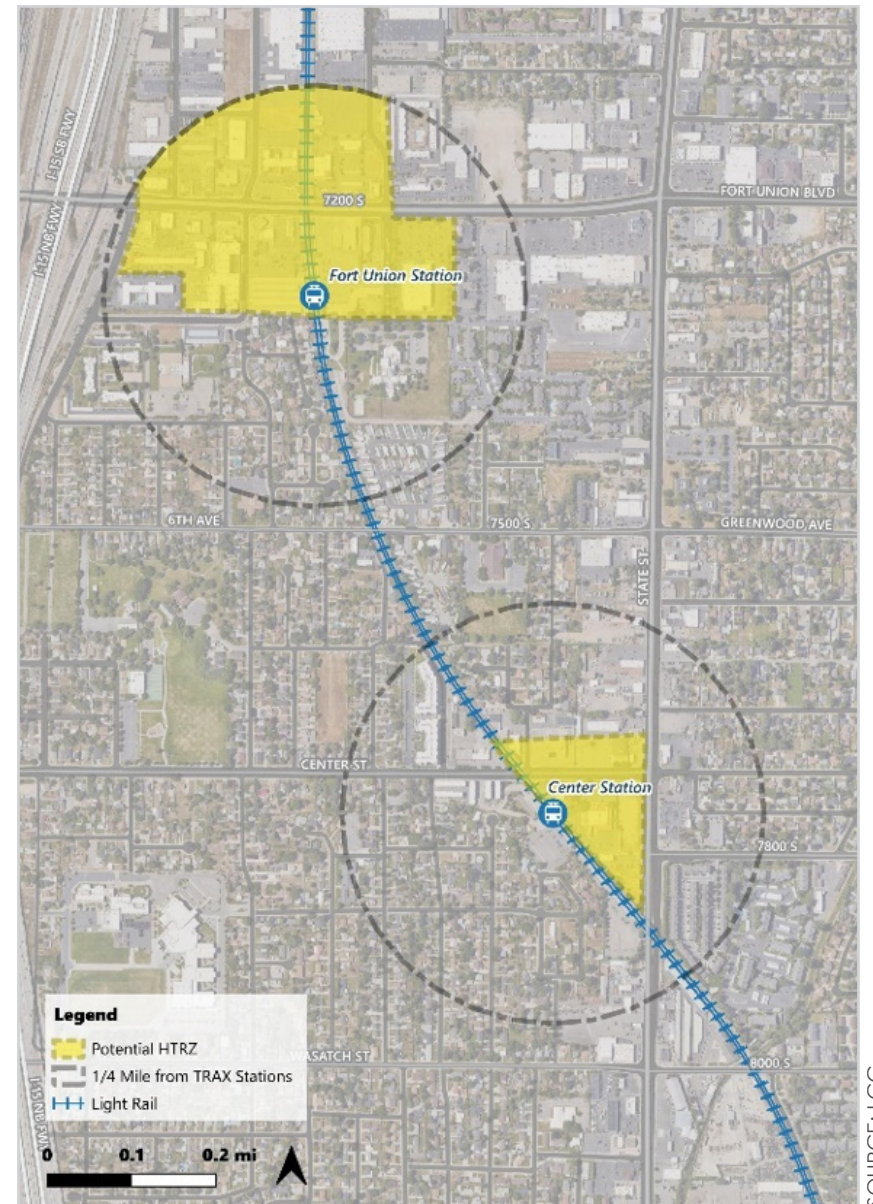


Figure 4.9 Comparison of CRAs and HTRZ

## City Funding

- **Capital Projects Fund List**

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

- **Redevelopment Agency (RDA) Affordable Housing Funds**

The RDA is the primary funding source for moderate to low-income housing in Midvale, via a 20% "housing set-aside" of funds generated in the Bingham Junction and Jordan Bluffs project areas, which could be used to support MIH projects in the station areas.

- **Potential Impact Fees**

Transportation Master Plan/Impact Fee Study. Midvale City is currently undertaking a Transportation Impact Fee Study. It is recommended that Midvale City include some or all of the transportation improvements shown in this plan to the citywide study, so that the SAP improvements can be funded by future impact fee collections.

Parks Master Plan/Impact Fee Study. Midvale City is currently undertaking a Parks Impact Fee Study. It is recommended that Midvale City include some or all of the parks improvements shown in this plan to the citywide study, so that the SAP improvements can be funded by future impact fee collections.

- **General Obligation Bonds**

While citywide general obligation bonds backed by a temporary increase in property tax rates are a legal option for consideration, the need for a public vote and the fact that all city residents would bear the funding burden limits the appropriateness of this tool to infrastructure projects that have a citywide benefit. It is recommended that such funding only be considered for projects significant enough to generate citywide benefit, if other sources are unavailable.

## Developer Improvements

- Including required improvements with incremental development or additional benefits negotiated through development agreements, as discussed above under "Public Infrastructure and Improvements."
- HB 406 includes a variety of provisions, including some that modify the way that municipalities may use development agreements. Midvale City should track changes such as this in order to understand what if any restrictions are placed on the use of development agreements – historically, a very important tool in district redevelopment.

## Federal, State, and Regional Grants

- **Community Development Block Grants**

These federal funds are granted to cities annually or biannually and can fund an array of projects. They are currently being used by Midvale City to fund ADA ramps (per Capital Projects Fund list) and could potentially be used for some of the pedestrian and bike improvements identified by this plan.

- **New Market Tax Credits**

This program generates capital for the revitalization of low-income communities from investors, who receive credits against their federal tax obligations. This program is limited to qualified census tracts (tracts within both station areas are qualified) and requires intermediaries called community development entities to receive and disburse funds for projects—which tend to focus on real estate development (particularly retail and mixed use) but also community facilities and operations. For more information see the Tax Policy Center's page on this program.

<https://www.taxpolicycenter.org/briefing-book/what-new-markets-tax-credit-and-how-does-it-work>

Table 4.5 Additional Potential Funding Sources for Both Areas



*Transportation Funding Sources*

Having sufficient funds for active transportation infrastructure and related programs is critical to achieving the Midvale SAP goals and 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)

Federally Administered Funding	State Administered Funding	Regionally Administered Funding
<ul style="list-style-type: none"> <li>• Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</li> <li>• Reconnecting Communities and Neighborhoods Grant</li> <li>• Mega Grant</li> <li>• Safe Streets and Roads for All</li> </ul>	<ul style="list-style-type: none"> <li>• Class B &amp; C Road Funds</li> <li>• Transportation Investments Funds and Transit Transportation Investment Funds</li> <li>• Utah Outdoor Recreation Grant</li> <li>• UORG Mini-Grant</li> <li>• UORG Recreation Restoration Infrastructure</li> <li>• UDOT Safe Sidewalk Program</li> <li>• Surface Transportation Improvement Program</li> <li>• Highway Safety Improvement</li> <li>• Safe Routes to School</li> <li>• UDOT Maintenance Program</li> <li>• Utah Trail Network Funds</li> </ul>	<ul style="list-style-type: none"> <li>• WFRC Surface Transportation Program</li> <li>• WFRC Congestion Mitigation Air Quality (CMAQ)</li> <li>• WFRC Transportation Alternatives Program</li> </ul>

Table 4.6 Transportation Funding Sources

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# 05

## Appendix



## GLOSSARY

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**Active Transportation:** Transportation of people or goods through non-motorized means, based around physical activity. This includes walking, biking, wheelchairs, scooters, and skateboards.

**Area Median Income (AMI):** The midpoint of a region's income distribution based on household gross income. Calculated by HUD utilizing US Census Data.

**Community Reinvestment Act (CRA):** 1977 Federal law enacted to encourage banks to help meet the needs of borrowers in low- and moderate-income neighborhoods within their community. Intended to reduce discriminatory credit practices against low-income neighborhoods, known as redlining.

**Congestion Mitigation and Air Quality (CMAQ):** Provides federal funding for transportation projects and programs that reduce congestion and improve air quality.

**Department of Housing and Urban Development (HUD):** Federal Government department that administers federal housing and urban development laws, with the mission to “create strong, sustainable, inclusive communities and quality affordable homes for all.”

**First-Mile/Last-Mile Connection:** The gap at the beginning and/or end of a trip between a public transportation stop and the destination. This connection can be fulfilled through comfortable and accessible active transportation routes, micro-mobility (shared bikes and scooters), taxis and micro-transit.

**House Bill 462 (10-9a-403.1):** A bill signed in 2022 aimed to address challenges around growth and considers access to opportunities, housing availability and affordability, transportation choices, and sustainable environmental conditions.

**Housing Affordability:** Housing on which the occupant is paying no more than thirty percent of gross income for housing costs, including utilities.

**Housing and Transit Reinvestment Zone (HTRZ):** A tool used by counties and cities that allows a portion of local tax revenue to support development and housing options in areas around existing public transit stations.

**Metropolitan Statistical Area (MSA):** Geographic region delineation by federal agencies consisting of a county or counties associated with at least one urban area of at least 50,000 population, plus adjacent municipalities with a high degree of social and economic integration with the core as measured through commuting ties.

**Moderate Income:** A household with an annual income at or below the area median income.

**Moderate Income Housing (MIH):** Housing reserved for occupancy by households with a gross household income equal to or less than 80% of the Area Median Income.



**Redevelopment Agency (RDA):** City department that manages and guides development projects and strategic investments and partnerships in a defined geographic area.

**Station Area Plan (SAP):** A plan intended to guide future growth and transportation access within a half-mile of a public transit station.

**Tax Increment Financing (TIF):** An economic development tool that captures the increase of property taxes of a geographically targeted area resulting from new development and diverts that revenue to subsidize that development or investment in public infrastructure.

**Transit-Oriented Development (TOD):** Compact, mixed-used development within walking distance to high-capacity rapid transit. Often features vibrant streetscapes, pedestrian-oriented routes, and land use that encourages active transportation and public transportation use.

**Transit-Oriented Development Overlay (TODO):** A defined geographic area in zoning code that overlays zoning districts, encourages property owners to develop their property using TOD design principles through the use of incentives while preserving rights under the existing zoning district designation.

**Transportation Demand Management (TDM):** programs and projects that aim to provide more competitive transportation options to driving alone, reduce trips, getting people to use transit, ridesharing, walking, biking, and teleworking and improve traffic congestion. Utilizes techniques like education, rewards, disincentives, and design .

**United States Department of Transportation (USDOT):** Federal Government Agency oversees the United States Transportation network including aviation, rail, roads, trucks, buses, maritime, pipeline and hazardous materials.

**Utah Department of Transportation (UDOT):** State agency overseeing the construction and maintenance of state highways in Utah

**Utah Outdoor Recreation Grant (UORG):** State grant that helps communities fund and build recreation amenity infrastructure projects that support local economic development.

**Utah Transit Authority (UTA):** Provides public transportation throughout the Wasatch front including bus, light rail (TRAX), streetcar, and commuter rail.

**Wasatch Front Regional Council (WFRC):** Agency Responsible for coordinating this transportation planning process as the designated Metropolitan Planning Organization (MPO) for the Wasatch Front.

## NEAR-TERM TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

STRATEGY	FOCUS AREA	DESCRIPTION	EXAMPLE	EFFECTIVENESS
Transit Fare Reduction	Transit	Partnering with UTA to offer residents discounted or free transit passes.	Salt Lake City's HIVE Pass Program	★★★
Transit Fund	Transit	Develop and fund a Mobility as a Service platform (MaaS) to connect residents to fixed transit stops.	UTA is currently partnering with rideshare platforms, GREENbike, Spin, and Lime scooters to deliver people to Salt Lake Central Hub and the North Temple TRAX Station.	★★★
Non-motorized Network	Walk/Bike	Continue enhancing the active transportation network to connect communities with transit stations.	Park City has been systematically investing in bus stops and first/last mile improvements to improve connectivity by foot or bike to the transit system.	★★
Carpool/Vanpool Parking	Rideshare	Collaborate with employers and HOAs to reduce parking where plausible, and fund and implement programs that encourage carpooling, trip chaining, subsidizing e-bike purchases and transit passes, etc.	UTA has a rideshare program including both carpool and vanpool available to companies and individuals.	★★
Bike Share System	Bike	Integrate shared mobility strategies including bike-sharing and scooter-sharing to provide flexible options for commuters to reach and depart from transit stations.	Salt Lake City has a bike-share program called GREENbike for locals and visitors, which provides an alternate, green, transportation option to get around town.	★★

HIGH ★★★★★  
 MEDIUM ★★★  
 LOW ★



## LONG-TERM TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

STRATEGY	FOCUS AREA	DESCRIPTION	EXAMPLE	EFFECTIVENESS
TDM Requirements for New Developments	Land Use	TDM requirements for new developments or redevelopment to ensure transportation impacts are effectively managed and multimodal transportation options are prioritized.	Park City has included this policy as part of TDM strategies.	★★
Efficient Parking	Parking	Develop a density bonus for parking reductions- and provide incentives to developers who reduce the number of parking spaces in their projects.	Salt Lake City has updated its ordinances to drop parking requirements in the districts around transit stations. Additionally, Areas with more bike trails and bus service are allowed to have fewer parking spaces.	★★★
Parking Supply Management	Parking	Develop a parking demand management that includes policies and strategies like dynamic parking pricing, shared parking between buildings, parking maximum limits, parking cash-out programs, and parking management technology.	WFRC conducted a study in 2021 about Utah Parking Modernization Initiative which includes parking management strategies. Also, cities like Park City and Salt Lake City have implemented some strategies like parking pricing and shared parking	★★★

HIGH ★★★★★  
 MEDIUM ★★★  
 LOW ★

## FEDERAL FUNDING SOURCES

SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	RAISE grants will fund active transportation projects with a regional focus on safety, connectivity, and equity in communities.	20% Local match can be a combination of local, county, and DOT funds (however, the federal contribution may increase above 80% if a project is in a rural area, a historically disadvantaged community, or an area of persistent poverty).	End of February	<a href="https://www.transportation.gov/RAISEgrants/about">https://www.transportation.gov/RAISEgrants/about</a>
Reconnecting Communities and Neighborhoods Grant (RCN)	Awarded on a competitive basis for projects that advance community-centered connection transportation projects, with a priority for projects that benefit disadvantaged communities, by improving access to daily needs such as jobs, education, health care, food, nature and recreation; fostering equitable development and restoration; and reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Varies based on the grant types; Capital Construction Grants the local match is 50%, Community Planning, Capital Construction, and Regional Partnership Challenge Grants the local match is 20%.	End of September	<a href="https://www.transportation.gov/grants/rcnprogram">https://www.transportation.gov/grants/rcnprogram</a>



SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
Mega Grant	Supports large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national or regional significance. Half of the funds are available for projects above \$500 million in total cost, the other half are available for projects between \$100 million and \$500 million in total cost.	May be used for up to 60 percent of eligible project costs. Other Federal assistance may satisfy the non-Mega share requirement for a Mega grant, but total Federal assistance may not exceed 80 percent of future total eligible project costs.	mid-August	<a href="https://www.transportation.gov/grants/mega-grant-program">https://www.transportation.gov/grants/mega-grant-program</a>
Safe Streets and Roads for All (SS4A)	<p>SS4A funds projects that reduce death and serious injury on roads and streets.</p> <p>WFRC is providing the SS4A Action Plan for all communities within the WFRC planning area. When this plan is ready, Midvale City can apply for an implementation fund grant.</p>	20%	mid-July	<a href="https://www.transportation.gov/grants/ss4a/how-to-apply">https://www.transportation.gov/grants/ss4a/how-to-apply</a>

## STATE FUNDING SOURCES

SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
Class B & C Road Funds	These funds are allocated to each city and county based on population, road mileage, and land area. Class B funds go to counties while Class C funds go to cities and towns. Funding can be spent on “enhancement of traffic and pedestrian safety” including sidewalks, curb and gutter, and the construction of bicycle facilities in the highway right-of-way.	For fiscal year 2023, \$1,065,494.24 was allocated to Midvale City.	N/A	<a href="https://udot.utah.gov/connect/business/public-entities/local-government-program-assistance/">https://udot.utah.gov/connect/business/public-entities/local-government-program-assistance/</a>
Transportation Investments Funds, Transit Transportation Investment Funds (UDOT TIF & TTIF)	Provide funding for nonmotorized paved first/last mile connections to transit and active transportation projects. Projects can include sidewalks, multi-use pathways, pedestrian bridges, bicycle lanes, and bus stops. Goals must be to mitigate congestion on a state highway, implement a part of an active transportation plan approved by UDOT, and projects that are prioritized by the Commission through the prioritization process. Project funding is often in the range of \$15,000-\$1,500,000 per application.	40% or in-kind match.	Open from June to August	<a href="https://projectprioritization.udot.utah.gov/">https://projectprioritization.udot.utah.gov/</a>
Utah Outdoor Recreation Grant (UORG- Tier 1)	For new outdoor recreation infrastructure projects and helps communities build recreation amenities that support local economic development and funds projects from \$15,001-\$200,000.	50%	Cycle is mid-January to mid-March	<a href="https://recreation.utah.gov/utah-outdoor-recreation-grant/">https://recreation.utah.gov/utah-outdoor-recreation-grant/</a>
UORG Mini-Grant	Ideal for smaller projects. The grant awards funds between \$500-\$15,000.	50%	Cycle is mid-January to mid-March	<a href="https://drive.google.com/file/d/1ESwKK2jy skxpG5NMuyaC8rTSp YKiRmXx/view">https://drive.google.com/file/d/1ESwKK2jy skxpG5NMuyaC8rTSp YKiRmXx/view</a>
UORG Recreation Restoration Infrastructure (RRI)	Awarded to restore high-use and high-priority trails or repair or replace other types of developed recreation infrastructure on public lands. RRI grants are offered from \$5,000-\$150,000.	50%	Cycle is mid-January to mid-March	<a href="https://drive.google.com/file/d/1ESwKK2jy skxpG5NMuyaC8rTSp YKiRmXx/view">https://drive.google.com/file/d/1ESwKK2jy skxpG5NMuyaC8rTSp YKiRmXx/view</a>



SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
UDOT Safe Sidewalk Program	For the construction of new sidewalks, they need to be adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for 10 or more years.	25%	Varies	<a href="https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit">https://docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit</a>
Surface	The STIP is maintained daily and includes transportation projects on the state, city, and county highway systems as well as projects in the national parks, national forests, and Tribal lands. These projects use various federal and state funding programs, administered by UDOT.	N/A	Ongoing	<a href="https://www.udot.utah.gov/connect/about-us/commission/stip/">https://www.udot.utah.gov/connect/about-us/commission/stip/</a>
Highway Safety	Available for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and signs are examples of eligible projects. Projects in high-crash locations are most likely to receive funding.	10%	N/A	<a href="https://highways.dot.gov/safety/hsip">https://highways.dot.gov/safety/hsip</a>
Safe Routes to School (SRTS) Program	This program provides funding for both infrastructure improvements and educational programs to promote safe walking and bicycling to and from elementary, middle, and junior high schools. Project budgets typically range between \$50,000 and \$200,000.	Not required; Priority points may be assigned for providing matching funds	Mid-September to mid-October	<a href="https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/">https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/</a>
UDOT	UDOT can use routine street resurfacing as an opportunity to add bicycle lanes or buffers onto existing facilities. This option would not require additional funding.	N/A	N/A	<a href="https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf">https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf</a>

## REGIONAL FUNDING SOURCES

SOURCE	DESCRIPTION	LOCAL MATCH	DEADLINE	LINK
WFRC Surface Transportation Program	For constructing new streets or widening, improving, or reconstructing existing streets classified as freeways, highways, arterials, or collectors. Also bridge replacement, intersection improvements, projects which reduce traffic demand, such as transit capital improvements and active transportation, and other projects. Funds are programmed over a six-year period and applicants currently will be competing for funds available in the federal fiscal year 2029.	6.67%	Letters of Intent are due in September.	<a href="https://wfrc.org/programs/transportation-improvement-program/surface-transportation-program/">https://wfrc.org/programs/transportation-improvement-program/surface-transportation-program/</a>
WFRC Congestion Mitigation Air Quality (CMAQ)	Funds must be used for transportation projects which improve air quality. Examples of eligible projects include transportation control, construction/ purchase of new public transportation facilities and equipment; construction of bicycle or pedestrian facilities; promotion of alter-native travel modes, including ridesharing; Intelligent Transportation Systems (ITS); and certain traffic control measures, such as traffic signal coordination, intersection improvements, and incident management. The funds may not be used for major road widening. Funds are programmed over a six-year period and applicants currently will be applying for funds available in federal fiscal year 2029.	6.67%	Letters of Intent are due in September.	<a href="https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/">https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/</a>
WFRC Transportation Alternatives Program	Funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non- drivers, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Funding eligibility includes Safe Routes to School infrastructure projects. Applicants will be competing for funds available in the federal fiscal year 2025.	6.67%	Letters of Intent are due in September.	<a href="https://wfrc.org/programs/transportation-improvement-program/transportation-alternatives-program/">https://wfrc.org/programs/transportation-improvement-program/transportation-alternatives-program/</a>

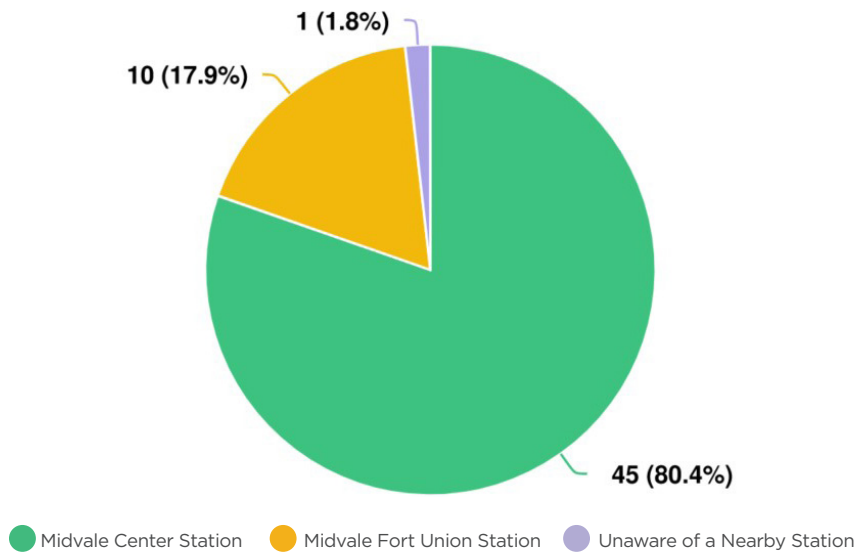


# ONLINE SURVEY SUMMARY

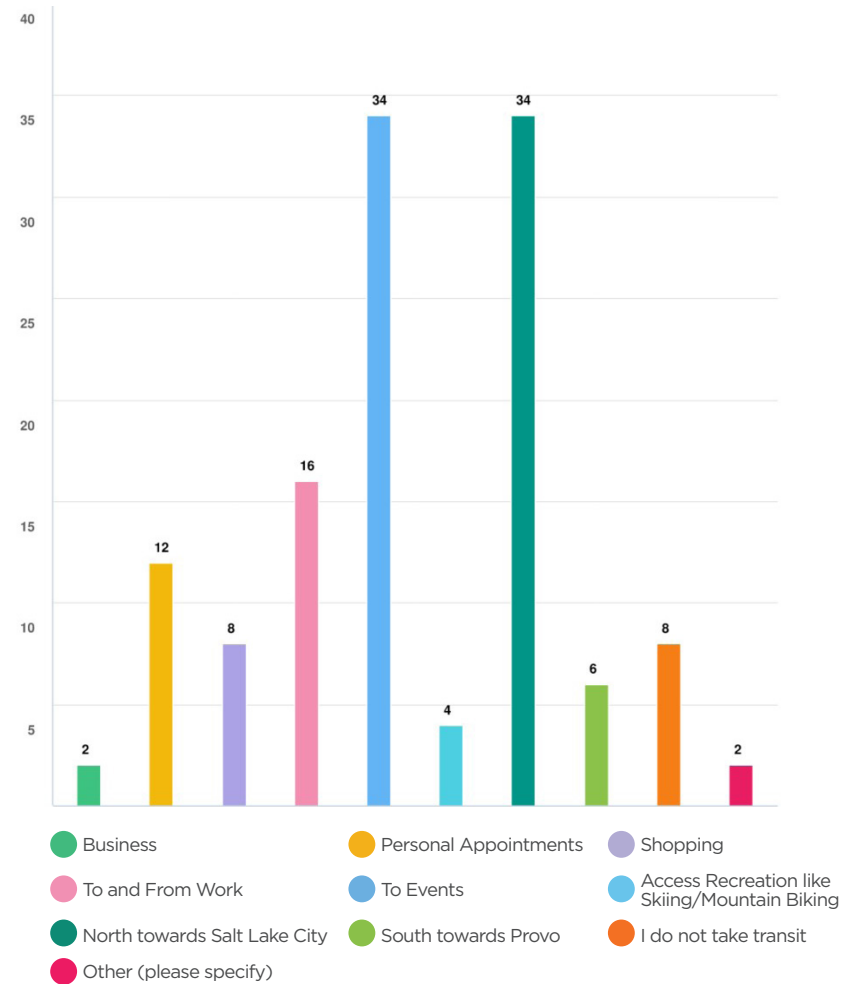
The online survey launched on April 17th and was open through mid-June, using the online platform Bang The Table. Throughout this timeframe, fifty-nine people responded to the survey, providing feedback that helped inform the planning process and recommendations for each station area.

The following are the survey questions and results. Additional open-answer comments in the survey have been synthesized at the end of this section.

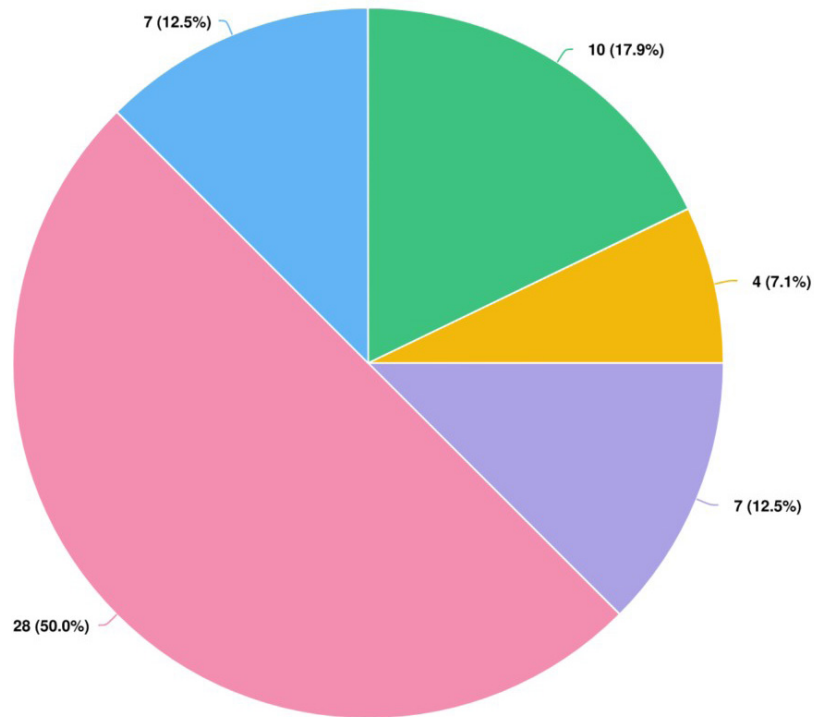
## Q1: What is the closest station to you?



## Q2: Where are you currently taking transit? (Select all that apply.)

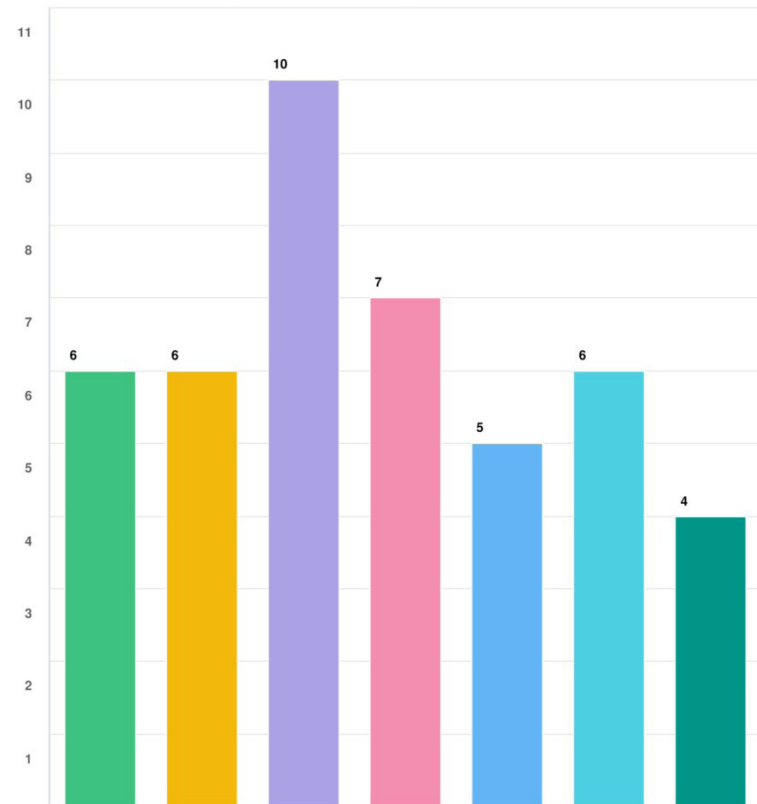


**Q3: How often are you taking transit?**



- Multiple times a week
- Once a week
- Once a Month
- A few times a year
- I am not currently taking transit

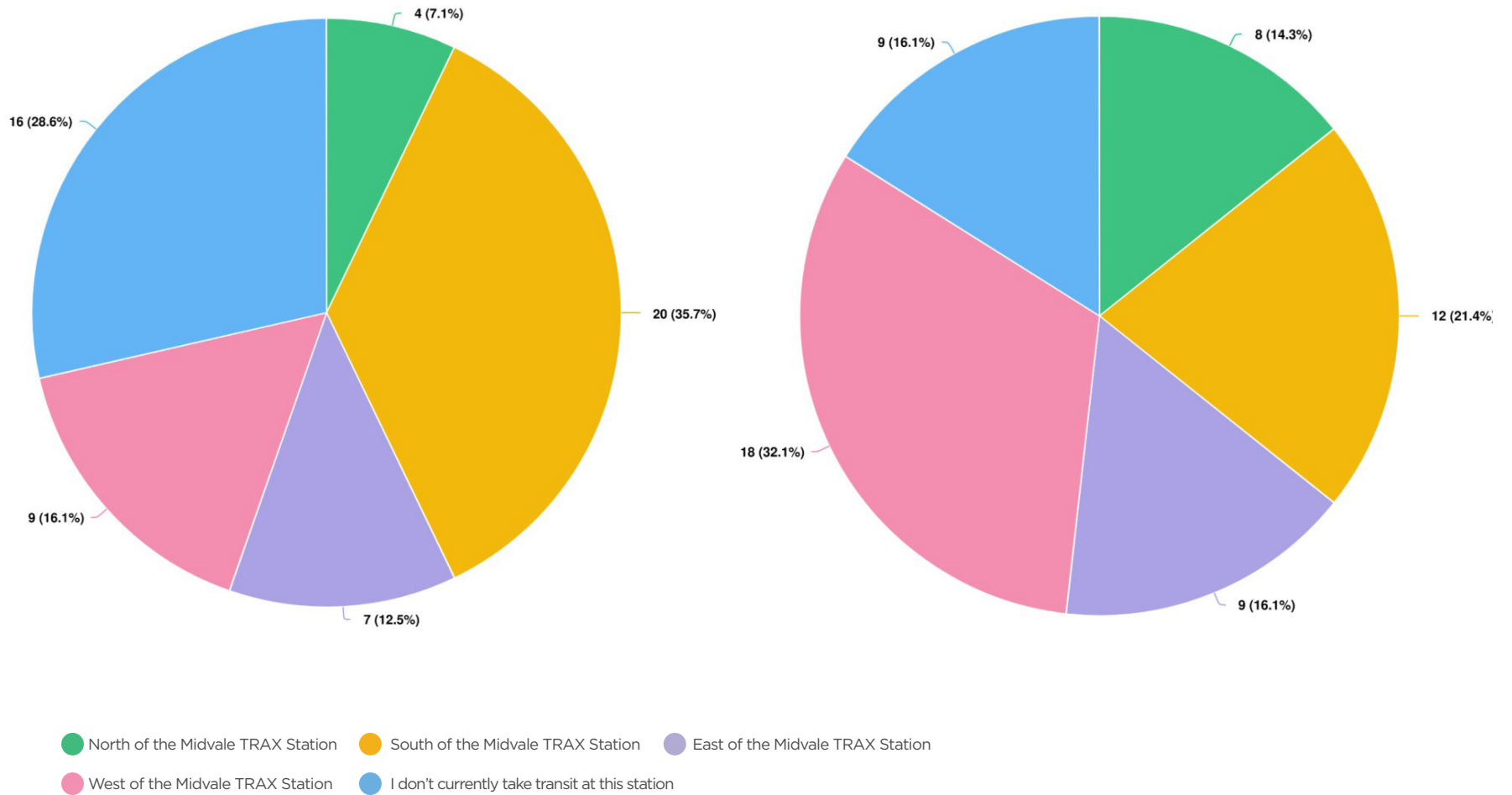
**Q4: If you selected 'not currently taking transit', what are reasons that prevent you from using transit? (Select all that apply.)**



- Safety Concerns
- Inconvenience to Access
- Takes too much time
- Transit doesn't go where I need to travel
- Transit does not run during times I would like to use it
- It is hard to access the stations by foot or by bike
- Other (please specify)

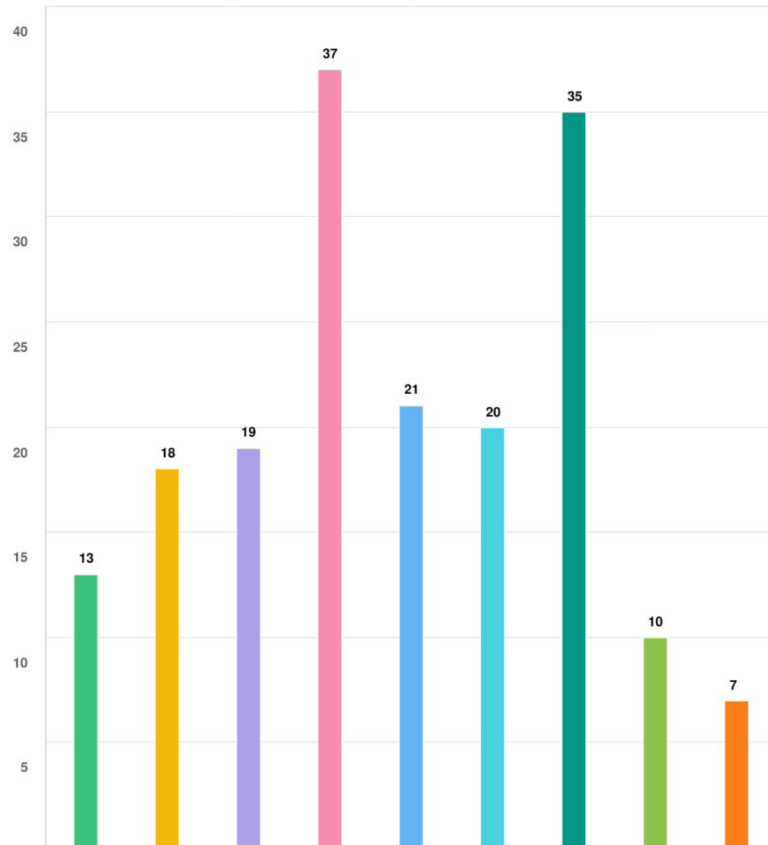


**Q5/Q6: Where are you coming from to get to the Station?**

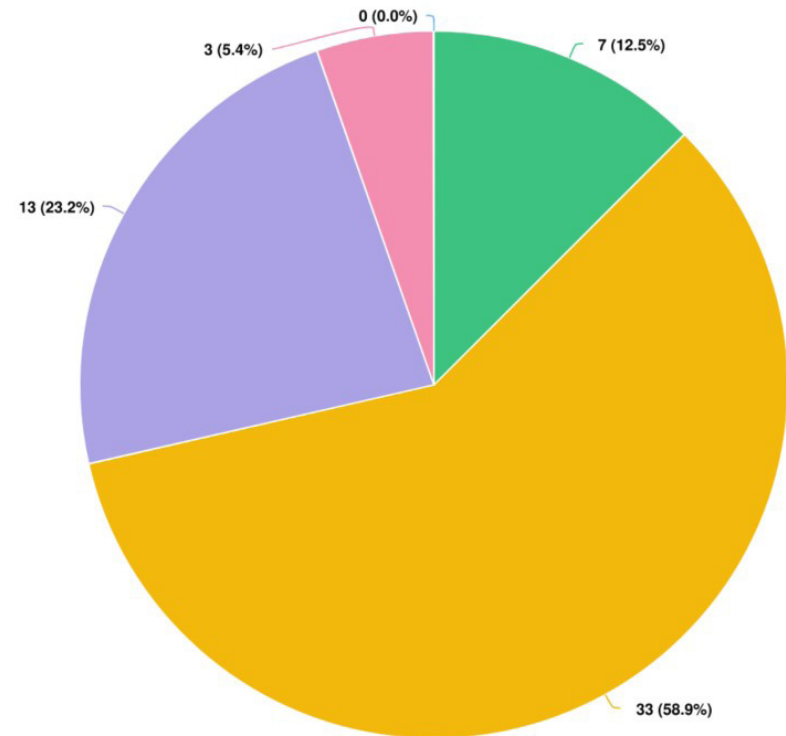


**Q7: If stations were improved, where would you take transit? (Select all that apply.)**

**Q8: How far are you willing to walk or bike to take public transportation?**



- Business
- Personal Appointments
- Shopping
- To Events
- To Access Recreation
- To and From Work
- North towards Salt Lake City
- South towards Provo
- Other

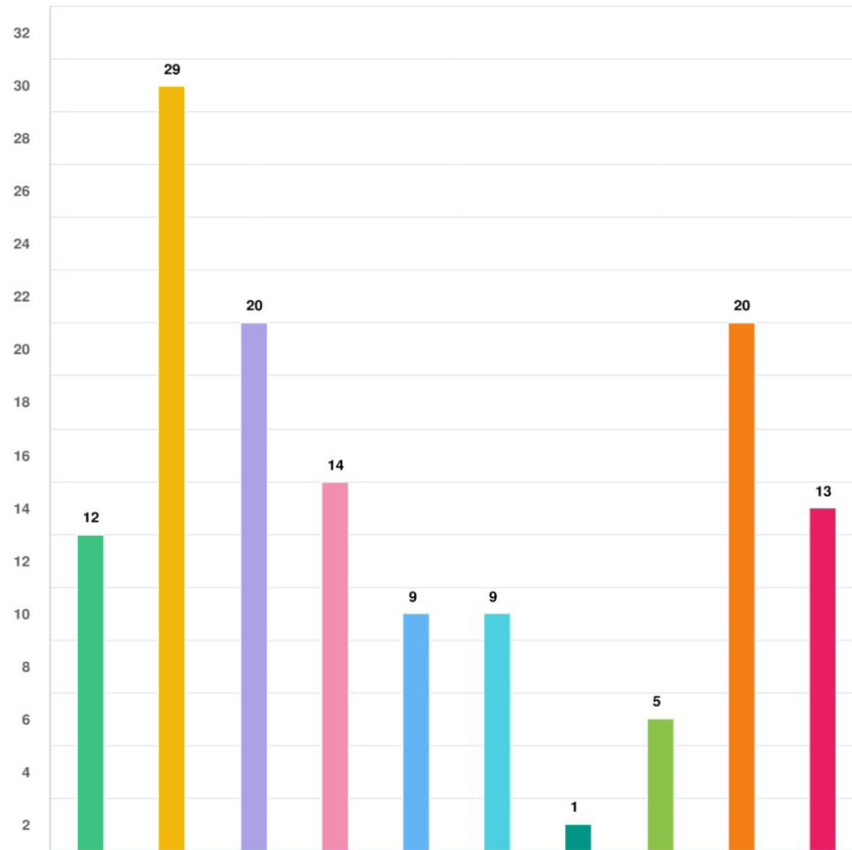


- Less than a half mile
- Half mile (10 minutes walking)
- One mile (20 minutes walking)
- Other
- 2 miles

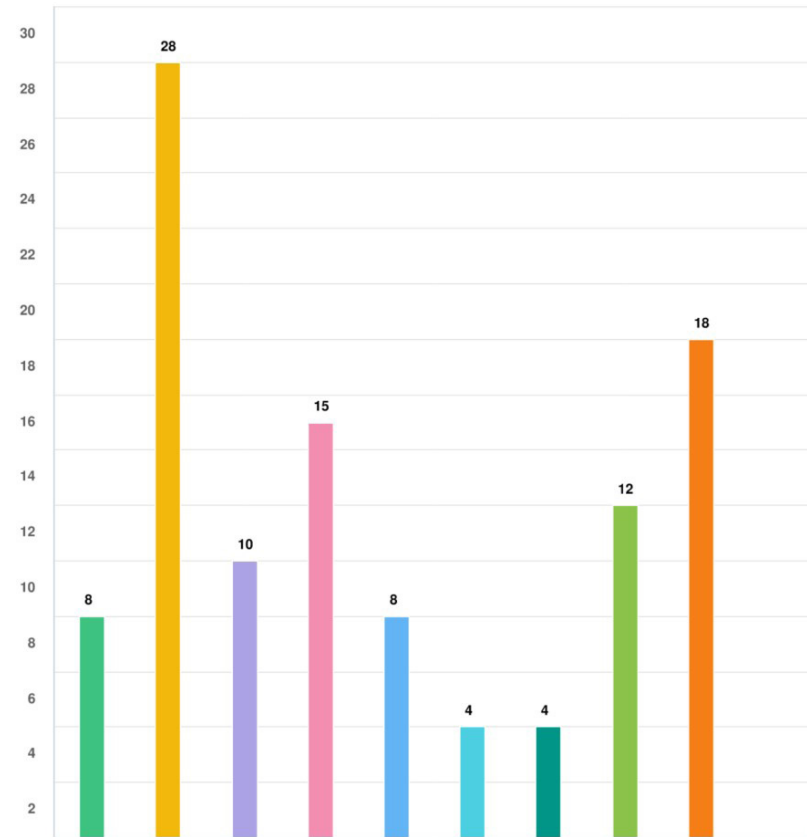


**Q9/Q10: What barriers currently exist for you in accessing the TRAX Stations? (Select all that apply.)**

Midvale Fort Union Station



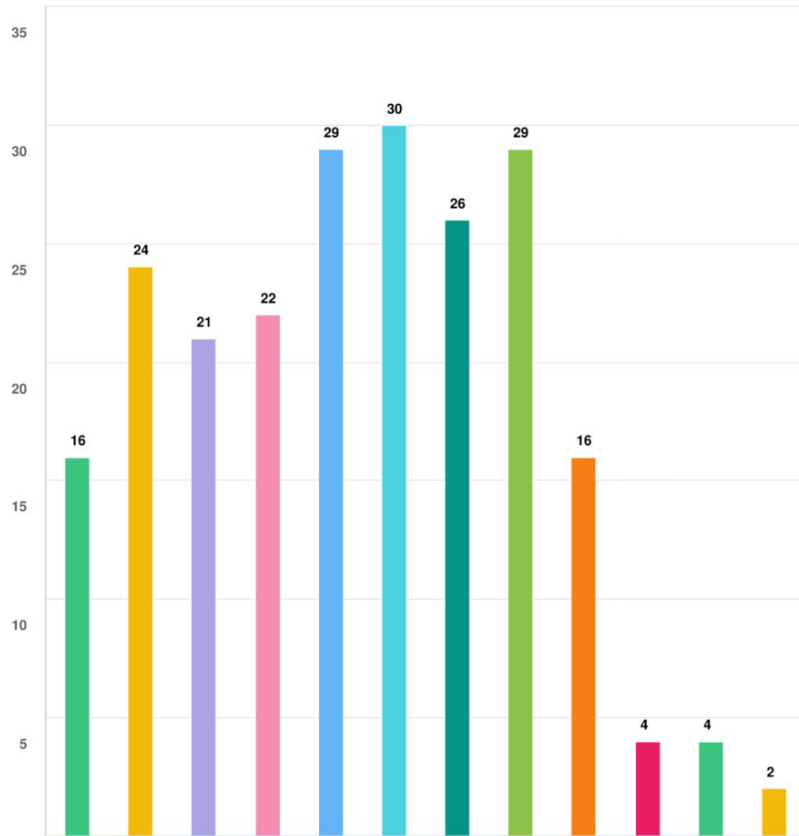
Midvale Center Station



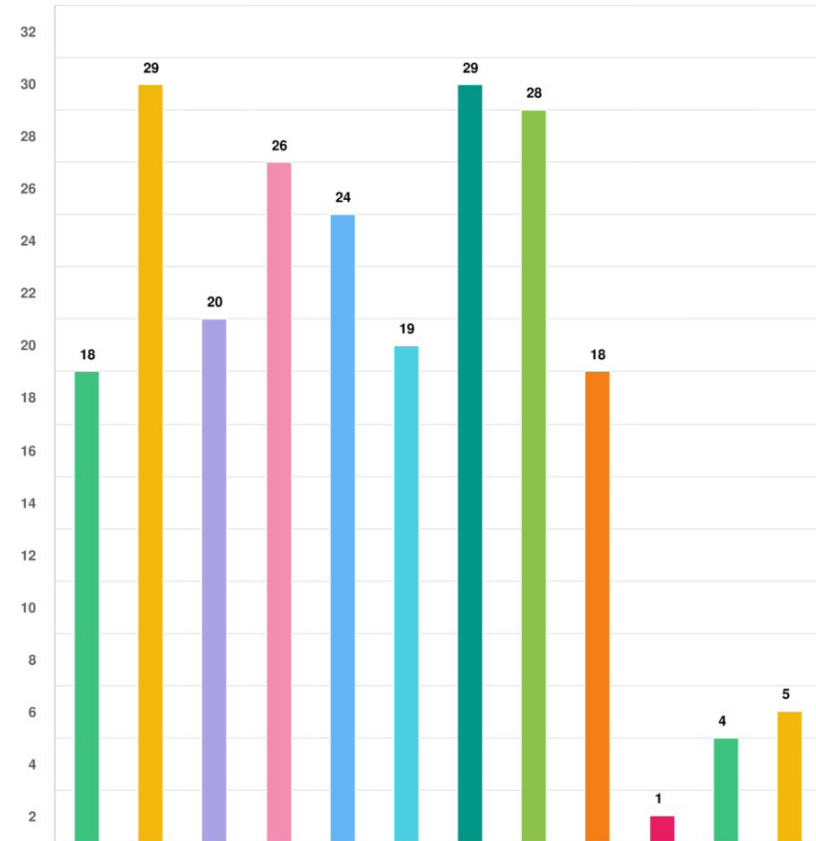
- No direct walking or biking connections
- Uncomfortable walking or biking conditions
- Lack of contiguous sidewalks and bike lanes
- Poor lighting
- Lack of amenities at stations
- Poorly marked or signalized crosswalks/intersections
- Barriers like I-15 and/or the rail corridor
- Lack of Parking
- Lack of wayfinding signage
- Other

Q11/12: What improvements would you like to see at the TRAX Stations? (Select all that apply.)

Midvale Fort Union Station



Midvale Center Station

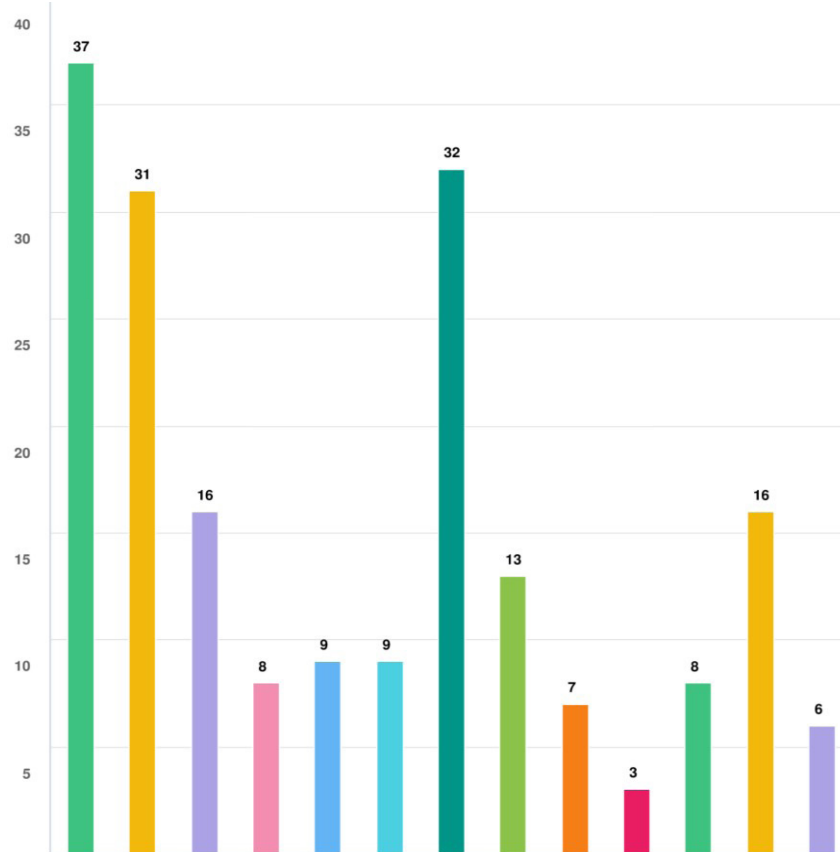


- Open spaces or public plazas
- Placemaking elements (murals and public art, plazas, art, etc)
- Commercial stores
- Enhanced pedestrian and bike experience
- Connectivity
- Retail
- Shelter improvements (covered platforms, lighting, wayfinding signs)
- Safety Improvements
- Bicycle parking or lockers
- More vehicle parking
- Ski storage
- Other

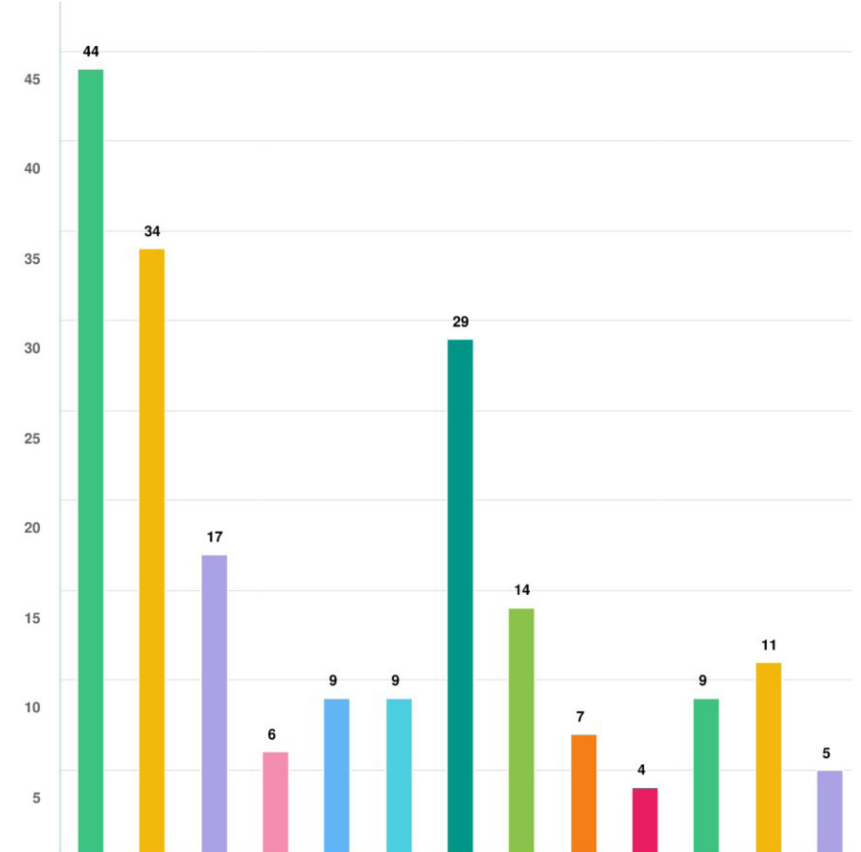


**Q13/14: Which of the following commercial uses or amenities do you think would fill unmet needs near the Stations? (Select all that apply.)**

Midvale Fort Union Station



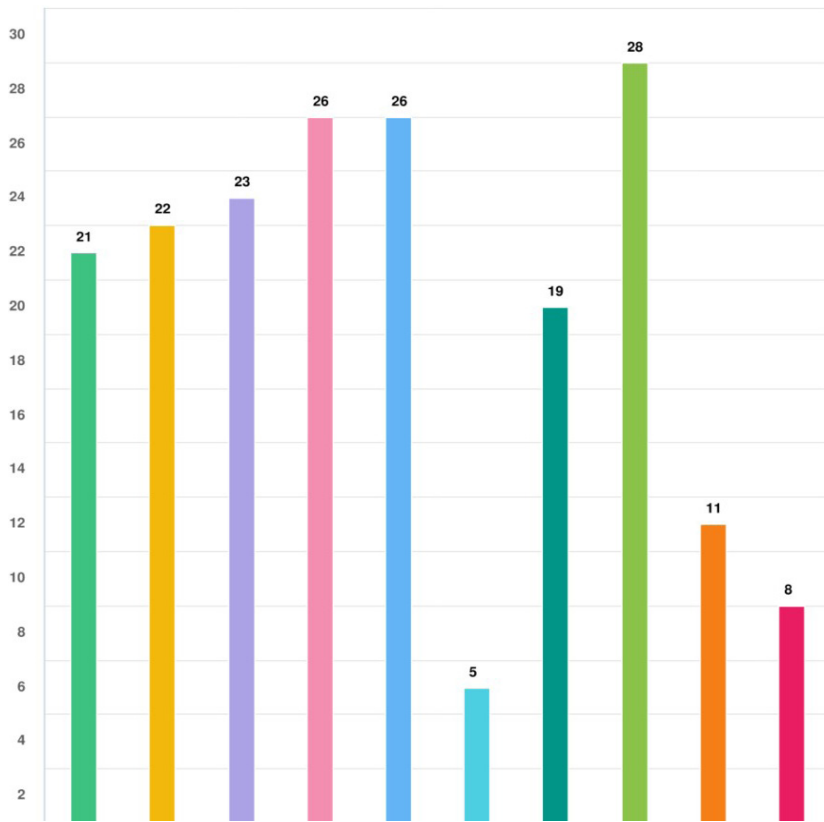
Midvale Center Station



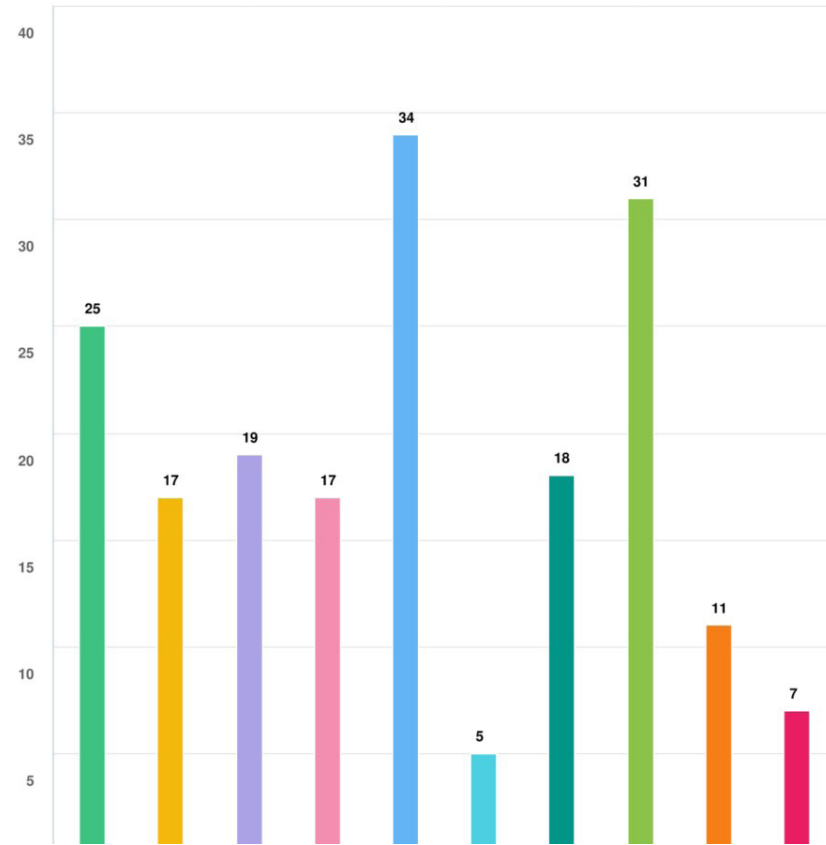
- Grocery Store
- Restaurants
- Pharmacy
- Healthcare
- Fitness
- Childcare
- Public Park
- Clothing and Accessories
- Electronics
- Furniture
- Sports and Hobbies
- Professional Office Space
- Other

Q15/16: What improvements would encourage you to live near the Stations? (Select all that apply.)

Midvale Fort Union Station



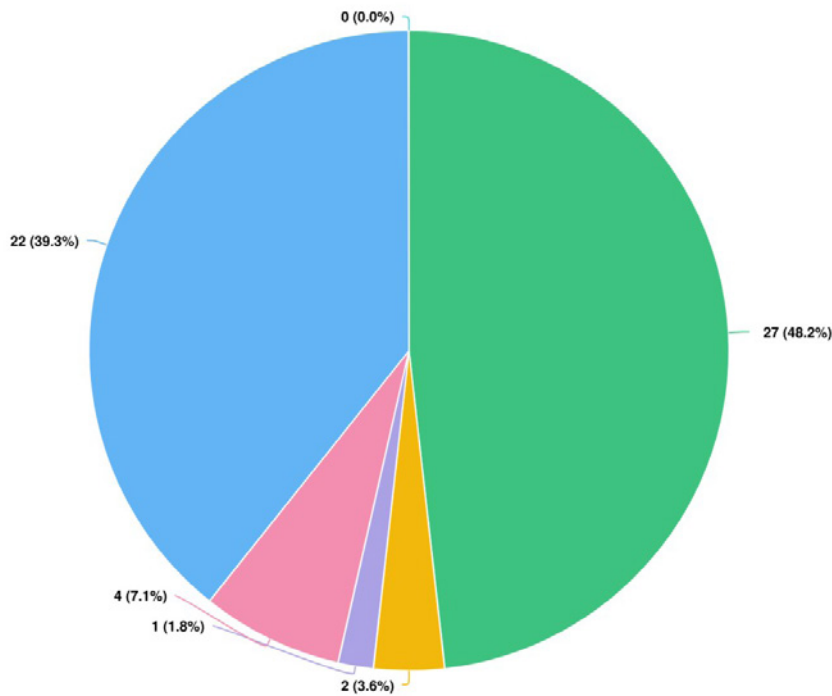
Midvale Center Station



- Walking and biking connection improvements
- Less traffic congestion and vehicle travel delays
- Bike/pedestrian improvements
- More housing choices
- More food and grocery options
- More parking options
- More destinations and commercial amenities
- Civic space (parks, plazas, green spaces, etc.)
- Multimodal connectivity
- Other

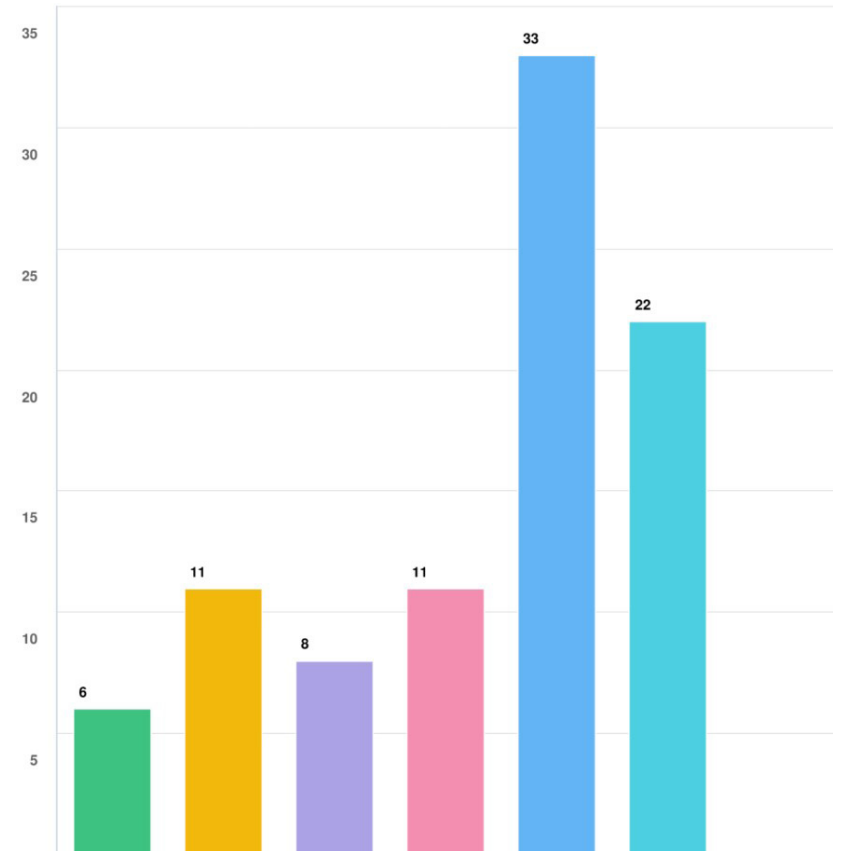


**Q17: What type of parking do you currently utilize in the areas around the Midvale Fort Union and Center Stations?**



- Park and Ride Lots
- On Street Parking in Residential Areas
- On street Parking in Commercial Areas
- Dedicated business specific parking lots
- I don't utilize parking around the stations
- Other

**Q18: What types of additional parking infrastructure or programs are you supportive of? (Check all that apply.)**



- Paid parking at certain times of day except for transit park and ride lots
- Mobile parking apps for public parking payments
- More surface parking lots
- Structured parking lots
- Incentives for riding transit for adjacent residential units (like subsidized transit passes, and/or reduced parking availability)
- I am not supportive of increased parking or related programs
- Other

## Q19: Additional Comments

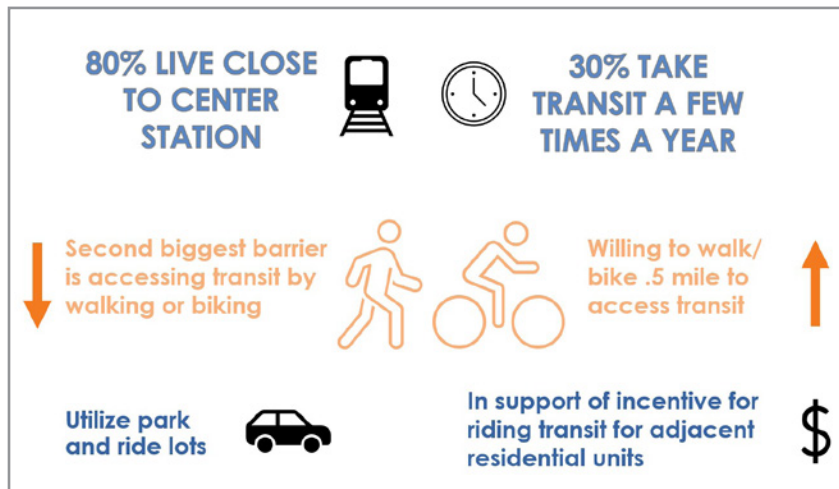
- Make more walkable paths
- Incorporating more family activities and spaces into the area
- More people should be riding TRAX
- The existing conditions and systems makes public transit inconvenient
- Transit stations do not feel cohesive to the the existing area and prioritizes car movements
- Not pedestrian- friendly
- Planting more trees for shade along sidewalks
- Improve pedestrian crossings to make them safer
- Increase safety and retail around Center Station
- More attractive to the public and people outside of the City
- Concerns with Fort Union Station being unmaintained and an unpleasant to walk through
- Center Station as a desert for amenities and lacking businesses (potential need for food/dining services, convenience stores, lots of parking, unwelcoming multi-units housing,
- Concerns with maintenance and appearance of multi-unit housing
- Importance placed on increasing retail, housing choices, and grocery store needs for both station areas
- Implement more commercial spaces but at a smaller scale for the Center Station Area
- Support for investing in existing businesses
- Encourage supportive uses to all the anticipated housing
- Consider challenges with spillover parking in Center Station and Fort Union Station from new development
- Address crime and safety near Fort Union station and at park-and-ride lots
- Existing amenities should be better maintained and cleaned at the stations (i.e. benches, sidewalks, garbage cans)
- Needs better access from neighborhoods especially at Center Station (concerns with connections to Taft Street)
- Consider underutilized parcels near Center Station
- Easy and accessible for some residents living close to the stations
- Incorporate more green spaces and mixed-uses
- Concerns with affordability and changing the character of single-family residential neighborhoods
- Remove barriers, dead ends, more connectivity for pedestrians and cyclists.



### Key Takeaways

The responses in the survey highlighted that time is one of the biggest preventions to using transit followed by safety and access by foot or bike to the TRAX Stations. Additionally, the top physical barriers for respondents were uncomfortable walking and biking conditions, lack of contiguous sidewalk and bike lanes, and lack of amenities at the transit stations. In general, respondents are willing to walk or bike at about a half-mile to access transit.

Top improvements for both station areas are better connections, increased amenities, and more placemaking elements. If improvements were made, respondents would likely use the service to travel north to events in Salt Lake City and to access recreation activities. Park-and-ride lots are somewhat utilized, but mostly underutilized for both Stations. Many respondents are supportive of incentives for riding transit for adjacent residential units.



### Midvale Center Station



### Fort Union Station





MIDVALE STATION AREA PLAN



7505 S Holden Street  
Midvale, UT 84047  
801-567-7200  
[www.MidvaleCity.org](http://www.MidvaleCity.org)

## **MIDVALE CITY COUNCIL STAFF REPORT January 16, 2024**

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### **SUBJECT**

Open and Public Meetings Act, Government Records Access and Management Act, and Social Media Training

### **SUBMITTED BY**

Garrett Wilcox, City Attorney

### **CITIZEN AGENDA SUMMARY**

The City Attorney is providing training to the City Council on the Open and Public Meetings Act, Government Records Access and Management Act, and social media best practices.

### **BACKGROUND AND OVERVIEW**

Utah Code Ann. § 52-4-104 requires that members of a public body are provided annual training on the Open and Public Meetings Act. Tonight's training will meet that requirement by covering a variety of topics related to the Open and Public Meetings Act including its legislative intent, important definitions, legal requirements, and common violations. Additionally, tonight's training will also cover the basics of Utah's Government Records Access and Management Act. Finally, the training will address best practices regarding social media and elected officials based on the current state of law and in context of both Acts.