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

MIDVALE CITY COUNCIL REGULAR MEETING
AGENDA
February 3, 2026

Public Notice Is Hereby Given that the **Midvale City Council** will hold a regular meeting on **February 3, 2026** 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 Midvale.Utah.gov/PublicComment by 5:00 p.m. on February 2, 2026.**

The meeting will be broadcast on **You-Tube (Midvale.Utah.gov/YouTube)**

6:00 p.m. – WORKSHOP

- Jordan Bluffs Concept Presentation by Gardner and Edge Homes — ***[Adam Olsen, Community Development Director]***

7:00 p.m. - REGULAR MEETING

I. GENERAL BUSINESS

A. WELCOME AND PLEDGE OF ALLEGIANCE
B. ROLL CALL
C. Proclamation Proclaiming February 2026 as Black History Month
D. Unified Police Department Report — ***[Chief April Morse]***
E. Arts Council Report — ***[Wade Walker, Chairman/President]***

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 their name for the record. Comments should be limited to not more than three (3) minutes unless additional time is authorized by the City Council. Citizen groups will be asked to appoint a spokesperson. This is the time and place for any person who wishes to comment on issues not scheduled for public hearing. 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. COUNCIL REPORTS

A. Council Member Bonnie Billings
B. Council Member Paul Glover
C. Council Member Heidi Robinson
D. Council Member Bryant Brown
E. Council Member Denece Mikolash

IV. MAYOR REPORT

A. Mayor Dustin Gettel

V. CITY MANAGER REPORT

A. Matt Dahl

VI. PUBLIC HEARINGS

A. Receive Public Comment Regarding a Code Text Amendment that modifies the Midvale Municipal Code Section 17-7-17.3 (TODO Zone) to provide design flexibility for the Commercial Mixed-Use requirement. — ***[Wendelin Knobloch, Planning Director]***

ACTION: Consider Ordinance 2026-O-03 which adopts a Code Text Amendment that modifies the Midvale Municipal Code Section 17-7-17.3 (TODO Zone) to provide design flexibility for the Commercial Mixed-Use requirement.

B. Receive Public Comment Regarding a Zoning Map Amendment from the Transit-Oriented Development (TOD) Zone to the State Street (SSC) Zone of approximately 2.17 acres located at 7634 S, 7636 S, 7638 S, and 7640 – 7642 S State Street. — ***[Jonathan Anderson, Planner II]***

ACTION: Consider Ordinance No. 2026-O-05 Authorizing a Zoning Map Amendment from the Transit-Oriented Development (TOD) Zone to the State Street (SSC) Zone for approximately 2.17 acres located at 7634 S, 7636 S, 7638 S, and 7640-7642 S State Street

VII. CONSENT

A. Consider Minutes of January 20, 2026 — ***[Rori Andreason, H.R. Director/City Recorder]***

VIII. ACTION ITEMS

A. Consider **Resolution No. 2026-R-08** Adopting the Fashion Place West Station Area Plan — ***[Adam Olsen, Community Development Director]***

B. Consideration of **Ordinance No. 2026-O-04** Repealing Midvale Municipal Code Chapter 5.24 *Liquidation and Fire or Damaged Goods Sales* – ***[Garret Wilcox, City Attorney]***

C. Consideration of **Resolution No. 2026-R-09** Adopting the Amended City of Midvale Jurisdictional Annex to the Salt Lake County Hazard Mitigation Plan — ***[Brian Buckhout, Emergency Planner]***

IX. DISCUSSION ITEM

A. Discuss Proposed Amendments to the FY2026 General Fund Budget and other funds as necessary. — ***[Mariah Hill, Administrative Services Director]***

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

The agenda was posted in the City Hall Lobby, on the City's website at Midvale.Utah.gov and the State Public Notice Website at pmn.utah.gov. Council Members may participate in the meeting via electronic communications. Council Members' participation via electronic communication will be broadcast and amplified so other Council Members and all other persons present in the Council Chambers will be able to hear or see the communication.

Date Posted: January 29, 2026

Rori L. Andreason, MMC
H.R. Director/City Recorder

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

MIDVALE CITY COUNCIL
STAFF REPORT
02/03/2026

SUBJECT

Consider Ordinance No. 2026-O-03 which adopts a Code Text Amendment that modifies Midvale Municipal Code Section 17-7-17.3 (TODO Zone) to provide design flexibility for the commercial mixed-use requirement.

SUBMITTED BY

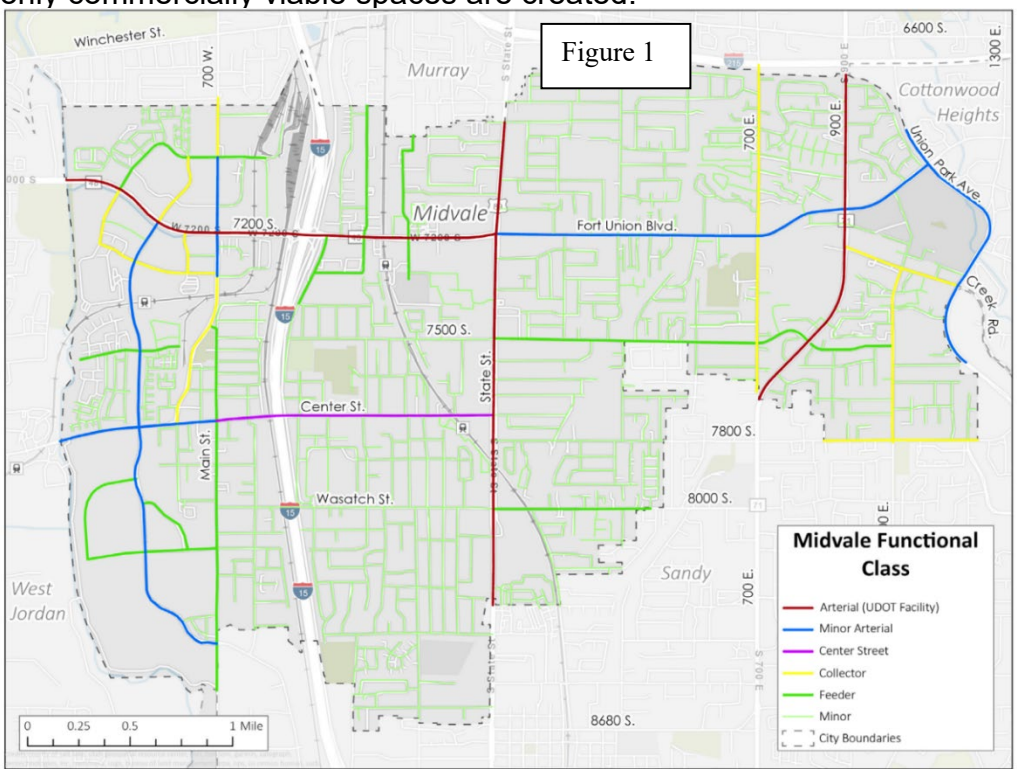
Wendelin Knobloch, Planning Director

BACKGROUND AND ANALYSIS

This code text amendment changes how the TODO zone implements the mixed-use requirement for the main floor of buildings and proposes that the exclusion of office uses on the main floor of buildings apply to Fort Union Blvd and Center Street.

Instead of requiring a percentage of the *building footprint area* as office, retail, and/or restaurant uses the new language proposes a percentage of the *street facing building façade* as office, retail, and/or restaurant uses, with the addition of an option for clustering the requirement on any road classified as a Feeder or larger, as designated in the Transportation Element of the General Plan (see Figure 1). A minimum depth requirement for the commercial space on the first floor was added as well to ensure that only commercially viable spaces are created.

Figure 1



Public notice has been sent to affected entities as required in 17-3-9.B of the Municipal Code. No comments were received prior to the completion of this report.

ZONING CODE AMENDMENT CRITERIA

Midvale City Code 17-3-1(F) outlines the criteria necessary for amendments to the zoning code. A proposal may only be approved if it demonstrates one or more of the following:

1. The proposed amendment promotes the objectives of the general plan and purposes of this title;
2. The proposed amendment promotes the purposes outlined in Utah State Code 10-9a-102;
3. The proposed amendment more clearly explains the intent of the original language or has been amended to make interpretation more straightforward; or
4. Existing zoning code was the result of a clerical error or a mistake of fact.

Staff finds that this proposal meets the first, second, and third criteria listed above because the change promotes the following: (1) the general plan objective of optimizing land uses in Opportunity Areas (Criterion 1); (2) the Municipal Land Use, Development, and Management Act (LUDMA) objectives of promoting prosperity and protecting the tax base (Criterion 2); and (3) the clear interpretation of code language (Criterion 3).

STAFF RECOMMENDATION

Staff advises the City Council approve the code text amendment with the following finding:

1. The amendment complies with Midvale City Code 17-3-1(F) and meets criteria 1-3.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission unanimously recommended approval of this code text amendment.

RECOMMENDED MOTION

I move that we approve Ordinance No. 2026-O-03 which adopts a Code Text Amendment that modifies Midvale Municipal Code Section 17-7-17.3 (TODO Zone) to provide design flexibility for the commercial mixed-use requirement.

ATTACHMENTS

1. Ordinance No. 2026-O-03

ORDINANCE NO. 2026-O-03

AN ORDINANCE AMENDING MIDVALE MUNICIPAL CODE SECTION 17-7-17.3 (TODO ZONE) WHICH PROVIDES DESIGN FLEXIBILITY FOR THE COMMERCIAL MIXED-USE REQUIREMENT.

WHEREAS, pursuant to Utah Code Annotated Sections 10-8-84 and 10-20-501 through 10-20-503, 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 to promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of the municipality; and

WHEREAS, on January 2, 2002, the Midvale City Zoning Ordinance, Title 17 of the Midvale City Municipal Code (the "Code"), became effective and is subject to amendments from time to time pursuant to Section 17-3-1 the Code; and

WHEREAS, pursuant to Section 16-01-010 of the Code, the City desires to promote the protection of public health, life and safety; protect the character and social and economic stability of all parts of the city; protect and preserve the value of land throughout the municipality; guide public and private policy and action; establish responsible standards; prevent pollution and degradation of air, streams, and ponds; preserve the natural beauty and topography; and provide for open spaces through the most effective design and layout of the land;

WHEREAS, pursuant to Section 17-1-1 of the Code, the City desires to promote coordinated development, redevelopment, effective use of land, and site planning; protect and promote public safety, health, and general welfare by providing adequate light and air, water and sewage control, police, fire and wetlands protection; and secure economy in governmental expenditures; and

WHEREAS, the City desires to amend 17-7-17.3 of the Midvale City Municipal Code entitled Transit-Oriented Development Overlay Zone Development Standards; and

WHEREAS, the Planning Commission held a public hearing on January 14, 2026, to review the request for amendments and, after considering all the information received, made a recommendation to approve the amendment request to the City Council; and

WHEREAS, the City Council of Midvale City, Utah held a public hearing on February 3, 2026; and

WHEREAS, after taking into consideration citizen testimony, planning 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 section of the Midvale City Municipal Code is hereby amended as included in the attachment to this document:

- Attachment A: Amending Section 17-7-17.3

Section 2. This ordinance shall take effect upon the date of first publication.

PASSED AND APPROVED this 3rd day of February, 2026.

_____
Dustin Gettel, Mayor

ATTEST:

_____
Rori Andreason, MMC
City Recorder

Voting by City Council	"Aye"	"Nay"
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Denece Mikolash	_____	_____

Date of first publication: _____

Attachment A:

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17-7-17.3 Development standards.

The following development standards apply to all development in the zone:

A. *Lot Area.* There is no minimum lot area.

B. *Setbacks.* Development shall comply with the following setbacks:

1. *Front.* Any frontage of a property is required to comply with the front yard setbacks in this subsection. The front yard setback is ten feet, which shall include a ten-foot-wide sidewalk, with tree wells, street furniture, planter boxes, and other urban design amenities. Additional front yard setback beyond ten feet is permitted if the additional area provides space for outdoor dining, shopping, a patio, or a courtyard. The front yard setback is measured from the back of curb.

a. *Corner Lot Rule.* Corner lots have two front yards.

b. *Projections.* Sills, cornices, flues and ornamental features may project into the front yard setback up to two and one-half feet, provided the feature does not impede pedestrian traffic on the sidewalk and is at least eight feet above the ground. Eaves, awnings, arcades and second story and above balconies may project into the front yard up to five feet so long as these elements are at least eight feet above ground and do not impede pedestrian traffic on the sidewalk.

2. *Rear.* There is no rear yard setback for development except as required by the International Building Code, landscape buffers, and the single family setback. The rear of a building may not abut a public street.

3. *Side.* There is no side yard setback for development except as required by the International Building Code, landscape buffers, and the single family setback. The only allowed uses within the side setback are outdoor dining, gathering, and shopping.

4. *Single Family Setback.* The minimum setback from the property line, when adjacent to a single family residential zoned property, is fifteen feet, subject to the following requirements and exceptions. Development is considered adjacent when the development property directly abuts a single family residential zone property.

a. Three-story structures must be set back thirty feet from an adjacent single family residential zoned property. Four-story structures must be set back forty-five feet from an adjacent single family residential zoned property. Five-story structures and above must be set back sixty feet from an adjacent single family residential zoned property. Every additional two stories must have a building step-back of fifteen feet up to seven stories from an adjacent single family residential zoned property (up to ten stories only if incentives have been obtained, the tenth story does not need a separate setback).

b. *Projections.* Sills, cornices, chimneys, flues, eaves, and ornamental features may project into the setback up to two and one-half feet.

c. *Stairs and Landings.* Outside stairways and landings required by building code for exterior doorways may project into the setback up to three feet.

C. *Build-To Line.* The front yard setback is the build-to line. At least fifty percent of the front elevation must be built within three feet of the build-to line. Recessed plazas, courtyards and trellises are encouraged. The structure may be set back an additional fifteen feet to allow for the inclusion of an outdoor dining area, courtyard, patio, or outdoor shopping area.

D. *Height.* The maximum height for a structure is five stories, unless the structure qualifies for incentives under this section. The maximum height for any structure is one hundred fifty feet.

E. *Maximum Density.* For commercial and vertical mixed-use development, the maximum density is eighty-five dwelling units per acre.

F. *Stories.* All building types must be from three to five stories.

G. *Vertical or Commercial Mixed-Use Requirement.* A vertical or commercial mixed-use component is required in the areas shown in Figures 1 and 2 below. The first story of any vertical or commercial mixed-use structure must consist of a minimum of 67~~7~~5% ~~fifty percent~~ of the street facing building facades ~~building footprint~~ as office, retail, or restaurant uses. The resulting office, retail, or restaurant space shall have a minimum depth of 25 feet measured at a right angle from the interior surface of the front wall to the interior surface of the rear wall.

Clustering of this requirement on Arterial, Minor Arterial, Center Street, Collector, and Feeder roads as defined in the Transportation Element of the General Plan is allowed as long as the overall linear footage of street facing building facades that is provided as office, retail, and/or restaurant uses is equal to what would have been provided on a per street facing building

frontage basis without clustering. –Buildings that have frontage on Fort Union Blvd, and Center Street may not contain office uses ~~along that frontage on~~in the first story. Additional retail, restaurant, or office uses may be included in upper stories if multi-family residential units make up at least ~~fifty percent~~50% of the building's gross floor area. Developments in the required mixed-use areas automatically qualify for the incentive in subsection (H) of this section.

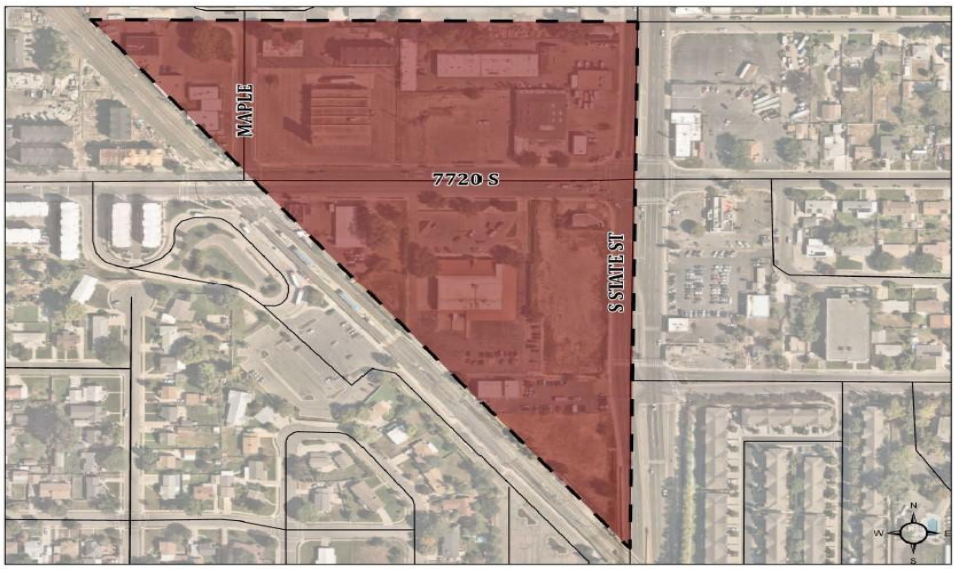

Figure 1. Required Mixed-Use Area Near Center Street TRAX Station

Figure 2. Required Mixed-Use Area Near Fort Union TRAX Station

H. *Incentive for Vertical or Commercial Mixed-Use Component.* A vertical or commercial mixed-use structure may have up to ten stories and no maximum density if the first story of the structure consists of a minimum of 40% of the street facing building facades as office, retail, or restaurant uses. The resulting office, retail, or restaurant space shall have a minimum depth of 25 feet measured at a right angle from the interior surface of the front wall to the interior surface of the rear wall.

Clustering of this requirement on Arterial, Minor Arterial, Center Street, Collector, and Feeder roads as defined in the Transportation Element of the General Plan is allowed as long as the overall linear footage of street facing building facades that is provided as office, retail, and/or restaurant uses is equal to what would have been provided on a per street facing building frontage basis without clustering. Buildings that have frontage on Fort Union Blvd and Center Street may not contain office uses in the first story. ~~the first story of the structure consists of a minimum of twenty-five percent office, retail, or restaurant use.~~

I. *Incentive for Affordable Housing.* A vertical or commercial mixed-use structure may have up to ten stories and no maximum density if at least ten percent of the dwelling units in the structure are deed-restricted as affordable housing.

J. *Required Recreational Amenities.* A vertical or commercial mixed-use structure that has a residential use must provide both indoor and outdoor recreational amenities for residents of the structure. The number and type of amenities shall be based on the unit count for the project and calculated as follows:

Unit Count	**Type of Amenity**
< 100 units	2 indoor amenities 1 outdoor amenity
100—200 units	3 indoor amenities 2 outdoor amenities
201—400 units	4 indoor amenities 3 outdoor amenities

Unit Count	Type of Amenity
> 400 units	5 indoor amenities 4 outdoor amenities

The following recreational amenities can be used to meet the indoor amenity requirement: minimum one thousand square-foot fitness center (can be counted as two amenities); minimum five hundred square-foot club/recreation room; minimum two hundred square-foot business center/meeting room; or minimum one hundred fifty square-foot yoga room; theatre room; golf/sports simulator.

The following recreational amenities can be used to meet the outdoor amenity requirement: pool and spa; outdoor kitchen/barbeque area with tables and seating; pavilion with tables and seating; tot lot; perimeter jogging/walking path with connection to a public pedestrian system and public recreation areas; firepit with seating; or sports court.

K. *Structure Orientation and Scale.* Structures shall be oriented and scaled as follows:

1. Structures shall be serviced by a minor street or driveway and may not gain access from Center Street or a feeder, collector, major collector, or minor arterial street except as approved by the city engineer. Structures that front a courtyard, paseo, common open space, or recreation area are encouraged.

2. Structures shall be arranged and situated to relate to surrounding properties, to improve the view from and of buildings and to minimize road area.

3. Ground floor pedestrian entrances must be oriented toward adjacent streets, plazas, courtyards, sidewalks and trails.

4. Structures shall be designed to minimize pedestrian and automobile conflict while providing pedestrians direct access to a sidewalk or trail.

5. Structures shall be designed with separate residential and commercial entrances.

6. Massing should be divided into rhythmic blocks to bring the design of the unit much closer to the human scale and to create a pedestrian-friendly atmosphere.

7. Long structure rows without varying setbacks or mass should be avoided to prevent wind tunneling and long-term shadow casting.

8. Structure planes shall incorporate varying heights, textures, shapes or colors to mitigate the visual impact buildings have on the public realm.

9. Structure design and orientation should consider exposure to sunlight to avoid energy inefficiencies.

10. Gathering areas in central areas and between structures are encouraged. These areas shall be designed, through landscaping, hardscape, outdoor furniture, and public art, among others, to create a conducive atmosphere for people to come together. (Ord. 2025-03 § 1 (Att. A); Ord. 2018-03 § 1 (Att. A (part)); Ord. 2017-04 § 1 (Att. A (part)). Formerly 17-7-17.4)

7505 S Holden Street
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MIDVALE CITY COUNCIL
STAFF REPORT
2/3/2026

SUBJECT

Consider Ordinance No. 2026-O-05 Authorizing a Zoning Map Amendment from the Transit-Oriented Development (TOD) Zone to the State Street (SSC) Zone of approximately 2.17 acres located at 7634 S, 7636 S, 7638 S, and 7640-7642 S State Street. Information regarding the proposed regulations, prohibitions, and permitted uses that the properties will be subject to if the rezone is adopted can be found in Midvale Municipal Code 17-7-7.

SUBMITTED BY

Jonathan Anderson, Planner II

BACKGROUND AND ANALYSIS

Paul Jones, counsel for Excel Motor Co. LLC is requesting the rezone from the TOD zone to the SSC zone for the 4 properties identified above to operate a vehicle sales business on the property of 7636 S State St. Currently, vehicle related uses are not permitted in the TOD zone and are allowed uses in the SSC zone. The applicant, Excel Motor Co. LLC, has previously applied for a business license to operate a vehicle sales business that was denied on August 25, 2025. The license application denial and zoning interpretation were appealed and later denied by Midvale's Appeal Authority on October 13, 2025 as the TOD zone does not permit vehicle related uses.

Midvale Municipal Code 17-3-1(E) outlines the criteria necessary for granting a rezone as follows: Staff response will be in **bold**.

> *E. Zoning Map Amendment Criteria. The city's zoning is the result of a detailed and comprehensive appraisal of the city's present and future land use allocation needs. A zoning map amendment application may only be approved if the reviewing body determines, in written findings, that the proposed amendment promotes the purposes outlined in Utah Code Annotated 10-9a-102 and demonstrates one or more of the following:*
> *1. Proposed rezoning promotes objectives of the general plan;*
> *2. Existing zoning was either the result of a clerical error or a mistake of fact, or that it failed to take into account the constraints on development created by the natural characteristics of the land, including but not limited to steep slopes, floodplain, unstable soils, and inadequate drainage; or*

3. Land or its surrounding environs have changed or are changing to such a degree that it is in the public interest to encourage redevelopment of the area or to recognize the changed character of the area.

Staff believes the proposed zoning map amendment request satisfies Utah Code Annotated 10-9a-102 (renumbered 10-20-101 effective 11-6-2025) and criteria #1 listed above.

The properties are in the area identified in the 2016 General Plan as Middle State Street which consists of a portion of the State Street corridor and the Center Street TRAX station area. The goals of this area are to promote nodes of higher intensity uses at the Center Street TRAX station, and 7500 S. These properties fall in the middle of those node areas, where commercial properties are underutilized.

The purpose of the State Street (SSC) Zone is to foster complementary development and create new opportunities for a variety of uses. The Transit Oriented Development (TOD) Zone's purpose is to provide a transitionary area between suburban developments and the Transit Oriented Development Overlay (TODO) Zone, which is intended for the TRAX station areas. With the distance between the Center Street TRAX station and these properties and the adjacency of the SSC Zone, rezoning the properties is justifiable.

The SSC Zone allows a larger variety of commercial uses than the TOD Zone and in this area of the Middle State Street Opportunity Area it would "promote the prosperity" and "protect the tax base" (UCA 10-20-101) by permitting more commercial business use types to be allowed at these properties with the proposed zoning map amendment while preserving the transitionary areas needed to promote effective transit-oriented and mixed-use developments.

Public notice has been sent to property owners within 500 feet of the subject area, posted on the City Website, the Utah Public Notice website, advertised at City Hall, and a notice was placed on the property. No written public comments have been received as of the writing of this report.

STAFF RECOMMENDATION

Staff recommends the City Council approve the zoning map amendment with the following findings:

1. The zoning map amendment request complies with the requirements of MMC 17-3-1(E) and 17-3-1(E)(1).

PLANNING COMMISSION RECOMMENDATION

The Planning Commission unanimously recommended approval of the zoning map amendment request at the January 14, 2026, regular meeting.

RECOMMENDED MOTION

I move that we approve Ordinance No. 2026-O-05 Authorizing a Zoning Map Amendment from the Transit-Oriented Development (TOD) Zone to the State Street (SSC) Zone for approximately 2.17 acres located at 7634 S, 7636 S, 7638 S, and 7640-7642 S State Street with the findings included in the staff report.

ATTACHMENTS

1. Amended Rezone Application
2. Draft Ordinance No. 2026-O-05

4766 Holladay Blvd
po box 17406
Holladay, UT 84117
main 801.930.5101
cell: 801.859.1478
fax 801.606.7714

PAUL W. JONES
Direct (801) 998-8471
pwjones@halewoodlaw.com

January 6, 2026

Via Email
Adam Olsen, Director
Community & Economic
Development
7505 S Holden Street
Midvale, Utah 84047
Email: aolsen@midvaleut.gov

Re: AMENDED Application for Zoning Map Amendment to rezone Salt Lake County Parcel Nos. 21-25-479-036-0000; 21-25-479-038-0000; 21-25-479-037-0000; and 21-25-479-039-0000 from TRANSIT-ORIENTED DEVELOPMENT ZONE (TOD) to STATE STREET ZONE (SSC) (collectively, the "Property")

Dear Mr. Olsen:

This firm represents Excel Motor Co. LLC ("Applicant") in connection with its previously-filed zoning map amendment application (the "Original Application") seeking to rezone Salt Lake County Parcel Nos. 21-25-479-036-0000 and 21-25-479-038-0000 from TOD to SSC.

On December 18, 2025, Planning staff (Jonathan Anderson, Planner II) advised in writing that staff would recommend denial of the Original Application due to the absence of direct State Street frontage for the two-parcel rezone area, and further advised that if the two State Street frontage parcels to the east (APNs 21-25-479-037-0000 and 21-25-479-039-0000) were included, staff would at minimum hold a neutral position because the rezone area would encompass the full block to State Street frontage (the "Staff Email").

Accordingly, and consistent with staff's suggestion that it may be clearer to "redo/amend the application, so everything is in one packet together" (December 23, 2025 email), we hereby submit this Amended Zoning Map Amendment Application Packet (the "Amended Application"), which:

- Adds Salt Lake County Parcel Nos. 21-25-479-037-0000 and 21-25-479-039-0000 to the requested map amendment; and

- Supersedes and replaces the Original Application materials to the extent inconsistent.

Use / Operational Context.

1. Applicant's operations. The Applicant seeks the rezone primarily to allow an automobile sales dealership use as a permitted use within SSC and not a permitted use within TOD.
2. Frontage-parcel operations. Based on the Owner's Affidavit executed December 23, 2025 by Gary Chun & Tami Chun as trustees for the Willy Chun & Tami Chun Family Living Trust 12/08/1990 (the "Chun Owner Authorization"), the newly-added State Street frontage parcels (APNs 21-25-479-037-0000 and 21-25-479-039-0000) are included in this Amended Application.
3. Clarification needed on current uses. We understand from counsel's current instructions that certain parcels are used to operate a Chinese restaurant and to provide shared/leased parking in support of adjacent commercial activity. Because the file description provided contains an internal inconsistency regarding which APNs host the restaurant/parking, this Amended Application is drafted with a conservative factual statement:

The State Street frontage component of the Property (APNs 21-25-479-037-0000 and 21-25-479-039-0000) includes an existing Chinese restaurant use ("Chinese Restaurant") and associated parking areas that have historically served the frontage commercial use and, by agreement, may also serve adjacent parcels within the block for customer/employee parking ("Shared Parking").

If the City's records reflect a different parcel-by-parcel allocation of these uses, the Applicant and Owners will conform the narrative and exhibits accordingly.

Procedural Request.

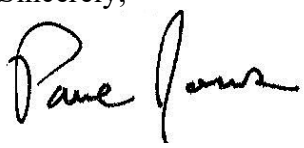
Given that this Amended Application expands the rezone boundaries and necessarily expands required noticing, we respectfully request:

- A completeness review of this Amended Application as the operative application; and

- Rescheduling/continuance of any pending public hearing dates as required to ensure full compliance with the City's noticing requirements for zoning map amendments (including mailed notice and on-site posting).

We appreciate the City's assistance in docketing the Amended Application for Planning Commission hearing at the earliest available date following completeness acceptance and completion of required noticing.

Sincerely,



Paul W. Jones

Amended Application Checklist—Zoning Map Amendment (MMC 17-3-1(A))

Applicant:

- Excel Motor Co. LLC
- Contact/Agent: Paul W. Jones, Esq., Hale & Wood, PLLC
- Address: 4766 S. Holladay Blvd, P.O. Box 17406, Holladay, UT 84117
- Phone: 801-930-5101 (main) / 801-859-1478 (cell)
- Email: pwjones@halewoodlaw.com

Owners of Record (All Parcels):

A. Parcels 21-25-479-036-0000 and 21-25-479-038-0000:

- HAROJO1 LLC
- HAROJO2 LLC
- HAROJO3 LLC
- HAROJO4 LLC
  Manager: Harojo Properties LLC
  Authorized Signer: Bradley Tatom

B. Parcels 21-25-479-037-0000 and 21-25-479-039-0000:

- Willy Chun & Tami Chun Family Living Trust 12/08/1990
  Trustees: Gary Chun and Tami Chun (per Owner's Affidavit)

Agent Authorization:

- Executed Owner's Agent Authorization(s) for HAROJO entities designating Excel Motor Co. LLC / Paul W. Jones as agent.
- Executed Owner's Affidavit / Agent Authorization for the Chun Trust dated December 23, 2025.

Subject Parcels (Amended):

- 21-25-479-036-0000
- 21-25-479-038-0000
- 21-25-479-037-0000
- 21-25-479-039-0000

Property Address(es):

- 7638 through 7642 South State Street, Midvale, UT 84047
- Additional frontage parcel address(es): 7638 through 7642 South State Street, Midvale, UT 84047

Existing Zoning:

- Transit-Oriented Development Zone (TOD)

Proposed Zoning:

- State Street Zone (SSC)

Legal Descriptions:

- Exhibit A-1 (APN 21-25-479-036-0000)

BEG N 0°35'25" E 583.06 FT & W 312.88 FT & N 17°56'22" E 527.85 FT & W 147.20 FT & N 0°50'35" E 85.61 FT M OR L FR SE COR SEC 25, T2S, R1W, SLM; N 0°50'35" E 128.61 FT; E 145.60 FT; S 0°24'49" W 126.80 FT; S 89°21'30" W 146.59 FT M OR L TO BEG.

- Exhibit A-2 (APN 21-25-479-038-0000)

BEG N 0°35'25" E 583.06 FT & W 312.88 FT & N 17°56'22" E 527.85 FT M OR L FR SE COR SEC 25, T2S, R1W, SLM; W 147.20 FT; N 0°50'35" E 85.61 FT; N 89°21'30" E 146.59 FT; S 0°24'49" W 87.41 FT M OR L TO BEG.

- Exhibit A-3 (APN 21-25-479-037-0000)

BEG ON W LINE OF STATE STREET N 1085.28 FT & E 126.57 FT & N 0°43 E 85 FT FR SE COR SEC 25, T2S, R1W, SLM; N 89°17' W 210.02 FT; S 89°21'30" W 209.58 FT TO FENCE LINE; N 1°49' E ALG SD FENCE LINE 129 FT; E 417 FT TO W LINE OF STATE STREET; S 0°43' W 129.07 FT TO BEG. LESS & EXCEPTING BEG N 1084.25 FT (1085.28 FT BY RECORD) & E 127.19 FT (126.57 FT BY RECORD) FR SE COR SEC 25, T2S, R1W, SLM; N 89°44'37" W (WEST BY RECORD) 4.19 FT; N 0°50'51" E 223.33 FT; S 88°57'37" E (EAST BY RECORD) 4.19 FT; S 0°50'48" W (S 0°43' W BY RECORD) 223.27 FT TO BEG. ALSO LESS & EXCEPTING BEG N 0°35'25" E 583.06 FT & W 312.88 FT & N 17°56'22" E 527.85 FT FR SE COR SEC 25, T2S, R1W, SLM; W 147.20 FT; N 0°50'35" E 214.23 FT; E 145.60 FT; S 0°24'49" W 214.21 FT TO BEG.

- Exhibit A-4 (APN 21-25-479-039-0000)

BEG N 1085.28 FT FR SE COR SEC 25, T2S, R1W, SLM; W 312.82 FT; N 85.59 FT; N 89°21'30" E 209.58 FT; S 89°17' E 210.02 FT; S 0°43' W 85 FT; W 126.57 FT TO BEG. LESS & EXCEPTING BEG N 1084.25 FT (1085.28 FT BY RECORD) & E 127.19 FT (126.57 FT BY RECORD) FR SE COR SEC 25, T2S, R1W, SLM; N 89°44'37" W (WEST BY RECORD) 4.19 FT; N 0°50'51" E 223.33 FT; S 88°57'37" E (EAST BY RECORD) 4.19 FT; S 0°50'48" W (S 0°43' W BY RECORD) 223.27 FT TO BEG. ALSO LESS & EXCEPTING BEG N 0°35'25" E 583.06 FT & W 312.88 FT & N 17°56'22" E 527.85 FT FR SE COR SEC 25, T2S, R1W, SLM; W 147.20 FT; N 0°50'35" E 214.23 FT; E 145.60 FT; S 0°24'49" W 214.21 FT TO BEG.

Map Exhibits:

- Exhibit B: Aerial map (overall 4-parcel block)
- Exhibit C: Current zoning map
- Exhibit D: Proposed SSC boundary overlay (4-parcel boundary)

Written Statement Addressing Rezone Criteria:

- See Section 3 below (Amended Narrative Statement and Requested Findings)

Fees:

- Filing fee per current City fee schedule: $665
- Fee previously tendered under Original Application: $765 (Applicant requests staff direction whether additional/updated fee payment is required due to expanded rezone area).

Noticing Materials (MMC 17-3-9; zoning map amendment notice):

- 500-foot owners' list (same list as Original Application)

Exhibit B: Aerial map (overall 4-parcel block)

Exhibit C: Current zoning map

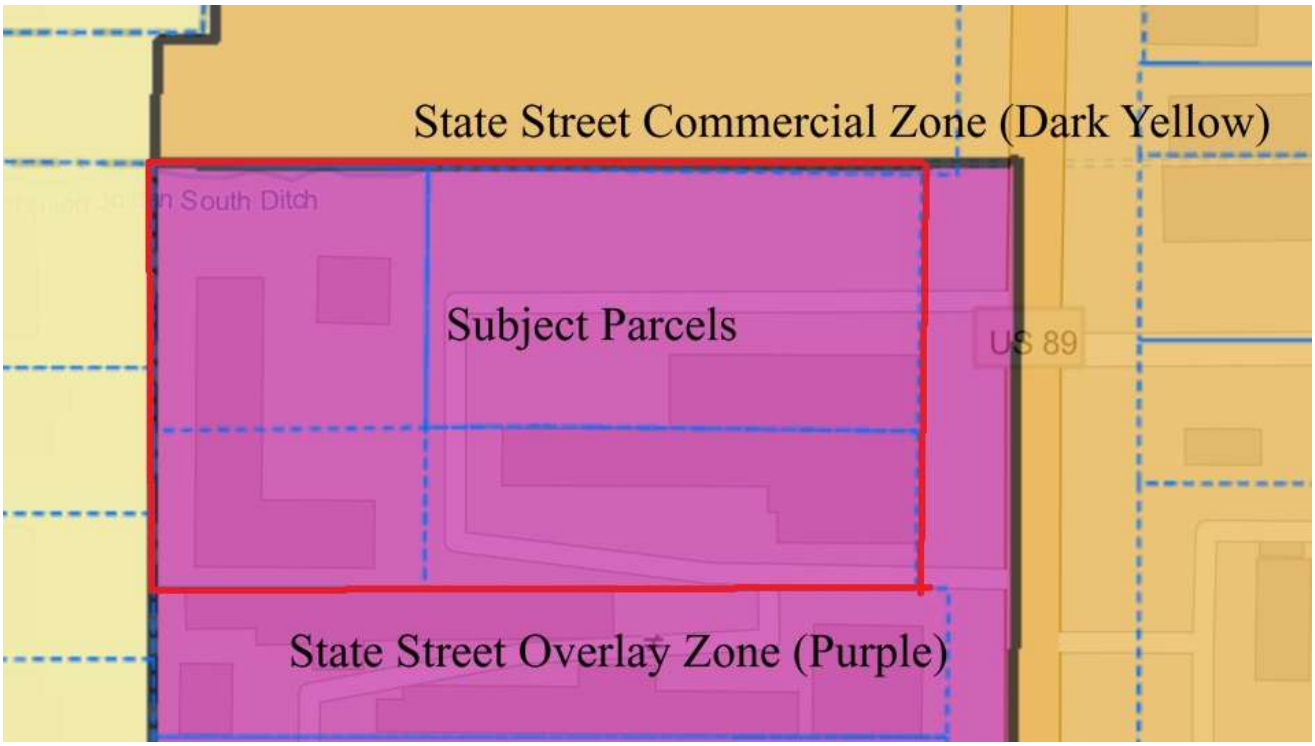
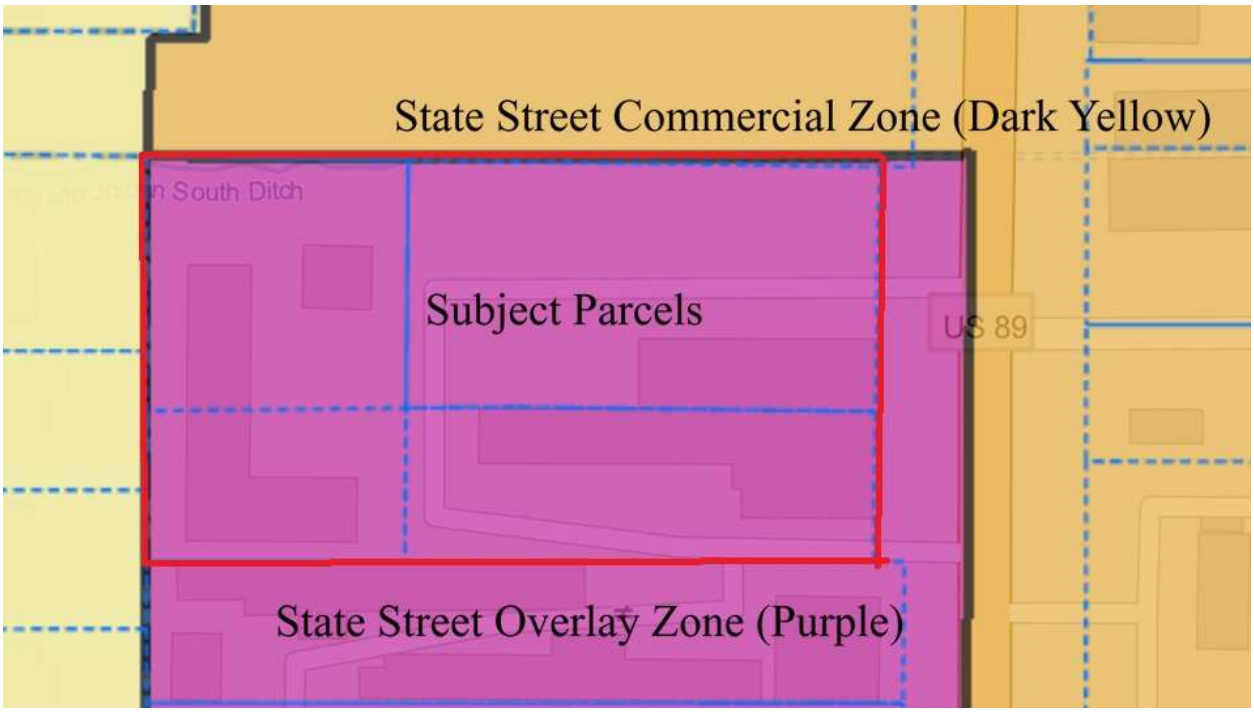


Exhibit D: Proposed SSC boundary overlay (4-parcel boundary)



The area outlined in red would be changed to be zoned in the State Street Commercial Zone.

Amended Narrative Statement and Requested Findings in Support of Zoning Map Amendment (MMC 17-3-1(E))

A. Property, Ownership, and Use Background

Property Configuration and Frontage.

The Amended Application rezoning area includes four contiguous parcels comprising a unified block of land running from interior commercial pad(s) to direct State Street frontage. This configuration addresses staff's stated concern that a rezone limited to non-frontage parcels could frustrate the SSC streetscape and frontage-oriented purposes.

Ownership.

A. APNs 21-25-479-036-0000 and 21-25-479-038-0000 are owned by HAROJO1 LLC, HAROJO2 LLC, HAROJO3 LLC, and HAROJO4 LLC (managed by Harojo Properties LLC).

B. APNs 21-25-479-037-0000 and 21-25-479-039-0000 are owned by the Willy Chun & Tami Chun Family Living Trust 12/08/1990 (trustees: Gary Chun and Tami Chun), per the Chun Owner Authorization.

Existing Uses and Regulatory Context.

A. The Applicant seeks zoning that permits Vehicle Sales (Minor) (and related incidental activities) as a conforming use.

B. The frontage parcels include an established restaurant use and associated parking area(s) that support the frontage commercial activity and may be used as Shared Parking for adjacent parcels.

C. Under the City's definitions, "Retail and service commercial" excludes vehicle or large equipment rental, sales, repair, or assembly. This definition is consistent with the City's current determination that automobile sales are not a permitted use in the TOD zoning district for the subject location.

D. The SSC use table expressly allows vehicle-related uses (including sales (minor) and sales/service (major)), and the City's supplementary regulations provide operational standards for Vehicle Sales (Minor), including restrictions on the number of vehicles displayed outdoors.

B. Requested Action

The Applicant and participating Owners request a zoning map amendment rezoning the Property from TOD to SSC.

C. Legal Framework (Legislative Nature; Deference; Procedural Compliance)

1. A zoning map amendment is a legislative action. Legislative zoning decisions are reviewed under a highly deferential framework (i.e., upheld if reasonably debatable and supported by a rational basis). *Petersen v. Riverton City*, 243 P.3d 1261 (2010); *Springdale Lodging v. Springdale*, 2024 UT App 83; *Village of Euclid v. Ambler Realty Co.*, 272 U.S. 365 (1926).
2. While the City has broad discretion in legislative rezoning, it must follow its mandatory procedures and apply its own adopted standards when processing and deciding zoning matters. *Springville Citizens for a Better Community v. City of Springville*, 1999 UT 25; *Thurston v. Cache County*, 626 P.2d 440 (1981).
3. The City's notice and hearing framework for zoning map enactments and amendments is governed by state statute and the City's implementing code provisions. See, e.g., Utah Code Ann. § 10-9a-205; Utah Code Ann. § 10-9a-509.

D. MMC 17-3-1(E) Criteria—Requested Findings Supporting Approval

The Planning Commission may recommend, and the City Council may approve, the requested zoning map amendment upon written findings that the proposal promotes applicable statutory purposes and demonstrates one or more criteria in MMC 17-3-1(E). Applicant requests the following findings:

1. MMC 17-3-1(E)(1): Proposed rezoning promotes objectives of the General Plan.

A. The SSC is designed to promote quality growth and complementary development along State Street, catalyzing commercial vitality while protecting nearby neighborhoods.

B. The Amended Application aligns the zoning boundary with the State Street corridor by bringing the full block—including State Street frontage—under the SSC framework. This allows the City to apply SSC frontage and corridor standards across the entire block rather than leaving frontage and interior parcels split between different zoning regimes.

C. The SSC standards (including sidewalk width, frontage activation, landscaping, lighting, and signage) are a better fit for parcels that function as part of the State Street commercial corridor and will allow a coordinated streetscape approach for future site upgrades.

2. MMC 17-3-1(E)(3): The land or surrounding environs have changed or are changing such that it is in the public interest to encourage redevelopment or recognize changed character.

A. The Property is part of an established commercial corridor. The rezone is a measured boundary refinement that recognizes the corridor's existing commercial character and the City's planning focus on State Street.

B. The Amended Application directly addresses staff's frontage concern by including the State Street frontage parcels, thereby reducing the risk that SSC standards could be applied to interior parcels without the associated corridor frontage and streetscape control.

C. The rezone also serves the public interest by converting a recurring use-permission conflict (vehicle sales prohibited in TOD) into a regulated, conforming use under SSC with specific operational limits for minor vehicle sales.

E. Compatibility, Operations, and SSC Standards (As Conditions/Commitments Where Applicable)

Use Compatibility.

A. The SSC use table permits vehicle-related uses (including Vehicle Sales (Minor)) and restaurant uses; both are consistent corridor commercial uses.

B. Minor vehicle sales is regulated by the City's supplementary standards, including limits on outdoor display and requirements for parking stall designation.

Parking and Shared Parking.

A. The shared/leased parking arrangement within the 4-parcel block supports efficient corridor land use and reduces incentives for excessive curb cuts along State Street.

B. Applicant supports a site plan and striping approach that separates required customer parking from vehicle display and preserves pedestrian safety and sight distance.

Frontage Improvements and Compliance Approach.

Applicant will work with staff through future permitting/site plan review to implement SSC-consistent frontage and site standards to the extent feasible given existing improvements, including:

- Sidewalk and ADA transitions consistent with SSC frontage standards.
- Landscaping and street tree integration.
- Lighting and signage compliance.

F. Response to Anticipated Concerns

Spot Zoning.

This is not an isolated "island" rezone. The Amended Application rezones a contiguous block to State Street frontage, aligning zoning with corridor function.

TOD Purpose and Transit-Supportive Planning.

The rezone is limited to a block whose frontage and operations are corridor-commercial in nature and does not undermine broader TOD planning goals elsewhere within the district.

Public Input and Record.

In the legislative rezone context, public input is a valid consideration; however, the decision should be tied to the ordinance criteria and factual land use considerations rather than generalized "public clamor" untethered to the code standards. *Petersen v. Riverton City*, 243 P.3d 1261 (2010); *Davis County v. Clearfield City*, 756 P.2d 704 (1988)

G. Conclusion

The Amended Application satisfies MMC 17-3-1(E) because it (i) promotes State Street corridor objectives by aligning zoning boundaries with corridor frontage and standards, and (ii) recognizes changed/continuing corridor conditions warranting a consistent SSC zoning designation across the full block.

Proposed Ordinance Language (Updated for 4 Parcels)

Ordinance No. [2026-__]

AN ORDINANCE AMENDING THE ZONING MAP OF MIDVALE CITY, UTAH, TO REZONE APPROXIMATELY [ACREAGE] ACRES LOCATED AT/INCLUDING [COMMON ADDRESS DESCRIPTION], FROM TRANSIT-ORIENTED DEVELOPMENT ZONE (TOD) TO STATE STREET ZONE (SSC).

Section 1. Findings.

The City Council finds that the amendment is consistent with the City's adopted corridor goals and is supported by the zoning map amendment criteria because the rezone area comprises a contiguous block to State Street frontage, and the amendment recognizes existing and changing corridor conditions warranting consistent application of SSC standards.

Section 2. Map Amendment.

The official Zoning Map is amended to classify Salt Lake County Parcel Nos. 21-25-479-036-0000; 21-25-479-038-0000; 21-25-479-037-0000; and 21-25-479-039-0000 as STATE STREET ZONE (SSC), as depicted in Exhibit [A].

Section 3. Effective Date.

This ordinance shall take effect upon publication and update of the official Zoning Map.

PASSED AND ADOPTED this __ day of __, 2026.

[Council Signatures/Attest]

ORDINANCE NO. 2026-O-05

AN ORDINANCE AUTHORIZING A ZONING MAP AMENDMENT TO APPROXIMATELY 2.17 ACRES LOCATED AT 7634 S, 7636 S, 7638 S, AND 7640-7642 S STATE STREET FROM THE TRANSIT-ORIENTED DEVELOPMENT (TOD) ZONE TO THE STATE STREET (SSC) ZONE.

WHEREAS, pursuant to Utah Code Annotated Sections 10-20-501 through 10-9a-505, Midvale City ("the City") has authority to make and amend a zoning plan which divides the City into zoning districts and within those districts to regulate the erection, construction, reconstruction, alteration, and uses of buildings and structures and the uses of land; and

WHEREAS, a request has been made for a change of zoning on the property described in Attachment A; and

WHEREAS, the Planning Commission held a public hearing on January 14, 2026, to review the request for rezone and, after considering all the information received, made a recommendation to approve the rezone request thereon to the City Council; and

WHEREAS, the City Council of Midvale City, Utah held a public hearing on February 3, 2026; and

WHEREAS, after taking into consideration citizen testimony, planning and demographic data, the desires of the owners of the property, and the Planning Commission's recommendation as part of its deliberations, the City Council determined the following:

1. The application complies with the rezone requirements outlined in Midvale Municipal Code 17-3-1(E) and 17-3-1(E)(1).

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

Section 1. The zoning ordinance, which sets forth the zone districts within Midvale City which portion of the said zoning ordinance is established by a zoning map, is hereby amended as follows:

- The properties described in Attachment A attached hereto and by this reference made a part hereof, which properties are located at 7634 S, 7636 S, 7638 S and 7640-7642 S State Street, Midvale, UT, and are currently zoned Transit-Oriented Development (TOD), shall be zoned State Street (SSC).

ZONING PRIOR TO EFFECTIVE DATE OF THIS ORDINANCE:

Transit-Oriented Development (TOD) Zone

ZONING AFTER EFFECTIVE DATE OF THIS ORDINANCE:

State Street (SSC) Zone

Section 2. This ordinance shall take effect immediately.

PASSED AND APPROVED this 3rd day of February, 2026.

_____
Dustin Gettel, Mayor

ATTEST:

_____
Rori Andreason, MMC
City Recorder

Voting by City Council	"Aye"	"Nay"
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Denece Mikolash	_____	_____

Date of first publication: _____

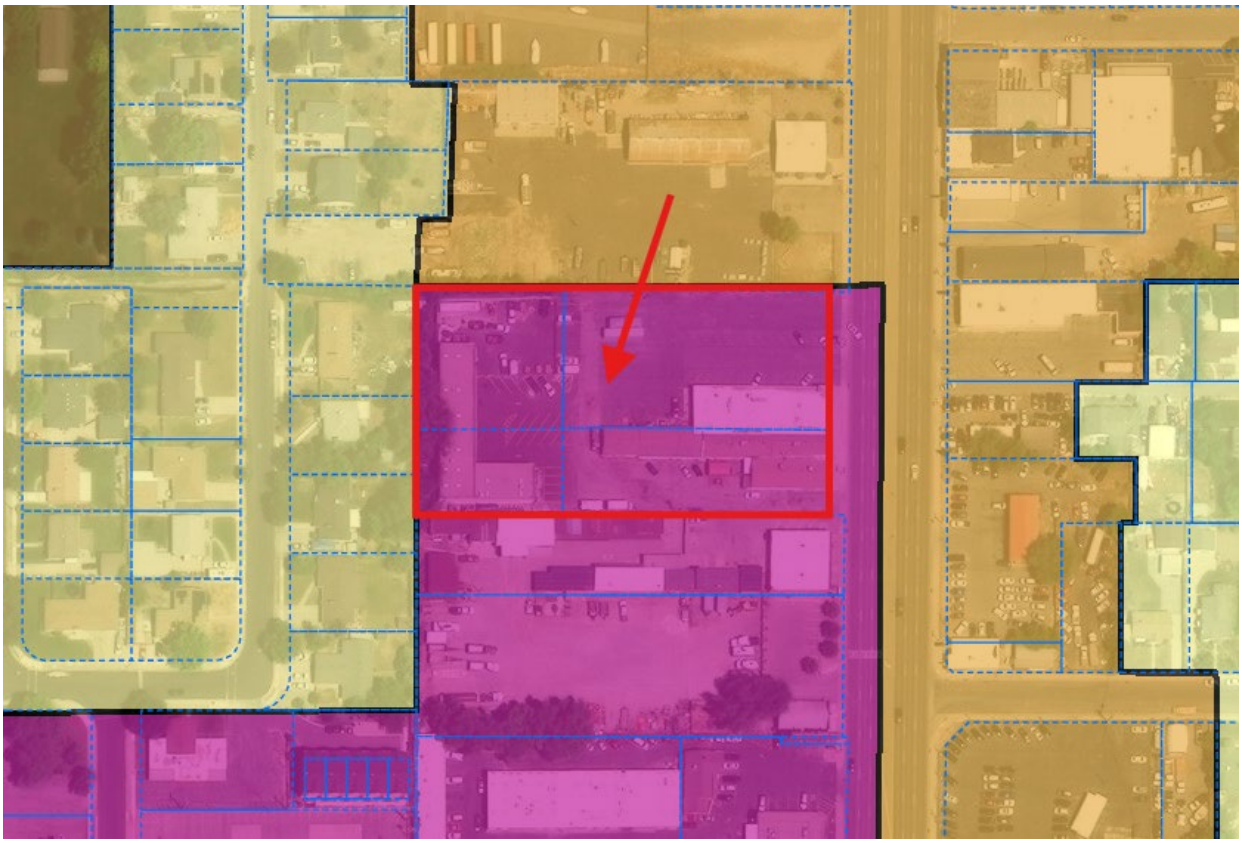
Attachment A:

7634 S State St, APN: 21254790360000

7636 S State St, APN: 21254790380000

7638 S State St, APN: 21254790370000

7640-7642 S State St, APN: 21254790390000



CITY COUNCIL MEETING
Minutes
Tuesday January 20, 2026

Council Chambers
7505 South Holden Street
Midvale, Utah 84047

MAYOR: Mayor Dustin Gettel

COUNCIL MEMBERS: Council Member Paul Glover
Council Member Bonnie Billings
Council Member Denece Mikolash
Council Member Bryant Brown
Council Member Heidi Robinson

STAFF: Matt Dahl, City Manager; Rori Andreason, HR Director/City Recorder; Garrett Wilcox, City Attorney; Glen Kennedy, Public Works Director; Mariah Hill, Administrative Services Director; Adam Olsen, Community Development Director; Kate Andrus, RDA Director; Wendelin Knobloch, Planning Director; Branden Anderson, City Engineer; Chief April Morse, UPD; Chief Nathan Kay, UFA; and Josh Short, Network Administrator.

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6:00 p.m. – WORKSHOP

- Audit Training ***– [Mariah Hill, Administrative Services Director]***

Mariah Hill conducted the following training with the Council:

- Budget
- GRAMA
- Ethics
- Audit Training

7:00 p.m. – REGULAR MEETING

Mayor Dustin Gettel called the business meeting to order at 7:01 p.m.

I. <u>GENERAL BUSINESS</u>

A. Welcome and Pledge of Allegiance

B. Roll Call - Council Members Heidi Robinson, Denece Mikolash, Bryant Brown, Bonnie Billings, and Paul Glover were present at roll call.

C. Proclamation Honoring Dr. Martin Luther King Jr. and Proclaiming January 19, 2026, as Martin Luther King Jr. Day

Mayor Gettel read the proclamation honoring Dr. Martin Luther King Jr. and Proclaiming January 19, 2026, as Martin Luther King Jr. Day.

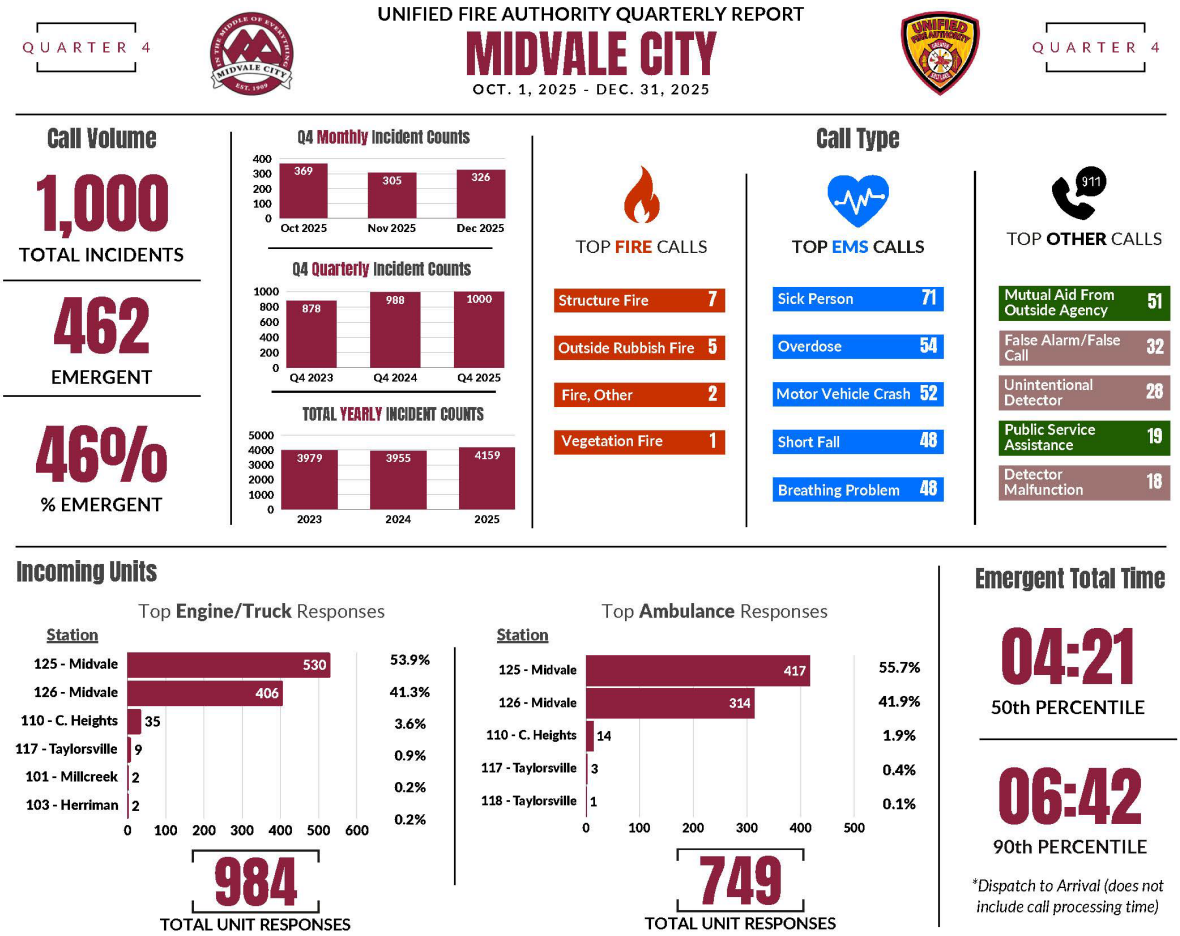
D. Unified Fire Authority Report

Chief Nathan Kay began by introducing the crew from 126B and thanked them for attending the meeting. The Chief said Fire School 101 will begin on March 27th if anyone would like to attend.

Chief Kay announced that the Community Risk Reduction message for the month of January is to be vigilant in stopping carbon monoxide exposure. Symptoms of exposure are headaches and dizziness, nausea and weakness, confusion, and shortness of breath. If you are experiencing those symptoms or your CO detector is alarming, immediately exit the building and call 911.

The Chief said the January Safety message is Winter Storm Safety and reminded everyone to be prepared by testing smoke alarms monthly, make a plan to exit your home quickly, make sure your house number is visible from the street, check on your neighbors, only use generators outdoors, keep flashlights and blankets handy, use extra layers and clothes to keep warm if the furnace stops working, and keep portable heaters 3 feet from flammable materials and turn it off when sleeping.

Chief Kay reviewed the quarterly report for quarter four. The total call volume was 1000 calls with 462 calls emergent. The top calls were fire and emergent calls.



E. Kruisers for Kids Report

Karen Jensen, Car Show Coordinator, explained that the Mayor indicated that few people in Midvale know about what they do. She said this car show benefits to Shriners Hospital. She introduced Dan, from Shriners, and Jim Kestor who also helps with the car show. Karen explained exactly what they do with the money that is raised, which goes to Shriners. They buy bikes for the children being treated at Shriners. Karen requested that the park fees be waived so this event can continue. She said they have raised as much as $44,000 dollars in one day.

Dan Murray, Associate Director of Philanthropy at Shriners, said they just celebrated their 100th year serving the intermountain west. They have been partners with Kruisers for Kids for 32 years in Midvale. Shriners provides wheelchairs, prosthetics, and surgery for club foot among other services. All of the funds raised through Kruisers for Kids goes directly to Shriners children.

Kruisers for Kids Car Show

Community Impact & Fee Waiver Request
Benefiting Shriners Children's Salt Lake City

About Kruisers for Kids

Kruisers for Kids is an annual, volunteer-led car show held in Midvale that brings together families, car enthusiasts, local businesses, and community partners for a single purpose: **supporting children receiving care at Shriners Children's Salt Lake City**.
The event has grown into a valued community tradition, fostering civic pride while raising critical funds for pediatric healthcare. Kruisers for Kids is organized and staffed entirely by volunteers, with the sole mission of helping children thrive.

About Shriners Children's Salt Lake City

Shriners Children's Salt Lake City is a nonprofit pediatric specialty hospital that provides world-class orthopedic care, rehabilitation, and support services to children—**regardless of a family's ability to pay**.

- Serves children throughout Utah and the Intermountain West
- Part of a network of 20+ Shriners Children's hospitals across the U.S., Mexico, and Canada
- Focused on helping children reach their full potential and independence

Many of the children served by Shriners Children's Salt Lake City live in **Utah communities, including Midvale and surrounding areas**.

Financial Transparency & Stewardship

Kruisers for Kids is committed to full transparency and responsible stewardship of funds:

- **100% of proceeds** from the car show are donated directly to Shriners Children's Salt Lake City
- Donations are collected via:
  - QR codes (electronic giving)
  - Cash and checks
- All funds are deposited **directly into Shriners Children's Salt Lake City's 501(c)(3) bank account** through the official Kruisers for Kids peer-to-peer fundraising page
- **Kruisers for Kids retains none of the funds**

This ensures every dollar raised goes directly to patient care and programs.

Direct Impact: Adaptive Bike Program

Each year, Kruisers for Kids raises **$25,000+**, which is **earmarked specifically for the Adaptive Bike Program** at Shriners Children's Salt Lake City.
Adaptive bikes:

- Improve mobility and strength
- Support physical therapy goals
- Increase independence and confidence
- Enhance quality of life for children with orthopedic and neuromuscular conditions

The Adaptive Bike Program at Shriners Children's Salt Lake City is a vital initiative that provides children with disabilities the opportunity to ride adaptive bikes. The program is designed to meet the specific physical needs of patients, ensuring they can enjoy the benefits of riding while also receiving therapeutic support. Each adaptive bike is tailored to the child's unique abilities and health conditions, ensuring a safe and comfortable ride.
For many children, these bikes are life-changing—allowing them to participate in activities alongside their peers and experience greater freedom. Every child should be able to ride a bike!

Shriners Children's Salt Lake City

Celebrating 100 YEARS

Request: Waiver of City Park Fee

We respectfully request that the **City of Midvale waive the park usage fee** for the Kruisers for Kids Car Show.

Why a Fee Waiver Matters:

- The event is **entirely charitable**, with no personal or organizational profit
- Any fee charged directly reduces funds available for children's medical care
- A waiver ensures the maximum impact for kids and families in our community

Waiving the fee demonstrates Midvale's commitment to:

- Children's health and accessibility
- Volunteer-driven philanthropy
- Community events that unite residents for a meaningful cause

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Community & Marketing Benefits for the City of Midvale

In appreciation of a fee waiver, Kruisers for Kids is happy to recognize the **City of Midvale as a Community Partner**, including:

- City acknowledgment on the Kruisers for Kids website and fundraising page
- Recognition on event signage and day-of materials
- Mentions in social media promotions before and after the event
- Public thanks during event announcements

This partnership highlights the city's support of children's healthcare and community engagement.

Invitation to the Mayor

We warmly invite the **Mayor of Midvale** to attend the Kruisers for Kids Car Show as a guest of honor and to participate by selecting and presenting the **"Mayor's Choice" Car Award**.

This provides a positive opportunity to:

- Engage with residents
- Support a beloved local event
- Champion children's health and accessibility

Closing

Kruisers for Kids exists for one reason: **to help children live fuller, healthier lives**.
A city fee waiver allows this grassroots, volunteer-driven event to maximize its impact—ensuring funds go where they matter most: **directly to children receiving care at Shriners Children's Salt Lake City**.

We are deeply grateful for the City of Midvale's consideration and for its ongoing support of community-centered initiatives that make a lasting difference.

Shriners Children's Salt Lake City

Celebrating 100 YEARS

Charity Car Show

Saturday, August 15, 2026

9 am to 4 pm

at

Midvale City Park

455 West 7500 South, Midvale, UT

Contact: Karen @ 801-269-8029 or kruisersforkids.org

100 % of ALL PROCEEDS WILL BE DONATED TO SHRINERS CHILDREN'S SLC FOR THE 31st CONSECUTIVE YEAR

AUCTION · BARBECUE · AWARDS

JC Hackett will be there to play all the oldies

Family Fun & Entertainment

Charity Car Show

Midvale City Park

455 West 7500 South

Saturday, August 15, 2026

Car Participant suggested donation is $10 until August 10th
and $15 thereafter & day of show
Entries before July 31st are eligible for the drawing
to be on next year's shirt!

Participant Information

YEAR _____ MAKE _____ MODEL _____

NAME _____ PHONE _____

ADDRESS _____

CITY _____ ST _____ ZIP _____

Special facts about your car _____

_____

EMAIL _____

CAR CLUB _____

Make checks payable to:
SHRINERS CHILDRENS SLC
Call: **Karen 801-269-8029**
Mail entries to:
Karen Jensen – 6134 So. Glen Oaks St.
Murray, Utah 84107

www.kruisersforkids.org

ENTER TO WIN
16ft Car Hauler Trailer
or
Tool Box
suggested donation of $1 for 1 ticket
or $5 for 6 tickets

SPECIAL THANKS *to BUBBA'S* for the TRAILER
***PARAMOUNT MACHINE* for the TOOL BOX**
***PROJECTS and DREAMS* for the AWARDS**

DISCLAIMER
In consideration of the right to participate, entrants, participants, and spectators, by execution of entry form, release and discharge Shriners Children's SLC, Midvale City, Midvale City Park, the State of Utah, their officers, directors, employees, agents, representatives and anyone else connected with management or presentation of Kruisers for Kids, the charity car show, of and from any and all unknown damages, injuries, losses, judgments, and/or claims from any cause, whatsoever, that may be suffered by an entrant to his person or property. I also agree to permit Midvale City and Kruisers for Kids to use names, pictures or other information for publicity and advertising purposes, before, during or after the event, at no charge.

Exhibitor's Signature _____ Date _____

II. PUBLIC COMMENTS

Luke Maynes, Secretary for Midvale Community Council, said elections will be held next Wednesday, January 28th at 6 pm for new officers on the Executive Committee, at the Tyler Library. He invited everyone to attend.

III. COUNCIL REPORTS

A. Council Member Bonnie Billings – reminded everyone that the 2026 general legislative session started today. It's important to pay attention to what's happening in our state and what bills may affect Midvale City. To see all the bills go to le.utah.gov.

B. Council Member Paul Glover - nothing

C. Council Member Heidi Robinson - nothing

D. Council Member Bryant Brown – said he wanted to highlight something that happened a few weeks ago. He wants to remind everyone that when developers come to a meeting and ask the council to vote on properties or projects, if what they are asking for complies with code, the council is obligated to vote for it. He feels pressure from the belief that the council can vote no and let the courts figure it out. He relayed a similar incident that occurred in Sandy City a few months ago, which went to court and the city lost. That costed the city a lot of money and is fiscally irresponsible. This is an example of what elected officials should be avoiding. He relayed a story from the City of Vineyard where the entire city officials are being fired and replaced and explained the costs of doing something like that.

E. Council Member Denece Mikolash – agreed with Council Member Billings about the state legislature. She urged everyone to get involved with the state legislature. She is planning to follow up with residents on questions about public safety and parking and she has been taking some training with the League of Cities and towns to be able to support the growth in Midvale and be smart with decision making.

IV. MAYOR REPORT

A. Mayor Dustin Gettel said that a community member Marilyn Stokes passed away on January 15th; she lived in Midvale for 80 years. We are in negotiations with Saint James Episcopal Church for a glass recycling bin to be placed on their property. He will be attending the opening day of the state legislature meeting with the Youth Council and some of our legislators. He said that last Thursday he was elected Chair of the Unified Police Department Board of Directors. He also attended the 10th anniversary luncheon to celebrate the life of Doug Barney who was killed in the line of duty 10 years ago.

V. CITY MANAGER REPORT

A. Matt Dahl said the invitations to the budget retreat on March 5th have been sent. It is scheduled earlier than in past years, so if the date is a problem, let him know as soon as possible. He would like to meet with Council Member Bryant Brown to talk about how they can communicate better with the public when controversial votes in support of our ordinances may cause confusion.

Council Member Bryant Brown said it would be helpful in some of those instances to have a refresher on some cases that were lost. He thinks it applies more to the elected officials than to staff.

Matt Dahl said he would like to discuss how staff can better support the Council by way of information or how things are communicated.

Matt Dahl said at the last city council meeting there was a request for updates on development going on along Main Street. He introduced Kate Andrus saying she would be providing an update tonight and if the Council wants something different than what is provided, let him know and they will make adjustments.

Kate Andrus updated the Council on businesses on Main Street. Honeysuckle Coffee Co., coffee shop, bakery, and BBQ restaurant have started construction. The owner is anticipating opening in late summer due to the buildout. The West Main Development is nearing completion, and the owner is in negotiations with Blacksmith Ice Cream. They are anticipating opening in late spring/early summer. SaltFire is opening a Tap House on Main Street, and they were approved for a loan from the city. Greek Streak is waiting on final documents to secure funding and are anticipating a three to four month build out with an estimated opening of late spring/early summer.

Kate Andrus updated the construction on Stagg Street and behind the Art House and the market. Beck Construction is moving quickly on the project due to the mild weather. They anticipate it being done Mid-February. The timeline for Center Street is taking longer due to some test results and underground utility issues.

Kate Andrus also said Cactus and Tropicals is celebrating their one-year anniversary on Main Street on January 24th.

Council Member Paul Glover asked if Cactus and Tropicals mentioned how they've liked being in Midvale.

Kate Andrus said she hadn't heard, but they extended their hours into the evening to coincide with the dinner crowds at The Bambino.

Council Member Heidi Robinson asked if any of the businesses and construction will be done before Mural Fest, and if not, how can we involve them in the festival.

Kate Andrus said she doesn't have specific dates but will communicate to them that we have Mural Fest coming up in June and if they could push their timelines, it would be helpful and beneficial to them. She will also look for ways to involve the new businesses during Mural Fest, much like Cactus and Tropicals had a soft opening during the Light Up Main Street to introduce themselves to the community.

The Council said they are okay with the next update in two months.

Matt Dahl said breaking news announcements will be relayed as they come up, and progress reports will be every couple of months.

VI. CONSENT AGENDA

A. CONSIDER MINUTES OF JANUARY 6, 2026.

B. CONSIDER RESOLUTION NO. 2026-R-04 APPOINTING PAUL GLOVER AS THE MIDVALE CITY REPRESENTATIVE ON THE BOARD OF TRUSTEES OF THE SOUTH SALT LAKE VALLEY MOSQUITO ABATEMENT DISTRICT.

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

Council Member Bryant Brown	**Aye**
Council Member Denece Mikolash	**Aye**
Council Member Bonnie Billings	**Aye**
Council Member Paul Glover	**Aye**
Council Member Heidi Robinson	**Aye**

The motion passed unanimously.

VII. ACTION ITEMS

A. CONSIDER RESOLUTION NO. 2026-R-05 ACKNOWLEDGING COMPLETION AND RECEIPT OF ANNUAL AUDIT.

Mariah Hill said an annual financial audit is required of all municipalities who have revenues or expenditures of $1,000,000 or more. The independent auditor is responsible for reporting whether or not the governing body's financial statements are prepared in conformity with generally accepted accounting principles. This report will be presented by Marcus Arbuckle of Keddington & Christensen L.L.C. The report will be submitted to the State Auditor's Office and will be available to the public. An electronic version of the Annual Comprehensive Financial Report will be sent to the Council. An electronic version of the Annual Comprehensive Financial Report will be posted on the City's website shortly after acceptance by the Council. As required in Utah Code section 10-6-152, notice will be given to the public that the audit has been completed and is available for inspection.

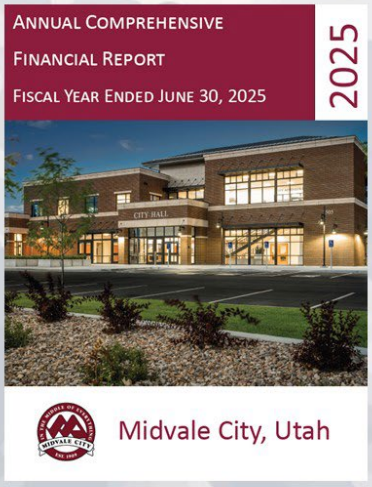
FISCAL IMPACT:
See Annual Comprehensive Financial Report for fiscal year 2025 performance.

FY2025 Annual Comprehensive Financial Report Review

Sections of Report

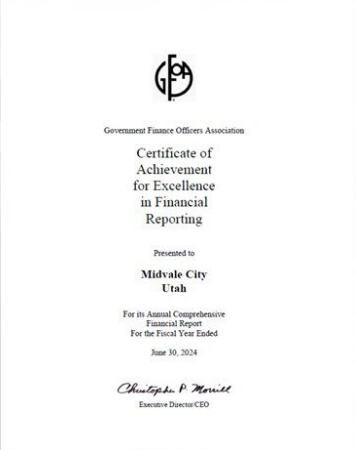
Sections of Report:

1. Introductory
2. Financial
3. Basic Financial Statements
4. Required Supplementary Information
5. Supplementary Information
6. Statistical Section
7. Internal Controls and Compliance Reports



Introductory Section (Pages 1-7)

- Transmittal Letter
  - Audit Requirements, Intro of Auditors, Profile of Midvale, Factors Affecting Financial Condition, Long-Term Financial Planning
- Certificate of Achievement for previous FY
- Organizational Chart
- Elected and Appointed Officials



Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Midvale City Utah

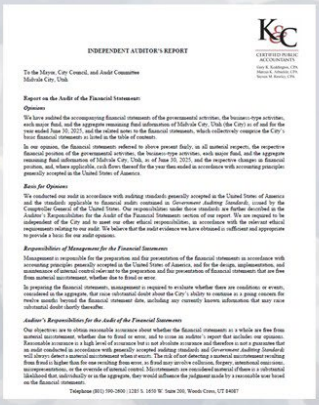
For its Annual Comprehensive Financial Report For the Fiscal Year Ended

June 30, 2024

Executive Director/CEO

Financial Section (Pages 9-24)

- Independent Auditor's Report (9-11)
- Management's Discussion and Analysis (MD&A) (12-24)
  - Objective, easily readable analysis of a government's financial activities.
  - Summaries, significant events and changes, financial highlights
  - Only information specifically outlined by the GFOA can be included.



INDEPENDENT AUDITOR'S REPORT

To the Mayor, City Council, and Audit Committee
Midvale City, Utah

Report on the Audit of the Financial Statements:

Opinions

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Midvale City, Utah (the City) as of and for the years ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Midvale City, Utah, as of June 30, 2025, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

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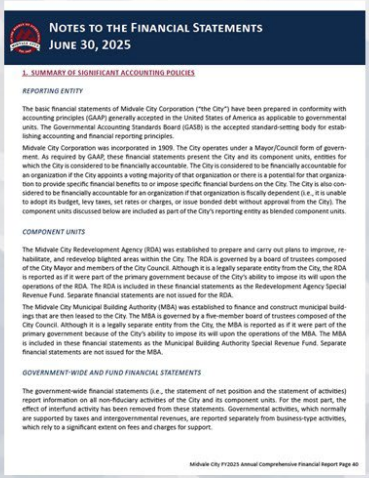
Basic Financial Statements (Pages 25-39)

- Government-Wide Financial Statements (26-29)
- Governmental Fund Financial Statements (30-33)
- Proprietary Fund Financial Statements (35-39)

Notes to the Financial Statements (Pages 40-71)

- An in-depth explanation to financial statements
- Significant accounting policies
- Reconciliation of government-wide statements to fund statements
- Deposits and investments (pages 48-51)
- Capital asset information (pages 53-57)
- Debt (pages 58-64)
- Pension plan (pages 64-71)



NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2025

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

REPORTING ENTITY

The basic financial statements of Midvale City Corporation ("the City") have been prepared in conformity with accounting principles (GAAP) generally accepted in the United States of America as applicable to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing accounting and financial reporting principles.

Midvale City Corporation was incorporated in 1909. The City operates under a Mayor/Council form of government. As required by GAAP, these financial statements present the City and its component units, entities for which the City is considered to be financially accountable. The City is considered to be financially accountable for an organization if the City appoints a voting majority of that organization or there is a potential for that organization to provide specific financial benefits to or impose specific financial burdens on the City. The City is also considered to be financially accountable for an organization if that organization is fiscally dependent (i.e., it is unable to adopt its budget, levy taxes, set rates or charges, or issue bonded debt without approval from the City). The component units discussed below are included as part of the City's reporting entity as blended component units.

COMPONENT UNITS

The Midvale City Redevelopment Agency (RDA) was established to prepare and carry out plans to improve, rehabilitate, and redevelop blighted areas within the City. The RDA is governed by a board of trustees composed of the City Mayor and members of the City Council. Although it is a legally separate entity from the City, the RDA is reported as if it were part of the primary government because of the City's ability to impose its will upon the operations of the RDA. The RDA is included in these financial statements as the Redevelopment Agency Special Revenue Fund. Separate financial statements are not issued for the RDA.

The Midvale City Municipal Building Authority (MBA) was established to finance and construct municipal buildings that are then leased to the City. The MBA is governed by a five-member board of trustees composed of the City Council. Although it is a legally separate entity from the City, the MBA is reported as if it were part of the primary government because of the City's ability to impose its will upon the operations of the MBA. The MBA is included in these financial statements as the Municipal Building Authority Special Revenue Fund. Separate financial statements are not issued for the MBA.

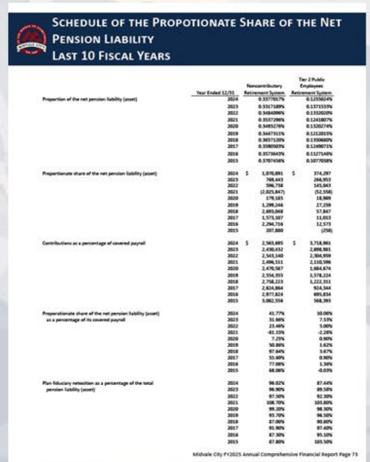
GOVERNMENT-WIDE AND FUND FINANCIAL STATEMENTS

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all non-fiduciary activities of the City and its component units. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support.

Midvale City FY2025 Annual Comprehensive Financial Report Page 40

Required Supplementary Information (Pages 70-77)

- Pension disclosures
  - Midvale's proportion of net pension liability (page 73)
  - Midvale's pension contributions (page 74)
- Schedule of Revenues, Expenditures, and Changes in Fund Balance Budget and Actuals
  - General Fund (page 76)
  - Redevelopment Agency Special Revenue Fund (page 77)



SCHEDULE OF THE PROPOTIONATE SHARE OF THE NET PENSION LIABILITY
LAST 10 FISCAL YEARS

	Year Ended 12/31	Noncontributory Retirement System	Tier 2 Public Employees Retirement System
Proportion of the net pension liability (asset)	2024	0.3377017%	0.1255024%
	2023	0.3317189%	0.1371553%
	2022	0.3484096%	0.1332020%
	2021	0.3537296%	0.1241807%
	2020	0.3493276%	0.1320274%
	2019	0.3447311%	0.1212015%
	2018	0.3657120%	0.1350680%
	2017	0.3590503%	0.1249071%
	2016	0.3573643%	0.1127140%
	2015	0.3707456%	0.1077058%
Proportionate share of the net pension liability (asset)	2024	$ 1,070,891	$ 374,297
	2023	768,443	266,953
	2022	596,738	145,043
	2021	(2,025,847)	(52,558)
	2020	179,185	18,909
	2019	1,298,246	27,259
	2018	2,693,048	57,847
	2017	1,573,107	11,013
	2016	2,294,716	12,573
	2015	207,880	(258)
Contributions as a percentage of covered payroll	2024	$ 2,563,695	$ 3,718,961
	2023	2,430,432	2,898,981
	2022	2,543,140	2,304,959
	2021	2,496,511	2,110,596
	2020	2,470,587	1,684,674
	2019	2,554,355	1,578,224
	2018	2,758,223	1,222,351
	2017	2,824,864	924,344
	2016	2,977,824	695,834
	2015	3,082,556	568,393
Proporationate share of the net pension liability (asset) as a percentage of its covered payroll	2024	41.77%	10.06%
	2023	31.66%	7.53%
	2022	23.46%	5.00%
	2021	-81.15%	-2.28%
	2020	7.25%	0.90%
	2019	50.86%	1.62%
	2018	97.64%	3.67%
	2017	55.69%	0.90%
	2016	77.06%	1.56%
	2015	68.06%	-0.03%
Plan fiduciary netosition as a percentage of the total pension liability (asset)	2024	96.02%	87.44%
	2023	96.90%	89.58%
	2022	97.50%	92.30%
	2021	108.70%	103.80%
	2020	99.20%	98.30%
	2019	93.70%	96.50%
	2018	87.00%	90.80%
	2017	91.90%	97.40%
	2016	87.30%	95.10%
	2015	87.80%	103.50%

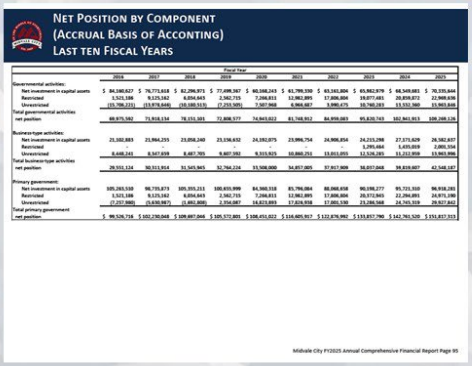
Midvale City FY2025 Annual Comprehensive Financial Report Page 73

Supplementary Information (Pages 78-92)

- Nonmajor Governmental Funds Financial Statements
  - Debt Service, Municipal Building Authority (Special Revenue), Capital Projects
- Nonmajor Proprietary Fund Financial Statements
  - Street lighting, Sanitation, Telecommunications.
  - Internal Service Funds (Fleet and Information Technology).

Statistical Section (Pages 93-118)

- Operational, economic, and historical data (10 years).
  - Financial trends
  - Revenue capacity
  - Debt capacity
  - Demographic and economic information
  - Operating information



NET POSITION BY COMPONENT
(ACCRUAL BASIS OF ACCONTING)
LAST TEN FISCAL YEARS

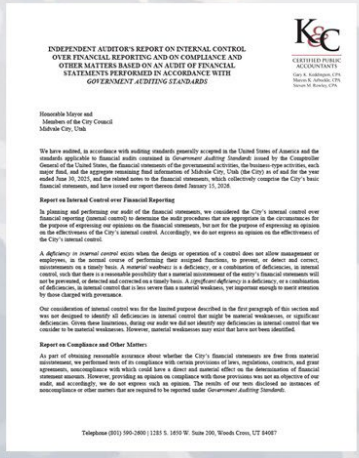
Fiscal Year

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Governmental activities:										
Net investment in capital assets	$ 84,160,827	$ 76,771,618	$ 82,296,971	$ 77,499,367	$ 60,168,243	$ 61,789,330	$ 83,161,824	$ 65,862,979	$ 68,349,681	$ 70,335,644
Restricted	1,521,186	9,125,162	8,054,645	2,562,715	7,266,833	12,962,895	17,006,804	19,077,481	20,858,072	22,969,636
Unrestricted	(15,708,131)	(10,979,646)	(10,189,513)	(7,253,585)	7,307,968	8,968,487	3,990,675	10,780,193	13,132,360	13,503,648
Total governmental activities net position	69,973,882	74,917,134	80,162,103	72,808,577	74,743,044	83,720,712	104,159,303	95,720,653	102,340,113	106,808,928
Business-type activities:										
Net investment in capital assets	21,302,883	23,984,255	23,058,240	23,156,632	24,192,075	23,996,754	24,908,854	24,215,298	27,571,629	26,582,837
Restricted	-	-	-	-	-	-	-	1,295,464	1,435,819	2,001,556
Unrestricted	8,448,241	8,547,659	8,487,703	8,607,592	9,315,925	10,860,251	13,011,055	12,526,285	11,212,959	13,963,996
Total business-type activities net position	29,751,124	32,531,914	31,545,943	32,764,224	33,508,000	34,857,005	37,917,909	38,037,048	39,819,407	42,548,389
Primary government:										
Net investment in capital assets	105,263,510	100,755,873	105,355,211	100,655,999	84,360,318	85,786,084	88,068,658	90,198,277	95,721,310	96,918,281
Restricted	1,521,186	9,125,162	8,054,645	2,562,715	7,266,833	12,962,895	17,006,804	20,372,945	22,294,891	24,971,192
Unrestricted	(7,257,890)	(2,431,987)	(1,701,810)	1,353,987	16,823,893	17,828,938	17,001,730	23,306,568	24,345,319	26,527,643
Total primary government net position	$ 99,526,806	$ 107,449,048	$ 111,708,046	$ 104,572,701	$ 108,451,044	$ 116,577,917	$ 122,077,192	$ 133,877,790	$ 142,361,520	$ 148,417,116

Midvale City FY2025 Annual Comprehensive Financial Report Page 95

Internal Control and Compliance Reports (Pages 119-131)

- Report on Internal Control over Financial Reporting
  - Governmental Auditing Standards
  - The Uniform Guide & SEFA (Single Audit)
  - State Compliance Audit Guide
  - Schedule of Findings and Questioned Costs



INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

K&C CERTIFIED PUBLIC ACCOUNTANTS

Honorable Mayor and
Members of the City Council
Midvale City, Utah

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Midvale City, Utah (the City) as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated January 15, 2026.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses, or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report on Compliance and Other Matters:

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

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Financial Results – General Fund

- Revenues exceeded expenditures by $1,957,500
  - Revenues $4.9 million over budget
    - ARPA Funds
    - Building and Plan Review Fees
  - Expenditures $1.1 million under budget (All Departments)
  - $5.9M in Transfers (Debt Service, Internal Services, Capital Projects $3.7 million)

Fund Balance Available					
	FY2022	FY2023	FY2024	FY2025	FY2026 (Budget)
Beginning Balance	7,319,588	8,161,420	8,628,593	8,661,383	10,618,883
Addition (Use of)	841,832	467,173	32,790	1,957,500	(126,576)
Retricted Balance	293,871	588,319	306,194	2,167,810	-
Unrestricted Ending Balance	**$ 7,867,549**	**$ 8,040,274**	**$ 8,355,189**	**$ 8,451,073**	**$ 10,492,307**
% of revenues	33%	35%	35%	34%	38%
Amount above/(Below) Policy Recommended Amount (15%)	**$ 4,782,552**	**$ 4,444,962**	**$ 4,639,607**	**$ 3,869,944**	**$ 6,416,573**
(State Maximum Amount Allowed - 35%)					

Financial Results – RDA Funds

- Expenditures exceeded revenues by $5,583,568
  - Planned Affordable Housing Loan (West Main) - $6.2 million
  - City Hall Plaza - $2.5 million

Fund Balance Available					
	FY2022	FY2023	FY2024	FY2025	FY2026 (Budget)
Beginning Balance	$ 10,459,251	$ 12,779,645	$ 16,097,813	$ 18,363,659	$ 12,780,091
Addition (Use of)	2,320,394	3,318,168	2,265,846	(5,583,568)	(1,154,773)
Ending Balance	**$ 12,779,645**	**$ 16,097,813**	**$ 18,363,659**	**$ 12,780,091**	**$ 11,625,318**

Financial Results – Capital Projects

- Expenditures exceeded Revenues by $2,434,842
  - Delayed projects began in FY2025 & unexpected park purchase
  - Large projects budgeted for in FY2026
  - More proceeds from borrowing coming to offset deficit

Fund Balance Available					
	FY2022	FY2023	FY2024	FY2025	FY2026 (Budget)
Beginning Balance	1,860,248	4,363,744	6,517,945	8,451,886	6,017,044
Addition (Use of)	2,503,496	2,154,201	1,933,941	(2,434,842)	(6,078,500)
Ending Balance	**$ 4,363,744**	**$ 6,517,945**	**$ 8,451,886**	**$ 6,017,044**	**$ (61,456)**
Subsenquent Year Appropriation	2,592,600	805,515	3,005,225	6,078,500	-
Amount Available for Appropriation	**$ 1,771,144**	**$ 5,712,430**	**$ 5,446,661**	**$ (61,456)**	**$ (61,456)**

Financial Results – Proprietary Funds

FY2025	Water	Sewer	Storm Water	Streetlight	Sanitation	Telecomm	Internal Service
Beginning Net Position	$ 23,429,827	$ 7,488,523	$ 5,200,576	$ 248,910	$ 2,677,101	$ 56,687	$ 6,148,745
Change in Net Position	1,178,849	740,709	206,166	224,497	305,654	(5,212)	610,830
Ending Net Position	**$ 24,608,678**	**$ 8,229,232**	**$ 5,406,742**	**$ 473,407**	**$ 2,982,755**	**$ 51,475**	**$ 6,759,575**
Unrestricted Net Position	**$ 1,089,928**	**$ 7,032,145**	**$ 1,538,388**	**$ 473,407**	**$ 2,982,755**	**$ 51,475**	**$ 4,427,617**

- Water – Significant investment in capital assets and debt
- Sewer – Investment in capital assets and debt, including $4.9 million investment in SVWRF
- Storm Water – Preparing for investment in Storm Water Master Plan Projects
- Streetlight – Bond matured and Streetlight Master Plan
- Sanitation - $2.5 million investment in Trans-Jordan
- Internal Service Funds (IT & Fleet) – Replacement Funds

Marcus Arbuckle, K&C Auditors, explained how the audit process works. The auditors issue various reports on the audit. He said they issued a clean opinion on the financial statements. On the internal controls portion of the audit the auditors don't have any recommendations, they feel the city has adequate internal controls and checks and balances and adequately trained staff. On the single audit report the audit found the city was in compliance. In the State Compliance report there was one finding with the Bell Account. It has been tracked through the court's chorus system and formally reconciled at year end, but it should be reconciled to the city's general ledger on a monthly basis. The auditors recommend the Bell Account be reconciled monthly.

Marcus Arbuckle reported no difficulties performing the audit, and they found the city has sound accounting policies. No instances of fraud or abuse were found.

MOTION: Council Member Heidi Robinson MOVED to Approve Resolution No. 2026-R-05 Acknowledging Completion of the Fiscal Year 2025 Audit and Direct that Notice be Published Pursuant to Section 10-6-152 of the Utah Code. The motion was SECONDED by Council Member Bonnie Billings. Mayor Gettel called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Denece Mikolash	**Aye**
Council Member Bonnie Billings	**Aye**
Council Member Paul Glover	**Aye**
Council Member Heidi Robinson	**Aye**
Council Member Bryant Brown	**Aye**

The motion passed unanimously.

B. CONSIDER RESOLUTION NO. 2026-R-06 ADOPTING THE MIDVALE WILDLAND-URBAN INTERFACE AREA MAP.

Matt Dahl said in 2025, the Utah State Legislature enacted H.B. 48 – Wildland Urban Interface Modifications, which requires municipalities to adopt the edition of the Utah Wildland-Urban Interface (WUI) Code adopted by the State under Utah Code §15A-2-103. Midvale City has already incorporated the State-adopted WUI Code by reference in Midvale Municipal Code §15.12.010.

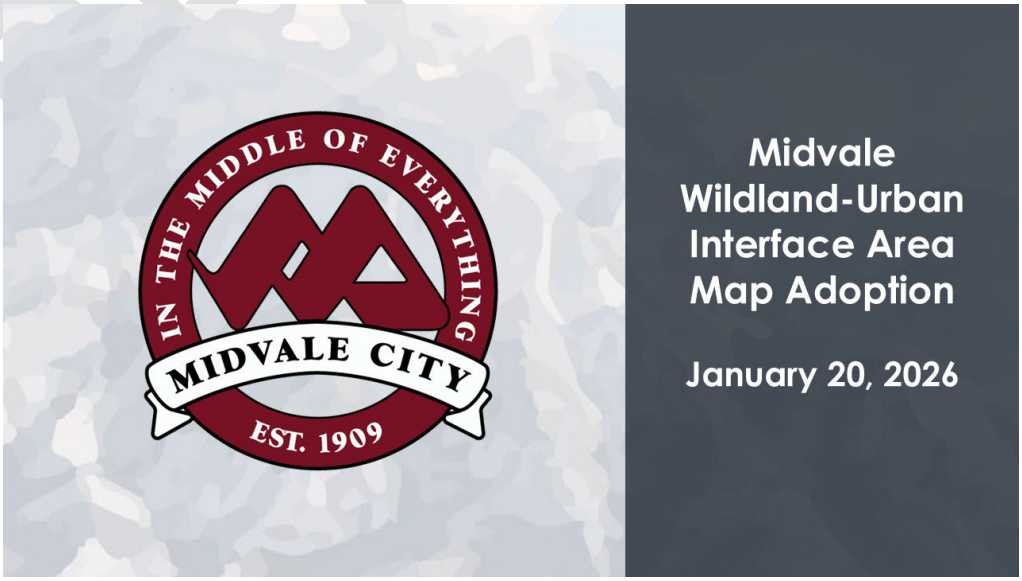
Under Section 301 of the Utah Wildland-Urban Interface Code, each legislative body is required to formally declare the wildland-urban interface areas within its jurisdiction. To meet this obligation, Midvale City worked in coordination with the Unified Fire Authority (UFA) to analyze local wildfire risk using the Utah Wildfire Risk Explorer, a statewide assessment tool provided by the Utah Department of Natural Resources.

The risk assessment conducted through the Utah Wildfire Risk Explorer indicates that Midvale City has low, little, or no exposure to wildfire risk. After reviewing the available data and consulting with UFA, staff determined that no geographical area within Midvale City meets the definition of a wildland-urban interface area as defined in the WUI Code.

Nevertheless, state law requires each jurisdiction to adopt a WUI Area Map. Because Midvale does not contain any areas that qualify as WUI, the proposed Midvale Wildland-Urban Interface Area Map—attached as Exhibit A to the resolution—formally documents this determination by showing no designated WUI zones within the city limits.

FISCAL IMPACT

The adoption of the WUI Area Map carries no direct fiscal impact. Compliance with state law ensures continued alignment with State Fire Marshal and UFA operational requirements.



WUI Code Compliance & Background

- In 2025, Utah enacted H.B. 48 – Wildland Urban Interface Modifications.
- Municipalities must adopt the State's Utah Wildland–Urban Interface (WUI) Code under Utah Code § 15A-2-103.
- Midvale City has already incorporated the State-adopted WUI Code by reference in Midvale Municipal Code § 15.12.010.

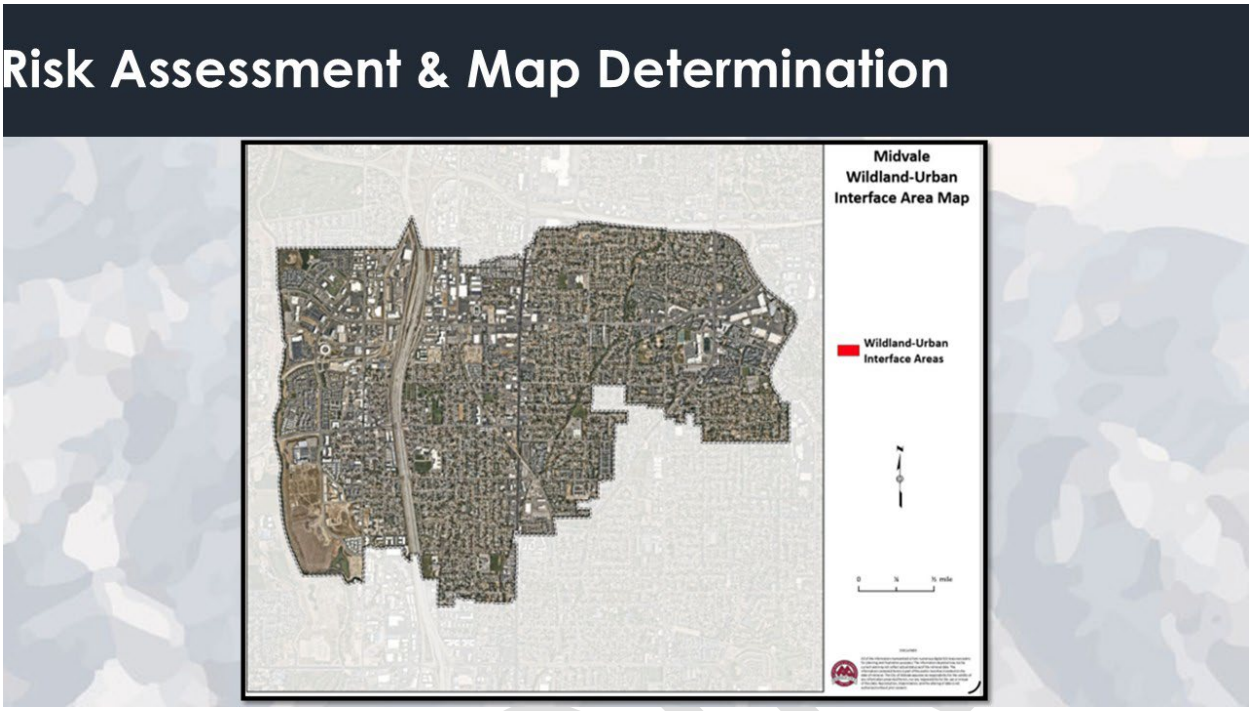
Risk Assessment & Map Determination

•Section 301 of the WUI Code requires each legislative body to declare WUI areas within its jurisdiction.

•Midvale coordinated with the Unified Fire Authority (UFA) and used the Utah Wildfire Risk Explorer to analyze local wildfire risk.

•The assessment indicates low, little, or no exposure to wildfire risk; no areas meet the WUI definition within Midvale.

•State law still requires adoption of a WUI Area Map; Exhibit A documents that no WUI zones are designated within city limits.



MOTION: Council Member Bryant Brown MOVED to Suspend the Rules and approve Resolution No. 2026-R-06 Adopting the Midvale Wildland-Urban Interface Area Map. The motion was SECONDED by Council Member Heidi Robinson. Mayor Gettel 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 Denece Mikolash	**Aye**

The motion passed unanimously.

C. CONSIDER RESOLUTION NO. 2026-R-07 APPROVING CHANGE ORDER WORK WITH NOLAND & SONS CONSTRUCTION CO. INC. FOR THE 2025 SEWER REHABILITATION PROJECT.

Branden Anderson said the City entered a contract with Noland & Son Construction Co. Inc. for execution of the 2025 Sewer Rehabilitation Project on September 2, 2025.

During field preparation work on Wasatch Street (8000 S.) a problem was found with the sewer line: a blockage to the west of Pioneer St. that required fixing. The change order proposes the following:

- New items of work:
  - Remove and install new manhole
  - Remove and replace 8” sewer line

  - Fix lateral connection as needed

- Reasons to consider the Change Order:
  - Sewer problems are on Wasatch Street.
  - Spending money from Pioneer to Olympus would fix the known problem, but not the problem found to the west.
  - Weather window for paving and prompt fix of sewer.
  - Quick remobilization and minimal interruptions to the traveling public.

This has been reviewed by City staff and the Design Engineer for the project and found to be acceptable and needed.

The proposed schedule will remain the same as the original contract (May 2026).
Total contract amount is as follows:

- Price
  - Original Price: $2,616,247.00
  - Change Order additional amount: $329,944.00
  - If approved, new amount: $2,946,191.00

A suspension of the rules is requested for the Resolution.

FISCAL IMPACT

If approved, this will be paid out of bond proceeds set aside for the sewer rehabilitation project.

Council Member Bryant Brown said that he usually gets a lot of complaints about how roads were redone after these projects; however, this time they did an exceptional job.

MOTION: Council Member Bonnie Billings MOVED to Suspend the Rules and Approve Resolution No. 2026-R-07 Approving Change Order Work with Noland & Sons Construction Co. Inc. for the 2025 Sewer Rehabilitation Project. The motion was SECONDED by Council Member Heidi Robinson. Mayor Gettel called for discussion on the motion. There being none, he called for a roll call vote. The voting was as follows:

Council Member Paul Glover	**Aye**
Council Member Bonnie Billings	**Aye**
Council Member Heidi Robinson	**Aye**
Council Member Bryant Brown	**Aye**
Council Member Denece Mikolash	**Aye**

The motion passed unanimously.

X. ADJOURN

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

The meeting adjourned at 8:03 p.m.

_____

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

Approved this February 3, 2026

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

MIDVALE CITY PLANNING COMMISSION
STAFF REPORT
2/3/2026

SUBJECT

Consider Resolution No. 2026-R-08 adopting the Fashion Place West Station Area Plan.

SUBMITTED BY

Adam Olsen, Community Development Director

BACKGROUND AND OVERVIEW

In 2022 the Utah State Legislature passed HB 462, requiring 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 four stations in which the half-mile radius falls within its boundaries: Midvale Ft. Union, Midvale Center, Bingham Junction, and Fashion Place West. Station Area Plans have been adopted for three of the stations listed above. A portion of the radius for the Fashion Place West Station, located in Murray, lies in the northernmost portion of Midvale, largely along Cottonwood Street directly adjacent to Murray. Midvale partnered with Murray to complete this station area plan; a grant through the Wasatch Front Regional Council (WFRC) funding said plan. While the station area plan largely focuses on Murray, the area of Midvale directly adjacent to Murray is of interest for both Cities; partnership and joint vision for the area being key. The plan proposes a "jobs and housing mixed use" designation for future development in both Cities with HTRZ (Housing and Transit Reinvestment Zone) proposed as a possible tool for implementation. Midvale is currently exploring creation of an HTRZ for the area between 7200 S and Murray.

The Planning Commission held a public hearing at their December 10th, 2025, meeting and recommended approval of the Fashion Place West SAP.

If the City Council elects to approve the Fashion Place West SAP, staff will submit a request for certification to the 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 by HB 462.

STAFF RECOMMENDATION

Approval of Resolution No. 2026-R-08 adopting the Fashion Place West Station Area Plan.

RECOMMENDED MOTION

I move that we approve Resolution NO. 2026-R-08, adopting the Fashion Place West Station Area Plan.

ATTACHMENTS

1. Resolution No. 2026-R-08
2. Fashion Place West Station Area Plan.

MIDVALE CITY, UTAH
RESOLUTION NO. 2026-R-08

A RESOLUTION ADOPTIONG THE FASHION PLACE WEST 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 10, 2024, the Midvale City Planning Commission after holding a public hearing, recommended that the Midvale City Council adopt the Fashion Place West Station Area Plan; and

WHEREAS, the Midvale City Council determines that it is in the best interest of Midvale City to adopt the Fashion Place West 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 Fashion Place West Station Area Plan as required by Utah Code 10-9a-403.1

APPROVED AND ADOPTED this 3rd day of February, 2026.

_____
Dustin Gettel, Mayor

ATTEST:

_____
Rori L. Andreason, MMC
City Recorder

Voting by the Council:	"Aye"	"Nay"
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Denece Mikolash	_____	_____

FASHION PLACE WEST STATION AREA PLAN

MURRAY CITY & MIDVALE CITY, UTAH

2025

ACKNOWLEDGMENTS

THE FOLLOWING INDIVIDUALS CONTRIBUTED TO THE DEVELOPMENT OF THE FASHION PLACE WEST STATION AREA PLAN.

MURRAY CITY

MAYOR BRETT A. HALES

CITY COUNCIL

PAUL PICKETT
PAM COTTER
SCOTT GOODMAN
DIANE TURNER
ADAM HOCK

PLANNING COMMISSION

MICHAEL RICHARDS
PETE HRISTOU
JAKE PEHRSON
AARON HILDRETH
PETER KLINGE
KATIE ROGERS
NED HACKER

STAFF

ZACHARY SMALLWOOD
CHAD WILKERSON

ELVON FARRELL

DAVID RODGERS

MIDVALE CITY

ADAM OLSON, COMMUNITY DEVELOPMENT DIRECTOR

WASATCH FRONT REGIONAL COUNCIL

BYRON HEAD

UTAH TRANSIT AUTHORITY

VALARIE WILLIAMS

CONSULTANT TEAM

MARK MORRIS, VODA
BRYCE BUSHMAN, VODA
JEFF ALLS, VODA
LUCAS HORNS, VODA

ADOPTED BY MURRAY CITY

16 FEBRUARY 2021, AMENDED 9 DEC 2025

CONTENTS

INTRODUCTION

The Fashion Place West Station Area Plan provides a forward-looking framework for the coordinated growth and evolution of the area surrounding the Fashion Place West TRAX station. First identified in the Murray City General Plan as a catalyst location for transit-oriented development, this station area continues to represent one of Murray's most strategic opportunities to accommodate growth in a form that is walkable, mixed-use, connected, and economically resilient. In recent years, the Salt Lake Valley has experienced substantial population growth, sustained demand for housing near transit, and significant shifts in retail patterns—including continued repositioning of large retail centers. In 2025, these conditions reinforce the importance of proactively guiding the future of this district to ensure that change delivers lasting community benefit.

Murray remains centrally positioned within the Salt Lake Valley and functions as a regional hub for healthcare, employment, commercial services, and transit access. As of 2025, the city is home to just over 51,000 residents, reflecting steady growth over the past decade. Its nearly twelve square miles contain a balanced mix of established neighborhoods, employment centers, and civic institutions.

The Fashion Place West study area—located along the city's southwestern boundary—encompasses approximately 245 acres of land between the I-215 interchange and State Street, including a small portion of Midvale City. The area includes a wide range of uses and building forms: aging light industrial buildings and service-oriented commercial uses; Fashion Place Mall, which continues to operate as a major regional retail destination while exploring redevelopment and site reinvestment strategies; established multifamily residential communities; and a stable single-family neighborhood that is influenced by its proximity to the interstate system and regional road network.

These land use conditions present both opportunities and challenges. Much of the industrial building stock dates from the mid-20th century and may no longer meet contemporary operational or market needs. Large surface parking lots, wide roadways, and block patterns oriented toward automobile circulation create barriers for pedestrians, bicyclists, transit riders, and neighborhood-scale activity. At the same time, the Fashion Place West TRAX station offers direct regional rail access to Downtown Salt Lake City, the University of Utah, West Valley City, Draper, and other key destinations. This transit access, combined with the changing market conditions around retail and employment space, makes the area particularly well-positioned to transition into a more complete and connected district over time.

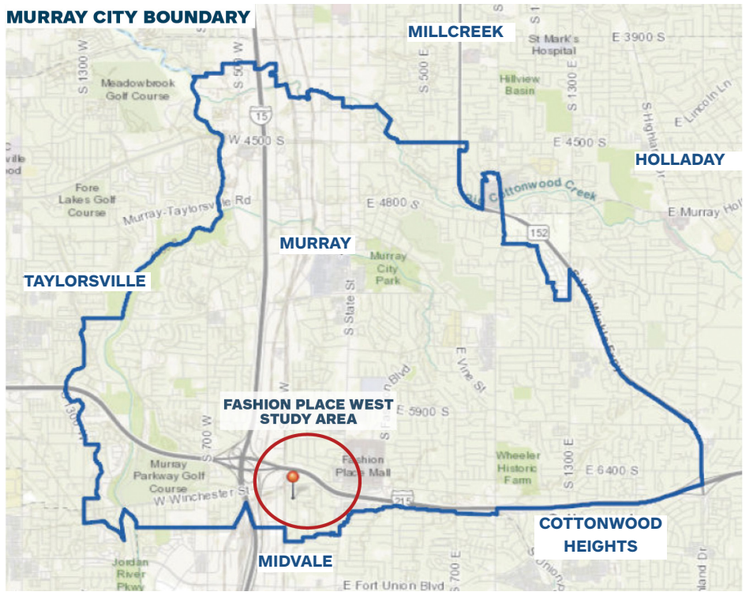


Figure 1.0 Map of Murray City and surrounding municipalities.

The goals of this Station Area Plan respond directly to community priorities and statewide policy objectives that emphasize affordability, sustainability, economic connection, and mobility choice. The Plan is driven by four foundational goals:

1. Increase the availability and affordability of housing, including moderate income housing.
2. Promote sustainable environmental conditions.
3. Enhance access to opportunities.
4. Increase transportation choices and connections.

Increase the availability and affordability of housing.

Since 2020, the Wasatch Front housing market has been shaped by rising construction costs, population growth, and significant demand for rental and ownership units near transit and employment centers. While Murray maintains a relatively balanced housing stock compared to some neighboring jurisdictions, the need for moderate-income housing—including housing for workers, young families, older adults, and essential employees—remains a critical pressure. The station area includes parcels with capacity to support additional housing, particularly through mixed-use infill and the redevelopment of underutilized industrial or commercial sites. Creating new housing choices near transit can help reduce combined housing and transportation cost burdens, expand access to regional job centers, and support a more diverse and stable community.

Promote sustainable environmental conditions.

The Salt Lake Valley continues to confront air quality challenges and heightened heat island effects, both of which are exacerbated by auto-oriented land use patterns and large expanses of impervious surface. Compact, mixed-use development patterns reduce energy use and support regional climate goals. Environmental sustainability in this context is not only ecological—it directly enhances public health, neighborhood comfort, and long-term livability.

Enhance access to opportunities.

The Fashion Place Mall and surrounding commercial corridors continue to offer employment and economic activity, and, in 2025, the national retail landscape is shifting toward mixed-use repositioning, smaller format storefronts, experience-based commercial, and integration of housing and office uses. The Station Area Plan provides a framework for how reinvestment can enhance economic vitality while expanding access to services, daily needs, and jobs. By introducing new public spaces, neighborhood-serving commercial areas, and safe multimodal connections, the plan supports a district where residents, workers, and visitors can easily move between housing, employment, shopping, recreation, and transit.

Increase transportation choices and connections.

Although the TRAX station is a regional asset, the surrounding multimodal network requires improvement to fully support transit-oriented development. As of 2025, pedestrian crossings, bicycle infrastructure, sidewalk continuity, and local street connectivity remain inconsistent. Interstate access ramps and high-speed arterial streets create barriers between the station, the mall area, and nearby neighborhoods. This Plan identifies strategies to improve first- and last-mile transit access, enhance pedestrian and bicycle safety, increase connectivity across I-215, and create streets designed for everyday, local-scale movement—not just vehicle throughput. Expanding mobility choices helps reduce congestion, improve public health, and support households that prefer or rely on alternatives to driving.

EXECUTIVE SUMMARY

The Executive Summary provides a brief overview of the Station Area Plan goals, existing conditions, housing recommendations, connectivity suggestions, as well as possible implementation measures.

1.1 STATION AREA PLAN GOALS

The following goals for the study area were established through the Station Area Planning process:

- Strengthen relationship between TRAX station and Fashion Place Mall.
- Improve connectivity for the neighborhood.
- Improve overall neighborhood quality.
- Promote transit use and active transportation.

1.2 EXISTING CONDITIONS

The first step in the process is to understand the existing conditions as well as challenges that should be addressed within the Fashion Place West neighborhood.

1.2.1 ASSETS

The Fashion Place West study area is centrally located in Murray, in close proximity to many valuable community assets, such as the Fashion Place West TRAX station and Fashion Place Mall.

1.2.2 CHALLENGES AND OPPORTUNITIES

Challenges in the study area could limit achieving the goals of the plan if they are not acknowledged and addressed as part of the planning process. Challenges include bridges and major interstates bisecting the neighborhood and poor connectivity for vehicles, pedestrians, and cyclists.

Opportunities in the study area include:

- Future land use amendments to current irregular development patterns.
- Developing Jefferson Detention Basin as an activated park space.
- Using potential future expansion projects at Fashion Place Mall as an opportunity for improved urban design and innovative solutions to provide increased connectivity.

Figure 1.1 Rendering of potential development scale in proximity to the Fashion Place West TRAX station.

1.2.3 BARRIERS TO DEVELOPMENT

Barriers to development within the study area include:

- Lack of City owned land that could spur private development.
- Current zoning regulations prohibiting density and growth including front yard setbacks, height limits, open space requirements, and parking requirements.
- The cost of construction and lack of labor force needed to expand development.

1.2.4 ECONOMIC CONDITIONS

Economic conditions in the Fashion Place West area are relatively similar to those of Murray City and Salt Lake County as a whole. The median age in the study area is 32.5 years, which is similar to the County and a bit younger than the City.

Median household income is lower in the study area ($54,974) than the City ($65,132) and the County ($73,627). However, the access to jobs within the study area (7.4) is far higher than the County (6.4), but still below the City (8.2).

Taxable sales per capita in 2018 in Murray City totaled $2.28 Billion, approximately $46,508 per resident. This is notably high in comparison to nearby cities, as shown by the data for South Jordan ($21,907), West Valley ($19,880), and West Jordan ($15,990). Additionally, per capita statistics for Salt Lake County are $25,092.

The metrics show that the study area could be a prime location to live and visit, given the strong economy. Additionally, these metrics illustrate the need for more affordable and diverse housing types as well as improved alternative transportation methods, especially between public transit and Fashion Place Mall.

1.2.5 HOUSING TRENDS

Median Home Values in the study area are lower ($239,474) than the City ($318,596) and the County ($327,451). The housing and transportation costs per household in the study area are 28 percent of household expenses compared to that of the County at 27 percent. These statistics are an indication that the housing within the study area is more moderately priced, fulfilling a need in the region that is difficult to find, while also indicating that more diverse options should be encouraged and considered in the neighborhood.

1.2.6 CONNECTIVITY CONDITIONS

Connectivity within the study area is poor due its geographic location, separated by major rail and interstate corridors, and lack of streetscape amenities. Future improvements should address these issues and improve access between residential neighborhoods, as well as to and from the TRAX station and the Mall for all transportation types.

Current barriers include:

- Lack of bicycle infrastructure (with the exception of Winchester Street).
- Lack of pedestrian–friendly infrastructure at locations in, and adjacent to, Fashion Place Mall.
- Multiple residential neighborhoods lacking sidewalks.

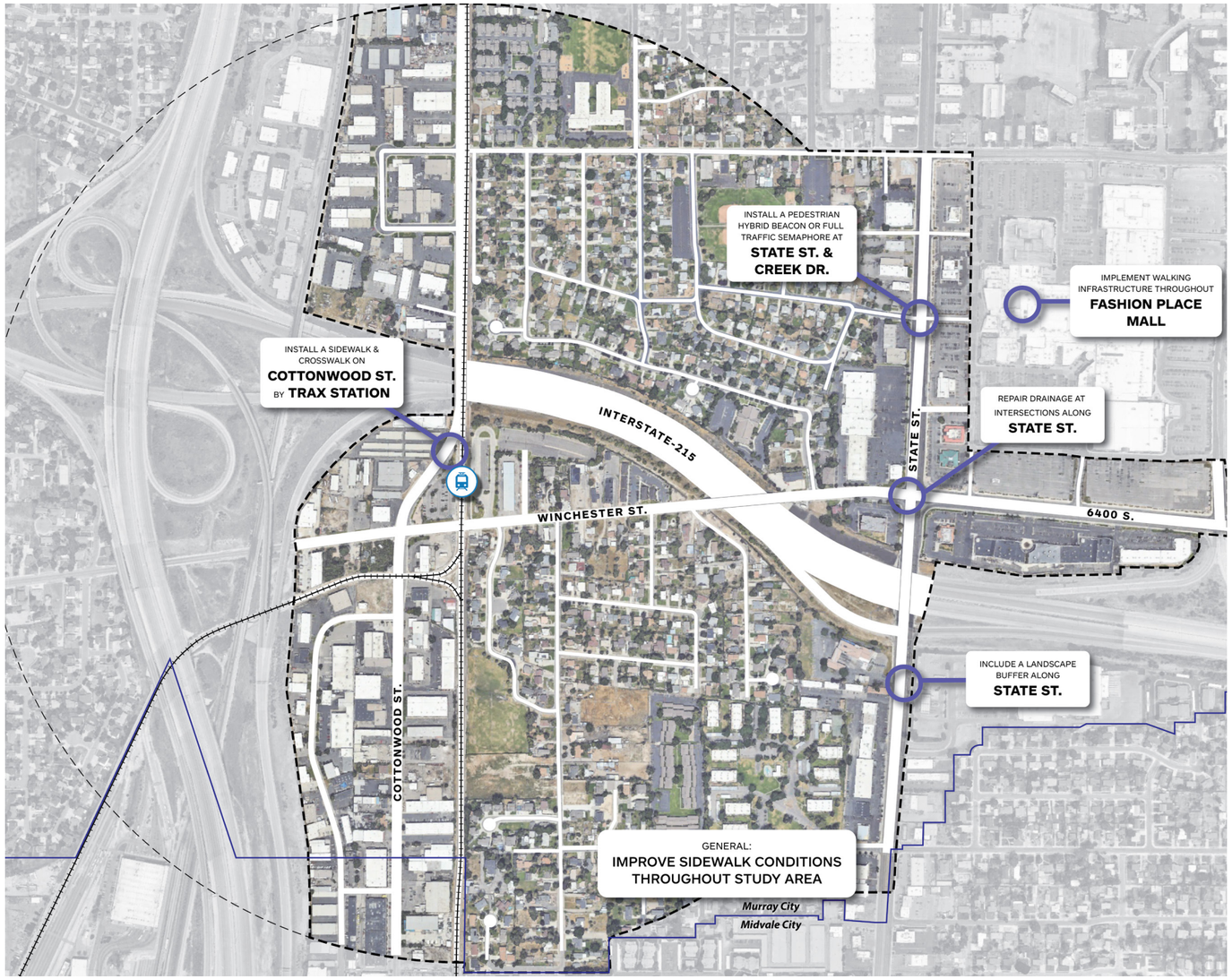


Figure 1.2 The Fashion Place West neighborhood lacks adequate infrastructure for pedestrians. The map above illustrates improvements that would improve the pedestrian experience in the study area.

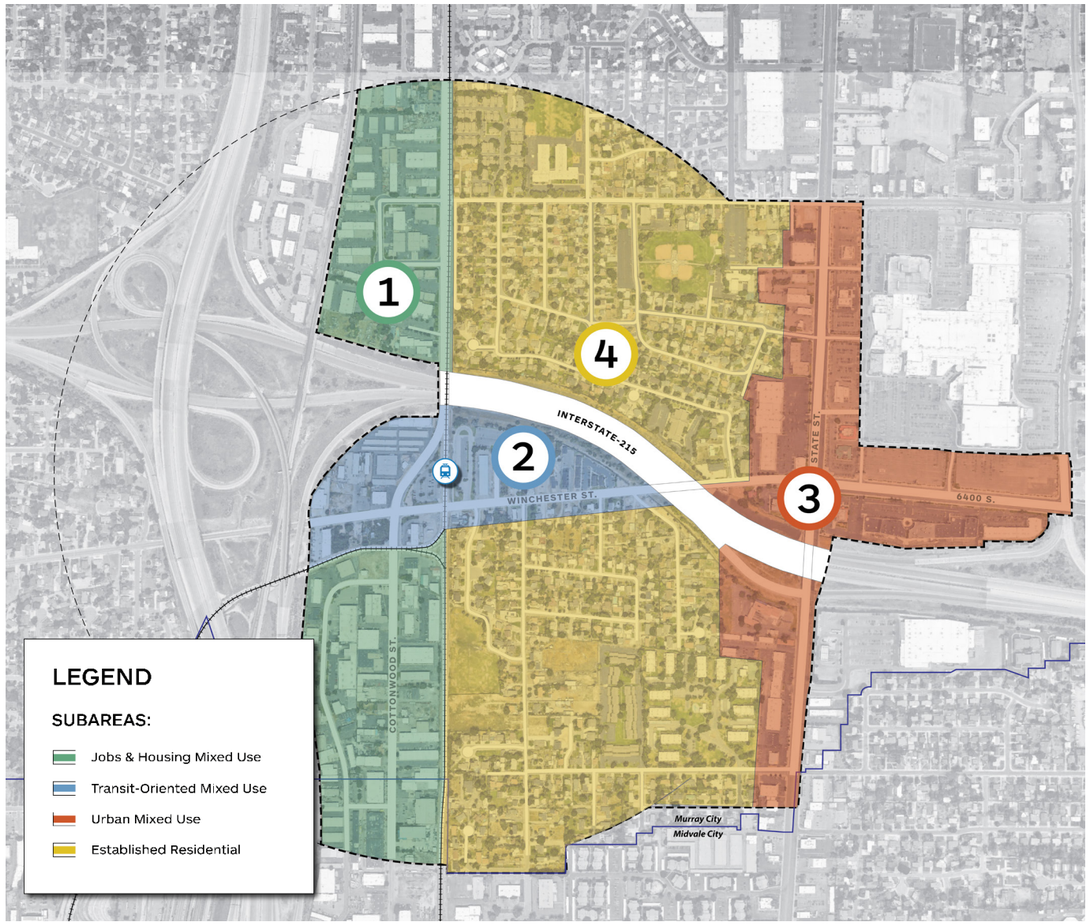


Figure 1.1 Map of subarea areas within the Fashion Place West study area. Residential use recommendations vary by subarea.

1.3 HOUSING RECOMMENDATIONS

In order to maintain and protect the character of the established Fashion Place West neighborhood as well as promote growth around it, future development should be focused on providing more diverse housing options. These options and housing recommendations should vary and be context sensitive depending on the location. Creating subareas will help to give specific recommendations on housing types that complement the surroundings.

1.4 CONNECTIVITY RECOMMENDATIONS

Connectivity recommendations in the study area should be guided primarily by the way in which pedestrians and bicyclists access the Fashion Place West TRAX station and the mall. Additionally, vehicular travel between the north and south sides of the study area should be improved. Recommendations including streetscape improvements and bridge reconstruction are important to the flow in the study area with respect to vehicular traffic, public transit, as well as bicycle and pedestrian access.

Types of improvements should include:

1. Updating overall active transportation connectivity between residential neighborhoods, the TRAX station, and Fashion Place Mall.
2. Developing a parking strategy.
3. Adopting a streetscape improvement plan to ensure future connectivity.

1.5 DESIGN GUIDELINES

Design Guidelines in the Fashion Place West study area should focus on creating an inviting environment for pedestrians, and a pleasant destination for residents and visitors. The guidelines should discuss elements such as:

- Building placement
- Building design
  - Ground floor details
  - Ground floor transparency
  - Prominent entrances
  - Treatment of blank walls
  - Articulation
- Signage design
- Street and streetscape design relating to active transportation and vehicular travel
- Parking lot design and location

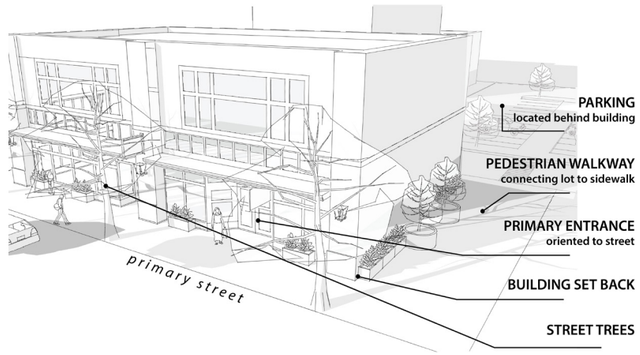


Figure 1.4 The diagram above illustrates the ideal placement of residential buildings to maximize the lot while addressing the street.

1.6 STRATEGIC IMPLEMENTATION MEASURES

1.6.1 INTRODUCTION

In order for the vision and objectives laid out in this plan to be realized, it will likely be the result of a long–term process, where residents, City staff, elected officials, as well as other public entities champion the vision to ensure the revitalization of the Fashion Place West study area that they want to see. The strategic implementation measures in this section present the vision and illustrative plan for the study area.

The implementation plan outlines phasing and policy recommendations for the Fashion Place West study area. They are intended to provide action items that the City, UTA, UDOT, and other stakeholders would need to complete in order for the area to succeed in becoming a vibrant transit–oriented neighborhood.

Strategic recommendations are broken down into the following five categories:

1. Housing
2. Connectivity
3. Policy Updates and Land Use Amendments
4. Phasing
5. Economic Development

DEVELOPMENT OBSTACLES

In discussions with local developers during the planning process, barriers were identified that may hinder future development and revitalization of the Fashion Place West study area. Some of the concerns included:

1. Existing parking requirements
2. Existing zoning
3. Lack of publicly controlled property
4. Lack of financial incentives (opportunity zone tax credits, TIF financing)
5. Lack of walkability
6. Vehicular connectivity issues

Some of these barriers could be addressed by amending necessary land use documents. Improving walkability and vehicular connectivity are issues that should be tackled first by drafting and adopting a plan that lays out phasing and responsibilities, so that all types of connectivity in the study area are improved.

Figure 1.5 The implementation strategies recommend ordinance amendments that would allow a mix of uses at higher densities in the Fashion Place West neighborhood.

1.6.2 HOUSING PRIORITIES

Housing priorities within the study area were determined by a combination of industry best practices, current market conditions, and desires of residents. These priorities include:

1. Offering services and amenities near housing
2. Providing housing for all stages of life
3. Creating a walkable neighborhood
4. Increasing allowable residential densities along, and adjacent to, the Fashion Place West TRAX station, I–15, and State Street
5. Addressing established residential neighborhoods by creating appropriate transitions between existing residential and new, higher density developments
6. Incorporating a mix of uses into new residential developments as well as existing single–use zone districts

1.6.3 CONNECTIVITY PRIORITIES

Connectivity enhancements to the Fashion Place West study area should be centered around improved traffic flow and increased comfort for pedestrians and bicyclists. These include the following priorities:

1. Improving overall active transportation connectivity between residential neighborhoods, the TRAX station, and Fashion Place Mall
2. Developing parking strategy
3. Adopting a streetscape improvement plan to ensure future connectivity in key areas:
   (a) Winchester Street
   (b) Cottonwood Street
   (c) Key intersections
   (d) Fashion Place Mall access points

1.6.4 POLICY UPDATES AND LAND USE AMENDMENTS

1. Create new Fashion Place West overlay zone district (FPW). This new overlay zone should consider the following:
   (a) Parking
      (i) Include shared parking provision
      (ii) Reduce residential parking requirements based on proximity to TRAX station and shared parking calculations
      (iii) Implement parking maximums
   (b) Consider reducing front yard setbacks from 15 feet and 25 feet, to 0 feet in order to encourage human scale development
   (c) Implement maximum setback requirements
   (d) Decrease open space requirements from 20 percent to 10 percent
   (e) Implement Ground Floor activation recommendations
2. Support re–zoning areas within the study area boundaries per recommendations of the General Plan Future Land Use map:
   (a) Commercial District (C-D) to Mixed–use (M-U)
   (b) Manufacturing (MFG) to Fashion Place West Overlay (FPW)
   (c) Residential Neighborhood Business (R-N-B) to Fashion Place West Overlay zone (FPW)
   (d) tt

Figure 1.6 Improving the connectivity for vehicles, cyclists, and pedestrians is a key component of the implementation strategy in the Fashion Place West neighborhood.

1.6.5 PHASING

A phased approach to change to the Fashion Place West area aligns with the limitations of the City and development community. The three phases of redevelopment in the study area are detailed in the Implementation chapter of this document, with discussion of responsible parties and needed collaboration amongst entities.

SHORT TERM

1. Adopt streetscape improvement and connectivity plans.
2. Prioritize residential infill development adjacent to TRAX station.
3. Perform streetscape improvements:
   (a) Sidewalks
   (b) Street trees
   (c) Right–of–way changes:
      (i) Bike lanes
      (ii) Vehicular lane configurations
   (d) Street lighting
4. Improved UTA bus circulation and frequency with Route 209.
5. Amend zoning ordinance and adopt Fashion Place West overlay zoning.

MEDIUM TERM

1. Work with UDOT to install a traffic signal at Creek Drive and State Street.
2. Work with Fashion Place Mall to improve internal pedestrian connectivity and pedestrian access to mall site.
3. Work with UDOT to improve pedestrian and bicycle experience at Winchester and State Street intersection.
4. Encourage the addition of structured parking at Fashion Place Mall.
5. Help facilitate increased densities that includes residential component on West side of State Street.

LONG TERM

1. Reconstruction of Winchester and Cottonwood Street Bridges by UDOT.
2. Recommend construction of UTA Parking structure to facilitate development of a more mixed-use destination for the City.
3. Support the increase of densities and residential development types within mall property, especially adjacent to State Street and 6400 South
4. Facilitate property transition of existing industrial properties to mixed use on west side of study area

Figure 1.7 Housing priorities in the Fashion Place West Station Area Plan include zoning amendments to allow more housing types in close proximity to the TRAX station.

FINANCIAL TOOLS AND INCENTIVES TO CONSIDER

1. Bonding
2. Future Budget Allocation
3. Public–Private Partnerships
4. CRA/RDA funding for housing developments, HTRZ funding
5. Grants
   (a) UTA
   (b) UDOT
   (c) Other public transit related funding

2 EXISTING CONDITIONS

1. AREA HISTORY

The Fashion Place West station area hosts a well located TRAX station, various different types of light industrial and commercial businesses, an apartment complex, condo development, and approximately 200 single-family homes. The TRAX station is a jumping off point for shoppers, employees, and residents coming and going from around the valley. The area has been primarily occupied by light industrial and single-family residences since the neighborhood was originally developed.

For much of its history, the study area was dominated by agricultural production. Transportation corridors, both rail and auto, cut through this area early in the development of regional transportation networks. With State Street serving as a major north/south connection, a majority of development in the study area was focused on this corridor. Aerial photography from 1964 (image right) illustrates the types of development found in the area prior to the introduction of the Interstate Highway system.

SIGNIFICANT ROADWAYS

The study area is bisected by two interstate highways, Interstate 15 and the Interstate 215 beltway. The area is directly connected to I-215 via the State Street and 280 East exits. I-15 via I-215 can be accessed at the interchange located one mile west of the State Street exit, immediately adjacent to the western boundary of the study area.

The Salt Lake County portion of Interstate 15 was completed in the early 1970s, separating the study area from neighborhoods to the west, but also giving the area added value as centrally located area near I-15.The I-215 beltway was built in several sections. The section immediately west of State Street opened in 1976, and the section immediately east of State Street opened in 1985. The entire length of I-215 was finished in 1989.

These two highways are both connectors and barriers for the study area. The proximity of the highways and local access points gives vehicles within the area convenient access to the regional transportation network. However, the highways are also major physical barriers that limit and prevent direct physical access and spatial continuity to adjacent neighborhoods.

FASHION PLACE MALL

The Fashion Place Mall is centrally located within the Salt Lake valley with convenient access to nearby highways. The mall first opened for business in 1972 and was the third shopping mall in the greater Salt Lake area.

The mall has a resilient and dynamic history. It has been expanded and renovated several times with the first expansion opening in 1974 and the most recent in 2017. It has adapted to changing retail formats and economic conditions, including physical building configurations, changes in anchor tenants, and multiple changes of ownership.

The Fashion Place Mall is a regionally important shopping center. Its central location makes it easily accessible to a large portion of the Salt Lake Valley. Several national and international brands have chosen to locate their first Utah stores in the mall, giving it an advantage over other local shopping malls. The Fashion Place Mall remains one of the most important suburban shopping malls in the state, reporting near 100% occupancy in 2020. It remains an important source of jobs and tax revenue for the city and region

OTHER LAND USES

The majority of the single-unit homes in the study area were built in the 1960's with some newer development built in the 1990's. These single-family homes and the neighborhood surrounding them are established and provide a population base for new development along the neighborhood's key roadways.

Many of the study area's industrial buildings were built in the 1980s and have remained largely unchanged. The light industrial area north of I-215 is a relatively new and established development. The industrial businesses south of I-215, facing Cottonwood Street, are aging and some buildings are vacant. Other industrial buildings have been renovated or refurbished and are thriving and productive.

Study Area, 1964. With modern-day roads overlay. Prior to Interstate Highway construction, the study area was primarily agricultural with suburban development along State Street.

Fashion Place Mall circa 1985.

PUBLIC TRANSIT

The Fashion Place West TRAX station was part of the original trunk line of the TRAX system which opened in 1999. The Mid-Jordan extension, to the Daybreak development in South Jordan, was completed in 2011, at which point the TRAX system was redefined as three lines: Red, Green, and Blue. Since 2011, both Red and Blue line trains stop at the Fashion Place West station. The Red and Blue lines diverge immediately south of the Fashion Place West station, making it the southernmost station that serves both lines and an important transfer point between lines.

The presence of the TRAX station in the center of the study area provides great access to job centers and other destinations around the region. Unfortunately, there has been almost no change in land use or development around the station in the last twenty years since service began. The station's distance from the Fashion Place Mall also proves a challenge to encouraging visitors and employees at the mall from utilizing the TRAX system to travel to and from the Mall.

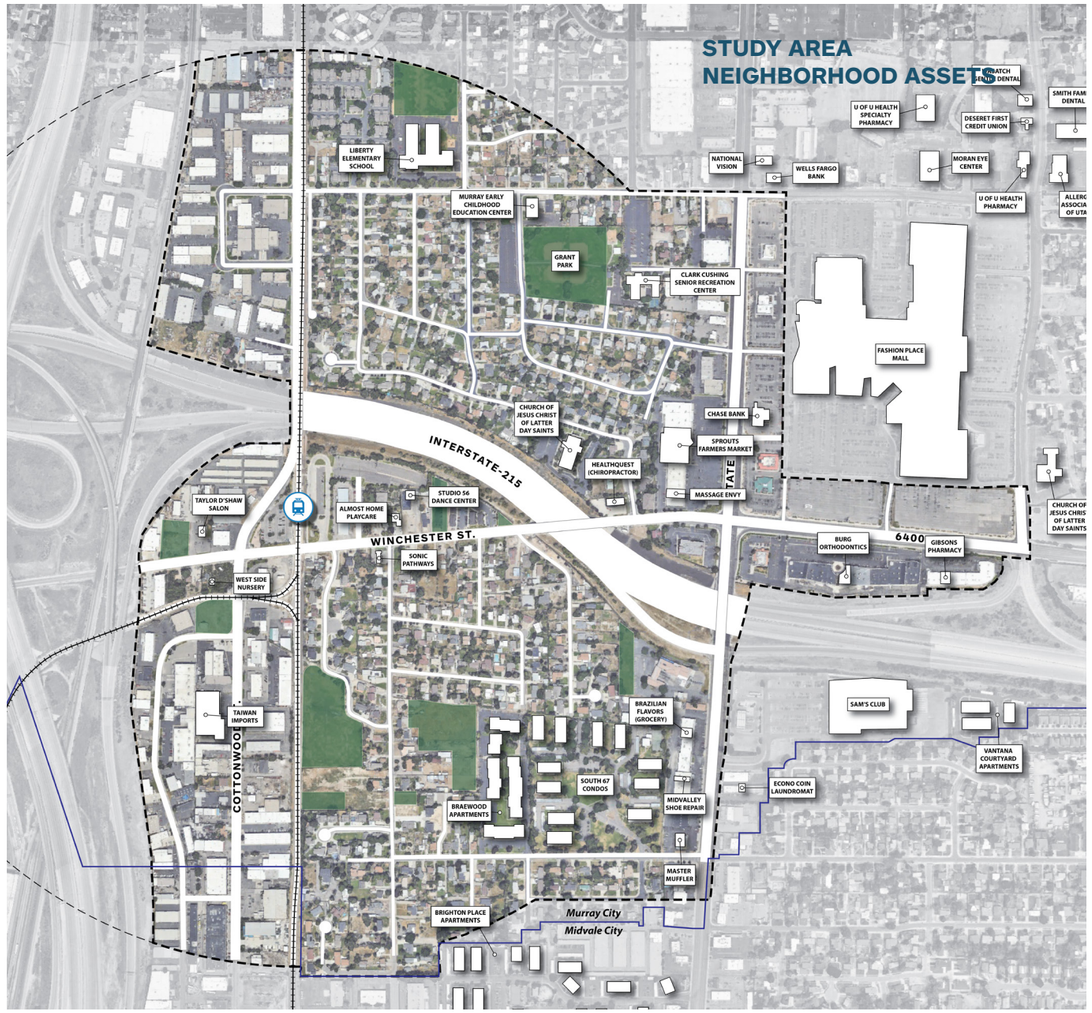
Aerial view of Fashion Place West study area in 1997, prior to opening of the TRAX light rail system. Land uses in 2020 remain largely unchanged.

2. NEIGHBORHOOD ASSETS

The Fashion Place West study area is in close proximity to many valuable community assets, with many of those within the study area itself. Though isolated in some ways from the surrounding communities, the neighborhood is in close proximity to major thoroughfares such as State Street, Cottonwood Street, Winchester Street, I-15, and I-215. Connectivity for active transportation could be improved along Cottonwood Street and Winchester Street to accommodate all modes of transportation.

CENTRAL LOCATION

The Fashion Place West study area is in a prime location from a regional perspective. Even though the neighborhood has physical barriers that create isolation and disconnection, the neighborhood's proximity to transportation networks that connect to the rest of the region gives the area great value. State Street offers motorists easy access to both I-15 and I-215 while TRAX offers a convenient mode of alternative transportation. By train, riders can reach downtown Salt Lake City in 13 minutes, the University of Utah in 24 minutes, and the airport within 30 minutes.



Community assets within the Fashion Place West neighborhood

COMMUNITY RESOURCES

The Fashion Place West neighborhood and vicinity have many valuable community assets. Specifically, the area is home to: Grant Park; a potential community park in the single-family neighborhood south of I-215 on Travis James Lane; Grant Elementary, Liberty Elementary; as well as Clark Cushing Senior Center. These and other community resources can be extremely attractive to prospective residents and are valued by current residents. Other assets and amenities in the area include the University of Utah's Midvalley Health Center, and several banking institutions and service stations.

The Fashion Place West TRAX station opened for service in 1999 as part of the UTA system.

UTA TRAX STATION

The value and desirability of the Fashion Place West neighborhood is influenced by the presence of a TRAX station. Having a TRAX station nearby with appropriately zoned properties can be very attractive to future property owners, residents, business owners, and developers.

The Fashion Place West TRAX station is also the southernmost station in the system that serves both the Red and Blue lines. This offers riders access to many destinations in the southern end of the valley, as well as major job centers to the north, including downtown Salt Lake City and the University of Utah.

FASHION PLACE MALL

The Fashion Place Mall is a valuable and extremely productive employment center and destination in the valley. This proximity gives the area a great opportunity to attract future higher density residential, office, and mixed-use walkable development.

In addition to being a great asset for nearby residents, the Fashion Place Mall is the largest generator of sales tax for Murray City. Furthermore, the Mall is a major employment hub not only for residents within Murray but the entire region.

OTHER SERVICES

Access to food and groceries is a vital asset for any neighborhood. The Fashion Place West study neighborhood has access to multiple grocery stores including Sprouts Farmers Market grocery store, Sam's Club, and a WinCo Foods in nearby Midvale City.

Other services in the area include the various clothing, beauty, home, and restaurant options that Fashion Place Mall offers, although the Mall's tenants are primarily focused on regional shoppers, rather than neighborhood needs.

State Street is lined with corridor commercial services, with a majority of it being auto-oriented within the study area. There are several fast-casual types of food and beverage restaurants near the study area, however, more traditional 'sit-down' restaurants and coffee shops are absent from the neighborhood.

Established light industrial businesses occupy space on the west side of the study area.

3. NEIGHBORHOOD CHALLENGES

While there are many community assets within the Fashion Place West study area, the neighborhood is also faced with its share of challenges. Some of these challenges could limit the area from achieving the goals of the community, if they are not acknowledged and addressed as part of the planning process. Examples of these challenges include bridges, major interstates, and UDOT ownership.

Many of the challenges within the study area are related to physical infrastructure as well as connectivity to and within the area.

TIME TO GET TO... via TRAX

12 minutes to Sandy
23 minutes to Downtown Salt Lake City
24 minutes to Daybreak
70 minutes to Provo
90 minutes to Ogden

While locations conveniently accessible by car are considered a strength by many, an overwhelming focus on motorists has resulted in an environment that disregards the

The Fashion Place West TRAX station is at the center of the study area.

needs of pedestrians and cyclists. This has created an unpleasant experience for those not inside a vehicle. Vehicle speed, road noise, as well as inconsistent and unattractive pedestrian facilities haave created a community without much in the way of quality infrastructure. In addition to a lack of pedestrian infrastructure, the study area lacks standard cyclist and pedestrian amenities such as street trees, well marked bicycle lanes, seating, and well-marked frequent pedestrian crossings on major roadways.

The study area is located directly adjacent to the I-15/I-215 interchange. These freeways act as a major physical barrier to the area from the surrounding neighborhoods. The only connection points within the study area are by the three bridges that cross over the I-215 freeway. These substantial barriers have restricted the area's development as a cohesive neighborhood. While these bridges do offer a minimum level of pedestrian access, none of them offer a quality experience for pedestrians or cyclists.

The Cottonwood Street bridge is in close proximity to the TRAX station, and is a shallow two-lane bridge consisting of a single narrow sidewalk on the west side, and the TRAX rail on the east side, leaving virtually no room for expansion to consider pedestrians or cyclists. The Winchester Street bridge is along the most direct route to the Fashion Place Mall from the TRAX station. This bridge is wider than the

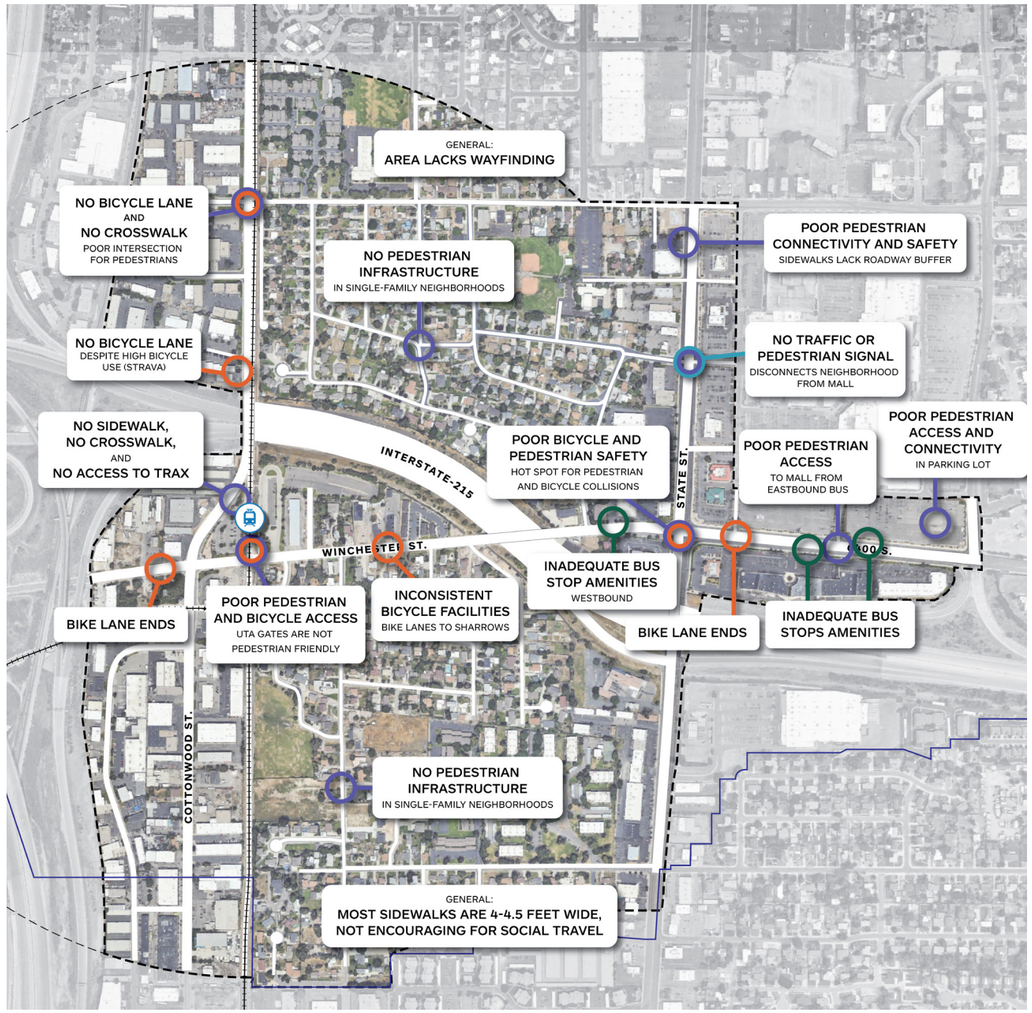
The Fashion Place Mall is a regional draw for the city of Murray and can be used to draw in more walkable, connected development to the study area.

Cottonwood Street bridge and includes protected sidewalks on either side as well as striped bike lanes. The State Street bridge that spans I-215 on the east side of the study area is four lanes wide (two each way) with a center median and protected sidewalks on both sides, but provides no streetscape amenities or bicycle infrastructure.

The study area is primarily focused around the Fashion Place West TRAX station; however, the access to the station from the surrounding area is poor, isolating the station from destinations and services. The TRAX station is also the closest station to the Fashion Place Mall, a major employment center and sales tax generator. **Unfortunately, the multi-modal access from the TRAX station to the Mall is lacking**. Winchester Street creates a direct connection from the station to the mall; however, the experience as a pedestrian or cyclist of traversing Winchester Street is sub-par. Additionally, there is very limited wayfinding signage to assist transit riders in getting to the mall.

The Fashion Place Mall is a major asset within the study area, city and the region; however, it lacks a relationship and connection to the neighborhood and also lacks internal connectivity. Within the parking that surrounds the mall, there is an absence of walking paths and sidewalks.

When pedestrians are approaching the Fashion Place Mall on foot from State Street as well as the other surrounding roads, they are not addressed with sidewalk connections or any welcoming features. As an example, when pedestrians cross State Street at the intersection of Winchester Street to approach the mall property, they are met with a large landscaped area with no clear pedestrian routes to the Mall's entrances.



General condition of pedestrian and cycling infrastructure around the Fashion Place West Study Area.

State Street is a UDOT (Utah Department of Transportation) controlled road. Currently, State Street's design focuses solely on motorist capacity, to the exclusion of all human-scale design through the study area. State Street has great potential in terms of redevelopment but this redevelopment can be challenging due to long time frames and strict regulations in place by UDOT. These constraints should be considered when proposing changes to the area, and additional time to collaborate with UDOT should be accounted for.

As a prime location for retail and mixed-use development in the region, the study area has great potential for shifting toward a more urban, walkable style of development. This will require collaboration between Murray City, UDOT, the Fashion Place Mall, UTA, the surrounding neighborhood, and other stakeholders.

4. OPPORTUNITIES

The current development patterns within the Fashion Place West area are erratic and leave much to be desired. However, this current lack of consistency can be viewed as an opportunity for the City to use the Small Area Plan process to create a new identity and sense of place for the area, which can serve to encourage new investment by residents, businesses, and property owners.

Current zoning and land uses within the study area include light industrial, service commercial, office, single-family residential, and multi-family residential. Current regulations do not allow for increased building densities or the opportunity to integrate a mix of uses. As an example, current regulations prohibit building to the property line. Additionally, higher density residential is not permitted along Winchester Street.

Anticipated future amendments to land use regulations also create an opportunity to prompt investment in the area. A focus on the redevelopment and infill development around the Fashion Place West station will also drive activity of all varieties. The dual drivers of the TRAX station and Fashion Place Mall can create synergy for each to thrive together. Both places attract significant foot traffic and should be leveraged together.

A large, maintained detention basin adjacent to the rail line, between the line and Travis James Lane is currently a fenced property with a small opening that was created to allow residents to utilize the property. **This detention basin offers a great opportunity to create an activated park space,** complete with amenities for the neighborhood to enjoy, and expand the open space offerings of Murray City.

The portion of the study area south of I-215 has many underutilized, under-performing, and vacant parcels. With a clear vision of what this area can become, these underutilized properties create opportunities for infill development, as well as the ability to introduce increased densities, a wider variety of uses including residential, and other types of transit supportive commercial uses.

The study area is highly visible from I-215 and I-15. At present, the businesses in this area have not established a presence that utilizes or addresses the proximity to such major routes. This visibility provides an opportunity to existing business and property owners to capitalize on this. Additionally, proximity and visibility is important to future commercial investors and can be seen as an attractive location that could see higher profile development than other areas.

The Fashion Place Mall is currently surrounded by expansive surface parking lots. These parking lots are an opportunity for redevelopment of this underutlized land. The addition of liner buildings to create a street wall can transform the area into a walkable urban destination. Increase of density and a wider array of uses at the Fashion Place Mall site could not only bolster a shifting retail industry by introducing more people during all hours of the day, but also shift the walkability of the neighborhood in lasting and signficant ways.

The bridges that currently connect the Fashion Place West study area to the other nodes as well as the rest of the city are in great need of expansion. The bridges are narrow and lack necessary amenities for any other modes of transportation other than motor vehicles. **Using these expansion projects as an opportunity for improved urban design and innovative solutions to provide increased connectivity is a major opportunity**.

There are multiple parcels in the study area that are prime for infill development.

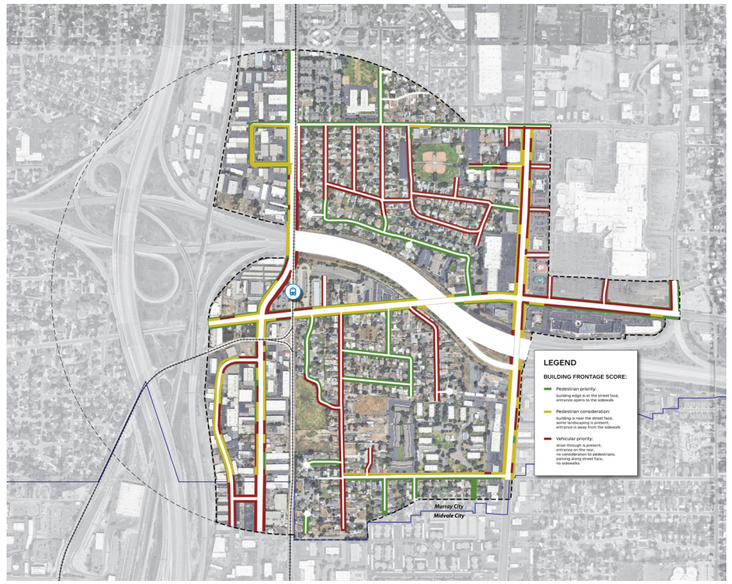
5. BARRIERS TO DEVELOPMENT

The Fashion Place West study area is challenged with several barriers to future development that include both physical and regulatory limitations. Physical barriers can include property ownership concerns or access and connectivity obstacles. Regulatory barriers to development can include elements such as financing, zoning, or possible inter-agency road blocks. These barriers wouldn't necessarily halt the planning and development process but instead, should be considered hurdles to future development to be considered and accounted for.

The detention basin located on Travis James Lane just east of the rail line offers great opportunity for the creation of a neighborhood park.

A few distinct hurdles have been identified as possible explanations as to why growth and redevelopment in the rest of the City have outpaced that of the Fashion Place West neighborhood.

State Street- and consequently, development patterns along this major thoroughfare- is controlled by UDOT (Utah Department of Transportation). Because of this, the quality of the streetscape, or surrounding properties' development of more pedestrian infrastructure is challenging. The process to working with UDOT is lengthy, and will need to be considered as development occurs along State Street.



A sidewalk score map such as this shows the lack of adequate sidewalk amenities in the study area but also the opportunities for improvement. Map further discussed in Connectivity chapter of this document.

The detention basin along the rail line south of Winchester Street has only minor community park improvements but is surrounded on all sides by chain-link fencing. This property is owned by Salt Lake County and maintained by Murray City. This property is currently underutilized and future park improvements and removal of fencing should be considered to fully utilize this community asset.

Current zoning and land use regulations within the study area should be considered a regulatory barrier to development. In order for development or redevelopment to occur in the Fashion Place West neighborhood, zoning regulations- primarily along Winchester Street and other major thoroughfares- should be reevaluated to encourage and allow a more diverse mix of uses, as well as higher density residential and mixed-use commercial developments. As such, design guidelines in the area will also need to be amended. **Reducing front yard setbacks, removing height limits, reducing open space requirements, and reevaluating parking requirements should also be considered to foster development.**

Parking requirements and especially parking minimums can be a way for cities to regulate and ensure adequate parking for residential and commercial developments. However, strict parking requirements such as these can in fact hinder development. Expansive parking lots for example, are often a result of parking minimum requirements. A more modern approach to parking management is to encourage and incentivize shared parking when possible. Uses with opposite hours of demand for parking can share parking areas, thus reducing the amount of overall parking needed, and better utilizing this expensive drag on development. This approach also increases potential development opportunities and overall walkability of the area.

At present, Murray City has not established a financial toolbox or programs to incentivize and encourage higher quality development within the Fashion Place West study area, such as the creation of loan and grant programs. Additionally, working with local entities to establish a redevelopment project area in this neighborhood

Better connectivity to the surrounding neighborhood and its assets will lay a foundation for future, walkable development to support the TRAX station and the Fashion Place Mall destinations.

would give the City and Redevelopment Agency the capacity to use property tax increment as a way to reimburse developers for burden costs associated with site conditions. Burden costs are development costs that are unique to the development on a particular site.

Redevelopment project areas and property tax increment can be a great tool to incentivize and fast track incremental placemaking and good urban design. Once the entities have entered into interlocal agreements, incentive programs to reimburse developers with tax increment can be created. In a program like this, the developer is only reimbursed if the property value increases, protecting the City/ Agency in the event that the property doesn't increase in value, while also getting the type of development and use that the City wants.

Another major barrier to development in 2025 is the cost of construction and lack of labor force needed to expand construction. With construction costs vastly out-pacing inflation, delaying major construction projects such as road rebuilds or streetscape improvements is only serving to increase their cost in signficant ways. The city should prioritize which projects may have the largest impact and set a course of construction as soon as feasible.

6. LAND USE CONDITIONS

EXISTING PHYSICAL LANDSCAPE

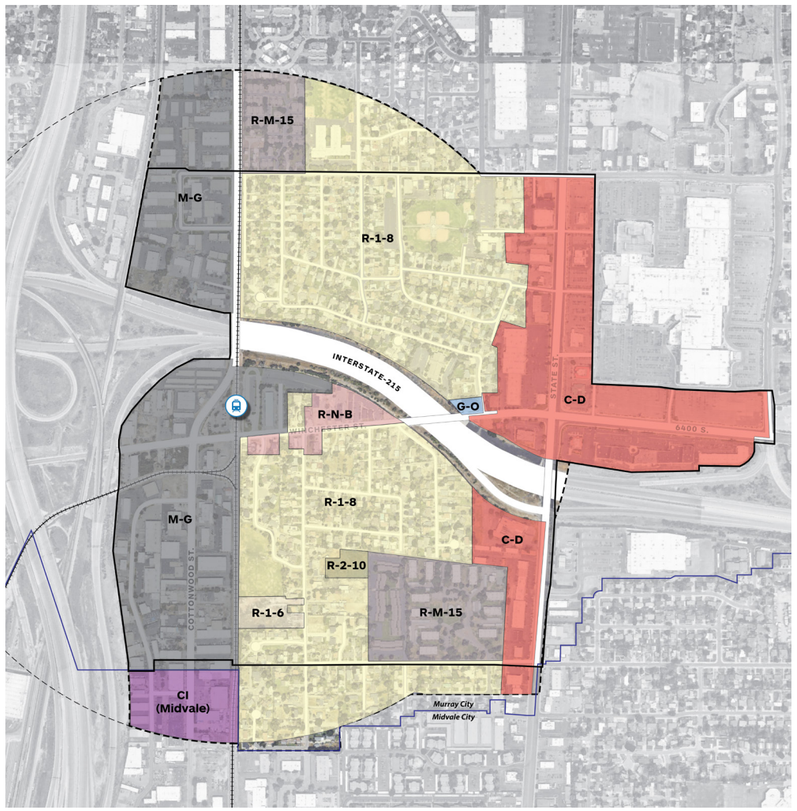
The Fashion Place West station area is comprised of approximately 1,000 parcels in 245 square acres. The parcels are a mix of single-family and multi-family residential, commercial retail, manufacturing, service commercial, and office.

The average parcel size of single-family residential parcels in the area is .25 acres, with some parcels as small as .18 acres, and as large as 1.5 acres. The multi-family, commercial retail, service commercial, and office parcels vary greatly in size, from .01 acres to 12 acres.

CURRENT LAND USES

Overall the Fashion Place West neighborhood has a mix of uses that fall into three general categories: light industrial, commercial, and residential. These three use types are segregated from each other within the area between the eastern, middle, and western areas.

The eastern most segment of the study area is primarily a commercial use area. It includes the parcels along State Street and 6400 South and portions of the southern and western sides of the mall site. This is the smallest section by land area. Four



Map of existing zoning designations. Future zoning changes should be based on achieving the goals for the future of the Fashion Place West area.

parcels in this section are zoned for residential use and two parcels are zoned for general office use.

The middle segment is primarily occupied by residential uses and is the largest section by land area. Most of this segment is made up of two single family neighborhoods, one north and one south of I-215, but also includes two multi-family developments and a few neighborhood business uses. The area includes a large detention basin as well as a number of large residential lots with undeveloped land.

The western segment of the project area is predominately made up of light industrial uses. It is located along I-15, Cottonwood Street, and the TRAX lines. This is the second largest section by land area and includes some vacant/ underutilized parcels.

CURRENT ZONING

The parcels within Fashion Place West study area boundary are designated as one of the following six zones:

(a) R-1-8 Low Density Single Family
(b) R-M-15 Medium Density Multiple Family
(c) R-N-B Residential Neighborhood Business
(d) C-D Commercial Development
(e) M-G Manufacturing General
(f) G-O General Office

Zoning around the Fashion Place West TRAX station does not address the station itself in its zoning designations. Murray City does possess a Transit-Oriented-Development (TOD) zoning designation. However, this designation has only been applied to the area around the Murray North TRAX station.

While Murray's TOD zone addresses adjacent transit with increased height allowances and by expanding allowable uses, this zone still has requirements for parking minimums, open space, and front yard setbacks. Requirements such as these typically prohibit land owners from maximizing the densities allowed by the zoning ordinance, and can also prohibit pedestrian and transit-oriented development to be established.

In order for a TOD zone to be effective, it must include specific elements, while also avoiding others. Excessive parking minimums can lead to vast surface parking lots where stall counts do not reflect the adjacent public transit. Excessive open space and front setback requirements, as is the case within Murray's TOD zone, reduce transit-oriented densities and forbid new construction from being built to the front property line, thus minimizing the creation of a walkable urban environment.

These limitations within current zoning regulations should be considered and addressed within the recommendations in the Small Area Plan.

CURRENT DESIGN STANDARDS

With the exception of two zones within the Murray City boundaries, zone districts in the city have very few specific design requirements. Specifically, the land use zones that occupy the Fashion Place West neighborhood lack sufficient design standards. This gives the City very little control as to the aesthetic outcome of the neighborhood character.

Common design standards in commercial and mixed-use zones, which should be considered for future zoning regulations, include:

- Density
- Height
- Setbacks/ Build-To line
- Landscaping
- Building Materials
- Building Colors
- Building Form and massing variation
- Outdoor lighting
- Door and window location

The Fashion Place Mall's parking demands and tenant's parking requirements could impede future infill on the site.

Residential, commercial, office, and manufacturing zoned properties have specific height and setback requirements. Other general requirements within these zones include:

- 5'-10' of landscaped area
- Sprinkler Installation
- Fencing guidelines

Zoning amendments in applicable zones should be considered to include more specific design guidelines in an effort to create and establish a vibrant and high-quality neighborhood center around the TRAX station.

The Residential Neighborhood Business District zone does have design guidelines that are adequate. These guidelines include general landscape requirements, and design considerations for building massing, color and materials. All designs in this zone must be approved by the Planning Commission. This zone and its regulations set a good example and baseline for future amendments to the zoning ordinance.

UNDERUTILIZED PROPERTIES

There are several underdeveloped parcels within the study area. Underdeveloped parcels can include vacant property, properties that are largely occupied by parking, and partially developed properties. Underutilized or underdeveloped parcels create opportunities for new development. While these parcels may not currently be contributing at their maximum potential, they can create opportunities for future infill development and an increase in overall density of the area.

UTA owns several of the area's underutilized parcels including a number of vacant and underdeveloped parcels on the south side of Winchester Street as well as the expansive surface parking lots east of the TRAX station.

Salt Lake County owns four undeveloped parcels along West Travis James Lane, that are currently used as a detention basin with minor park improvements. Removal of the fence to create an inviting gathering space would be a better use of this space that would create a destination and generate more activity in the area

Various other underutilized and undeveloped properties exist in the study area with varying ownership interests. As the properties along Winchester and Cottonwood Streets transition in ownership over time, underdeveloped properties should be encouraged to intensify in use.

Surface parking, particularly surround the Fashion Place Mall, can be seen as a future development opportunity. As the economics of development change in the area, the costs to structure parking and build higher may change the feasibility of urban development on the mall property.

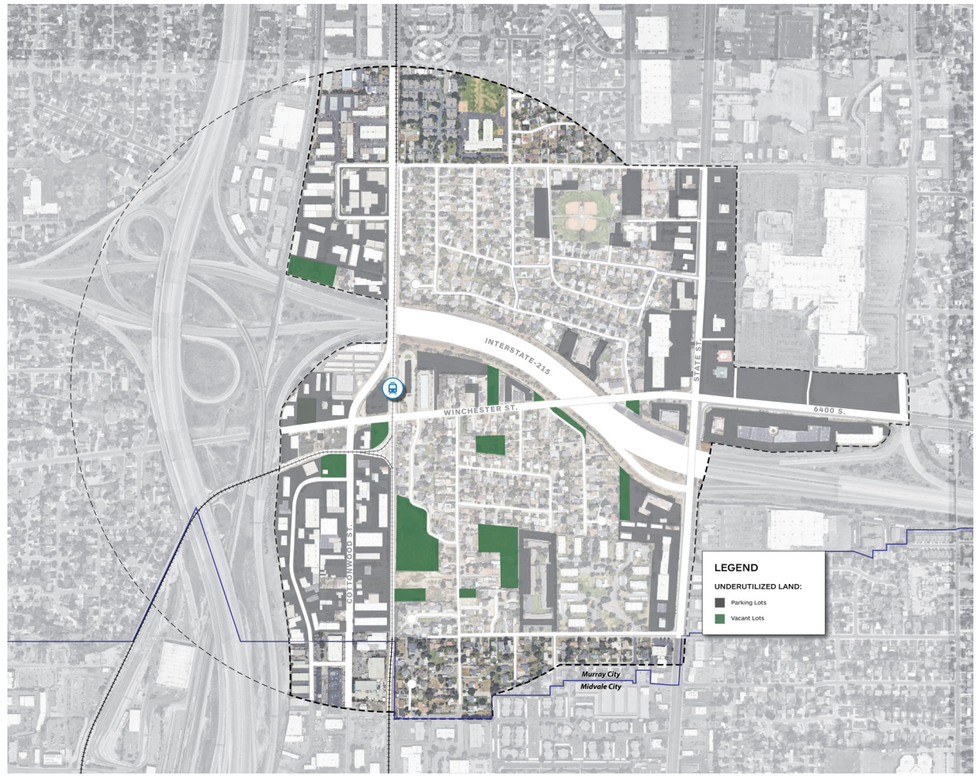
SUBAREAS

JOBS AND HOUSING MIXED-USE

A potential new jobs and housing mixed-use subarea encompasses what is currently the light industrial areas on the north and south ends of the study area adjacent to I-15. In the long term, as the valley increases in population, this area will increase in value and eventually transition from its current land uses to a densified jobs center that incorporates residential components.

TRANSIT-ORIENTED MIXED-USE

Over time the area adjacent to the TRAX station will become even more valuable given its proximity to transit service. New development will be more dense than current land uses and will be primarily residential uses and commercial uses including service related uses, restaurants, as well as other types of uses that support and are supported by the proximity to the TRAX station.



Map of underutilized properties in the Fashion Place West Study Area

URBAN MIXED-USE

The area along State Street including the Fashion Place Mall will also become more dense over time. With State Street accommodating such a large volume of cars each day, as well as the proximity to both I-15 and I-215, there will be a great demand for this area to transition to a more urban style of development. Properties currently adjacent to State Street are ripe for redevelopment, where taller buildings could be constructed to address State Street to create a more urban environment. Future land uses should include housing, restaurants, services, and office. These types of development could support the higher costs of taller construction methods.

ESTABLISHED RESIDENTIAL

The single-unit neighborhoods within the Fashion Place West study area are well established and are an asset of great value to the City. These neighborhoods should be preserved, with the exception of infill development where underdeveloped parcels exist within the neighborhoods. Using development along Winchester to buffer this neighborhood can also create a wider range of housing choice within the neighborhood.

7. ECONOMIC CONDITIONS

POPULATION TRENDS

Utah's population is projected to increase from approximately 3 Million in 2015 to 5.8 Million in 2065. This represents an increase of 2.8 Million people with an annual average rate change of 1.3 percent. Although the rate of growth in population will decelerate over the next 50 years, it is still projected to exceed national growth rates.

Several factors will contribute to increased population in the state. Utah's fertility rate is projected to continue the existing trend in a slow decline. By 2065, life expectancy in Utah is projected to be 86.3 for women and 85.2 for men. Net migration accounts for one-third of the cumulative population increase to 2065. Projections show the contributions of natural increase and net migration converging over time.

Salt Lake County currently has 1,181,471 residents and is projected to remain the most populous county in the state, reaching nearly 1.7 million people by 2065, projecting to add nearly 600,000 new residents, which will be 21 percent of the total state population growth. The median age within Salt Lake County is 32.9 and is projected to increase to 38.6 by 2040.

In 2019 the school age population (aged 5-17) was estimated to be 231,525. By 2040 that population is projected to increase by 1,208 students to 232,733. This number illustrates that the school age population will grow at a slower rate than the overall population, potentially putting less pressure on school districts than what the population is currently.

The total number of households within the County is estimated to reach 552,022 in 2040, which is an increase of 132,523 households compared to 419,499 in 2020.

Murray City as a whole has a population of 50,433. This places Murray toward the lower end of the spectrum compared to neighboring cities such as Taylorsville, Sandy, Millcreek, and Midvale.

Murray City's population is projected to reach 67,668 residents by 2040. The Fashion Place West study area has a population of 1,714 residents in .55 square miles. Salt Lake County has a population of approximately 1,180,000 residents, with an anticipated increase of more than 500,000 residents in the next 25- 30 years. With the population throughout the state growing so rapidly, there is an ever-increasing pressure for the development of more residential units. This development pressure is and will continue to be felt across the state, in Murray, and in the Fashion Place West study area.

MEDIAN AGE

Murray has a median age of 38.2 which is significantly higher than that of the Fashion Place West study area (33.4) and the county-wide average of 33.8 according to 2023 census data. The 33.4 year indicator in the study area is similar to those of neighboring cities but the City's 38.2 year indicator is much higher than surrounding cities.

Median age data is closely followed by developers and can impact housing choices and potential development types within the City.

EMPLOYMENT AND JOBS

By 2040, total employment in Salt Lake County is projected to reach 1,239,908 jobs, an increase of 269,103 jobs, according to the Kem C. Gardner Policy Institute.

More central neighborhoods near employment centers have higher 'job access' scores than others. In the case of Murray compared with the study area and the County, the study area has high access to jobs with a score of 6.1, Murray City has a score of 7.1 (out of 10), and Salt Lake County has a score of 5.6.

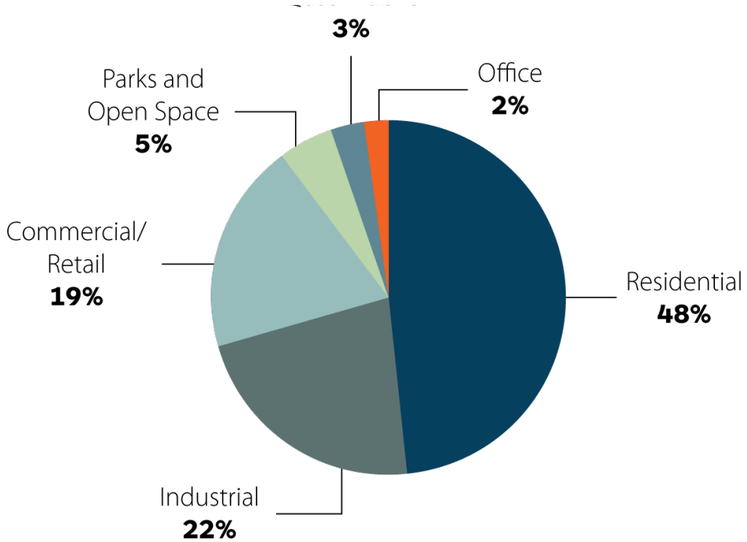
4,757 of those jobs are in the Fashion Place West study area, which represents 2.77 jobs per resident, a ratio far larger than the County and surrounding cities. This metric refers to the number of jobs in the community per resident. **Cities with low ratios are reflective of limited jobs, bedroom communities, and typically high median household sizes (large families with children who are not employed).** Areas which have higher ratios are typically reflective of employment centers and/or areas with lower median household sizes.

This large ratio may be due to the fact that the Fashion Place Mall is within the study area. Cities further south show lower ratios as they generally are more representative of bedroom communities than employment centers.

MEDIAN HOUSEHOLD INCOME

State Street and the capacity required to serve the population can prevent future pedestrian and active transportation improvements from taking place.

Parking lots at the TRAX station are underutilized and prevent increased density in the immediate vicinity.



Existing land use by total land percentage within study area, 2025.

Median household income in 2023 in the Fashion Place West study area is $103,742 per year, which is higher than Murray as a whole ($87,864/year) and more than the Salt Lake County average of $94,658/year.

A higher median income in this area can indicate higher educational attainment of residents of the study area. Creating connections with opportunities for educational programs, as well as improved connectivity to transit service, can have a large impact on neighborhood livability and opportunity access.

HOUSING TRENDS

HOUSING CONDITIONS

Of the approximately 777 parcels that make up the Fashion Place West Project Area, 577 or 74% of those are residential land uses. The remaining 200 parcels make up the other 26% of the parcels and are occupied by non-residential land uses.

HOUSING STOCK

The housing stock within the Fashion Place West neighborhood is aging. A majority of the existing homes were built in the 1960s and 1970s. Most of the single-family homes were built in the 1960s and are single story structures with various facade materials including brick, wood siding and stucco. The most recent single family development was built in the mid 1990s. This development consists of predominately two-story homes with stucco facades.

There are two multi-family developments within the project area as well. The South 67 Condo development was built in the 1970s and is an individually owned townhome type development. The Braewood Apartments is a five-building appartment complex, directly west of the condominium development.

Overall, the housing stock within the Fashion Place West neighborhood lacks diversity. The area is primarily market rate single-family homes with one apartment development, and one condominium development.

Current zoning in the area permits accessory dwelling units (ADUs) as an allowable use. Accessory dwelling units are defined as a secondary unit within or on the same parcel as an owner occupied single-family home. Examples include apartments over garages, tiny homes, or basement apartments. Allowing and encouraging ADUs would create the opportunity to provide more diverse housing options to residents at affordable prices.

Areas with a diversity of housing choices are more stable and have more to offer to residents. A housing- diverse area would have a broad range of housing types, rental and ownership options, at varying price levels.

HOUSEHOLD SIZE

Median household size in Murray and the Fashion Place West study area specifically are both reported to be an average of 2.57 which is slightly less than the county-wide average of 3. Neighboring cities like Taylorsville (3.0) South Lake (2.7) also have a slightly higher average.

The household size in Murray has remained largely unchanged in the last ten years, reflecting a trend similar to other cities in the central portion of Salt Lake County. Conversely, areas along the western and southern boundaries of the County have high household sizes, primarily reflecting an influx of families into rapidly developing areas. Future trends will most likely show a continuing decline of median household size in developed, aging areas, while new growth areas will represent higher household sizes.

HOME VALUES

Housing prices in Murray have increased notably over the past several years, commensurate with trends experienced along the greater Wasatch Front. Values for single-family, multi-family and vacant land have all appreciated.

The median residential property value in Murray, as of 2023, was $470,000. The Fashion Place West study area has a median home value lower than the City average at $298,675, with Salt Lake County shown at roughly $484,500. Higher values are reflected in Midvale, West Jordan, Sandy, and Millcreek, while lower values (in relation to Murray) are exhibited by West Valley, Kearns, and Taylorsville.

Over the past decade, across the nation, homes in the most walkable neighborhoods were also the ones that appreciated the fastest. In two-thirds of large metro areas, walkable neighborhoods have higher home values than car- dependent ones.

The walkability premium in Salt Lake County (the difference in the average value of homes in walkable neighborhoods compared to the average value of homes in car-dependent neighborhoods) was 32% higher in 2019.

Current trends across the country also show that homes in walkable areas also gain value at a faster rate than those in car-dependent areas. For example, in Salt Lake County walkable homes increase in value 19% faster than those of car-dependent homes.

For the Fashion Place Mall study area, these statistics show that due to the TRAX station and proximity of this area to the Fashion Place Mall, as the study area transitions to a more walkable and well-connected neighborhood, home values may be higher and may increase faster than other areas in the valley that are more car-dependent.

INCOME SPENT ON HOUSING AND TRANSPORTATION

For housing costs, Murray households spend 24 percent of monthly income on housing, slightly below the county-wide level of 27 percent. Most nearby surrounding cities show percentages similar to Murray, while communities to the

south reflect higher percentages as housing costs are notably higher.

Costs spent on transportation represent 21 percent of income for Murray residents, similar to the 23 percent shown for the County. Immediately surrounding cities reflect similar amounts, while south valley communities are spending a reduced portion of their income on transportation (near 15 to 16 percent). On average, Murray residents spend roughly $13,267 per year on transportation costs.

New development should take into consideration the proximity of transportation options and if the ultimate cost of housing and transportation fits within the competitive range of total spending.

HOUSING AND TRANSPORTATION INDEX

By taking into account the cost of housing as well as the cost of transportation, the CNT H+T Index (Center for Neighborhood Technology Housing and Transportation Affordability Index) provides a more comprehensive understanding of the affordability of place.

Dividing these costs by the representative income illustrates the cost burden of housing and transportation expenses placed on a typical household.

While housing alone is traditionally deemed affordable when consuming no more than 30% of income, the H+T Index incorporates transportation costs—usually a household's second-largest expense—to show that location-efficient places can be more livable and affordable.

According to the H+T Index, Murray is similar to Salt Lake County across key housing and transportation indicators such annual transportation costs, both averaging approximately $13,000 annually, illustrating that both jurisdictions having high access to a variety of jobs. However, Murray differs from the rest of the county in a variety of ways.

Most notable is that Murray's Compact Neighborhood score is 6.1 compared to a score of 2.7 for Salt Lake County. This score represents the density and walkability of an area.

INCOME REMAINING AFTER HOUSING AND TRANSPORTATION

Income "remaining" indicates adjustments made to median household income for transportation and housing. This metric indicates potential spending income for residents in these areas. Remaining income after housing and transportation costs is similar between Murray and the County, with Murray at 55 percent and the County at 50%.

Also of note is the proximity to employment, which has become more of a consideration for new development, as some planners and developers have attempted to reduce the impact on roadways from new development by locating in areas with high job concentrations, and by catering to those who want to improve quality of life by reducing commute times. The Fashion Place West study area specifically is in an ideal location given its proximity to the Fashion Place Mall .75 miles away.

AFFORDABILITY INDEX

The "affordability index" highlights the relationship between median household incomes and median property values. **The higher the ratio, the less "affordable" the real estate becomes to the median household.** Ratios decline as incomes increase (assuming constant values), or increase as values accelerate at rates faster than incomes. Murray City shows an index reading of 4.27, fairly similar to the county-wide figure of 4.23. South Salt Lake reflects an abnormally high number due to very low incomes, while Herriman, and South Jordan show ratios below that of Murray.

On a larger, regional level, Salt Lake County is still considered more "affordable" than other competitive cities, including Portland, Denver, Las Vegas, Phoenix, and others.

RETAIL TRENDS

TAXABLE SALES PER CAPITA

Taxable sales per capita reflect an important statistic regarding the health of the local retail economy. For Murray City, taxable total sales in 2018 summed to roughly $2.28 Billion, or, approximately $46,508 per resident. **This is notably high in comparison to nearby cities**, as shown by the figures for South Jordan (21,907), West Valley ($19,880), West Jordan ($15,990), and South Salt Lake ($74,167). Additionally, per capita statistics for Salt Lake County are shown at taxable retail sales of $25,092.

The data points show that Murray is not plagued with sales leakage of any kind, due to the success of the Fashion Place Mall and surrounding retail.

CURRENT RETAIL CONDITIONS

While retail is an ever-changing landscape, certain sectors are performing well, while others are not. **Highly performing sectors include grocery stores, automotive services, restaurants, experiential retail, and retail distribution.** These sectors have remained relevant by adapting their business models. Changes such as shrinking physical space, expanding distribution, increasing convenience with pick-up or delivery service, as well as decreasing table space, are all tools retail outlets are using to succeed in Utah.

Poorly performing retail outlets include clothing stores, toy stores, jewelry stores, and department stores. These store types as well as stores that don't have an online shopping presence are also struggling.

In Utah, potential new retailers use various different metrics when choosing a site to locate a business. **These metrics include: strong traffic counts, multiple points of access, increasing nearby populations, strong daytime populations, and destination locations. Retailers are also increasingly aware of more detailed demographic data.**

Consumers and cities increasingly want retail and services within walking distance of their homes. This fact means that the Fashion Place Mall and the areas surrounding it may transition to meet this need. In order for this to happen, a variety of uses including housing and office are needed in the immediate proximity.

In the case of the Fashion Place Mall, the parcels that surround the mall and face State Street are currently occupied by surface parking. These are ideal locations for the construction of liner buildings. To meet the needs and desires of residents, consumers, and developers, these liner buildings could house a number of uses including office, residential, and restaurants. These uses would support each other- creating a stronger daytime and nighttime population, better supporting existing retail.

8. TRANSPORTATION ANALYSIS

ROADWAY CONDITIONS

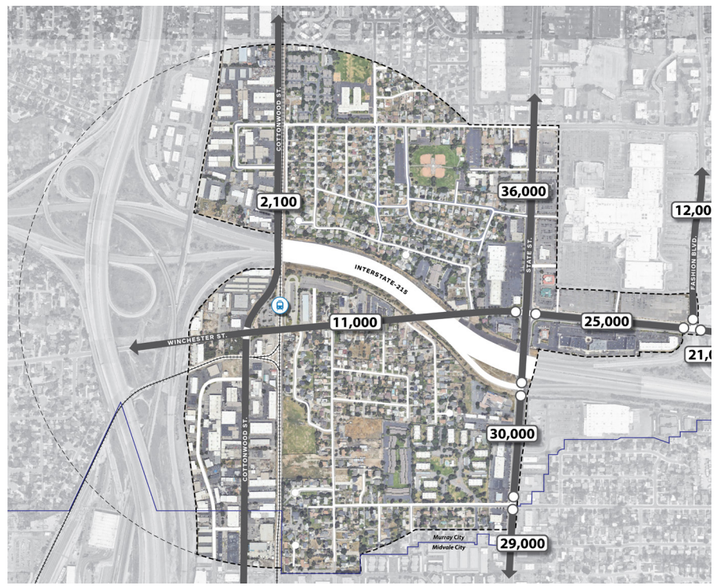
MAJOR STREETS

The study area is defined by one arterial road, State Street, and three major collector streets, Winchester Street/6400 South, Cottonwood Street, South Fashion Boulevard, and I-15/215.

WINCHESTER STREET/ 6400 SOUTH

Winchester Street/6400 South is a three-lane-cross-section collector between the western edge of the study area and State Street. Left turn lanes are present at the intersections of:

- Cottonwood Street;
- The Fashion Place TRAX station;
- Travis James Lane;
- Jefferson Street; and
- Blaine Drive



Map showing existing traffic counts on major roads in the study area.

Besides these left turn lanes, a central two-way left-turn lane services individual driveways along Winchester Street between Travis James Lane and 150 feet east of Clay Park Drive. The roadway widens to a four-lane-cross-section east of State Street up to the eastern edge of the study area.

There is on-street parking along Winchester Street from the western edge of the study area to 100 feet west of Cottonwood Street.

According to UDOT's 2016 statewide estimates , Winchester Street experiences an average annual daily traffic (AADT) volume of 11,000 vehicles per day between the western edge of the study area and State Street, and it experiences an AADT volume of 25,000 vehicles per day between State Street and the eastern edge of the study area.

There are bicycle sharrows on both sides of Winchester Street from the western edge of the study area to the intersection with Cottonwood Street. From Cottonwood Street east to Jefferson Street, five-foot bike lanes run adjacent to the curb on both sides of Winchester Street. From 100 feet east of Jefferson Street to Malstrom Lane bicycle sharrows again appear in place of bike lanes. The five-foot bike lanes resume along Winchester Street from Malstrom Lane to 100 feet east of Clay Park Drive.

Sidewalks exist on both sides of Winchester Street throughout the study area. All sidewalks are four feet wide, except for a seven-foot wide portion between State Street and South Fashion Boulevard.

COTTONWOOD STREET

Cottonwood Street is configured as a two-lane cross section throughout the study area, with additional right and left turn bays present at the northbound and southbound approaches to Winchester Street. A left turn lane also exists for the northbound approach to 6100 South. A sidewalk narrower than six-feet wide spans the western edge of the roadway from the northern edge of the study area to the southern end of the I-215 overpass bridge. From this southern edge of the bridge, the sidewalk widens to ten feet wide until the intersection with Winchester Street, where the sidewalk narrows to eight feet wide until the intersection with 6500 South. From 6500 South to the southern edge of the study area, the sidewalk further narrows to seven feet wide.

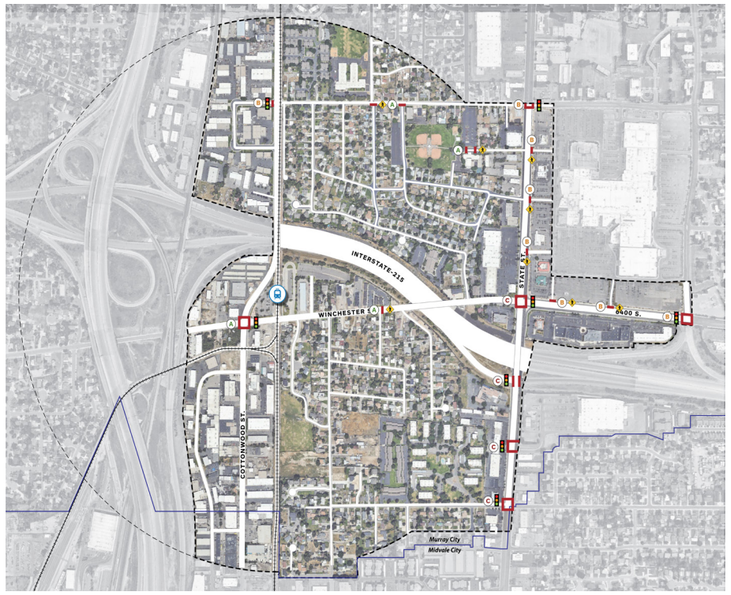
According to UDOT's 2016 statewide estimates , Cottonwood Street experiences an AADT volume of 2,100 vehicles per day across the study area.

A signalized train crossing exists 230 feet south of the intersection with Winchester for the TRAX Red Line train.

STATE STREET

State Street/US-89 is a six-lane, 90-foot wide major arterial across the study area that widens with turn bays at major intersections. There are left-turn bays on the northbound and southbound approaches at the intersections with 6100 South, Winchester/6400 South, and 6790 South. Two southbound left turn lanes and one northbound left turn lane exist at the intersection with 6400 South, along with a channelized right turn lane on the southern approach. Two southbound left turn lanes also exist at the intersection with the I-215 eastbound ramps, along with a right turn lane on the southern leg. 280 feet south of the I-215 ramps, a left turn lane serves the Take 5 Express Car Wash on the western side of State Street. The

Photo of westbound cross section of Winchester Street near TRAX station



The map above illustrates and scores the quality and existence of crosswalks in the study area. The quality of the crossing experience is scored by various factors listed above. This map an crosswalks are discussed further in the Connectivity chapter of this document.

intersection with the Sam's Club driveway has two left turn lanes on the northern approach of State Street, as well as one left turn lane on the southern approach.

Sidewalks exist on both sides of State Street throughout the study area. Along the roadway between 6100 South and 6400 South, the sidewalks are seven feet wide on the eastern side of State Street and five feet wide on the western side. The sidewalks on the eastern side of State Street remain at seven feet wide while the sidewalks on the western side widen to eight feet wide. Across the bridge over I-215, the sidewalks on both sides of State Street narrow to five feet in width. From the southern edge of the I-215 bridge to 6790 South, the sidewalks widen to six feet wide on both sides of State Street.

Route 201, one of UTA's most utilized bus routes, runs along State Street across the study area with stops at the intersections with 6100 South, Creek Drive, the Sam's Club Driveway, and 6790 South. UTA's future Bus Rapid Transit (BRT) will also run along State Street across the study area.

According to UDOT's 2016 statewide estimates , State Street experiences an AADT volume of 36,000 vehicles per day between the northern edge of the study area and Winchester Street, and it experiences an annual average daily traffic volume of 30,000 vehicles per day between Winchester Street and the southern edge of the study area.

SOUTH FASHION BOULEVARD

South Fashion Boulevard has a 60-foot five-lane cross section (two through lanes and one center left turn lane) through the study area. At the intersection with Winchester Street, additional left turn and right turn lanes are also present for the southbound approach. Sidewalks exist on both sides of South Fashion Boulevard with widths of four to six feet. However, most of these sidewalks have little or no buffer zone/park strip between the pedestrian zone and adjacent travel lanes.

According to UDOT's 2016 statewide estimates South Fashion Boulevard experiences an AADT traffic volume of 12,00 vehicles per day across the study area.

MINOR STREETS

JEFFERSON STREET

Jefferson Street is a north-south neighborhood roadway extending from Winchester Street on the north to the southern edge of the study area. It is an unmarked 30-foot roadway with no sidewalks.

CREEK DRIVE

Creek Drive connects the northern neighborhood in the study area to State Street. It is an unmarked 40-foot roadway with no sidewalks beyond its intersection with State Street.

6100 SOUTH

6100 South is a 30-foot wide two-lane collector road extending from its westernmost origin with 350 West to the eastern edge of the study area. The roadway extends to 50 feet wide at the signalized intersection with State Street to accommodate a left turn bay and a right turn bay. Five-foot sidewalks exist on both sides of 6100 South for the entirety of the study area. High-visibility crosswalks provide school crossings on the western and southern legs of the intersection with Cedar Street.

SOUTH MALSTROM LANE

South Malstrom Lane is a 25-foot wide unmarked neighborhood roadway with its northernmost point at Winchester Street that narrows to 15 feet wide at the intersection with Caleb Place. The only sidewalk is on the eastern side of the segment from the southern edge of the roadway to 380 feet south of Caleb Place.

400 WEST

400 West turns off 6500 South and extends to the southern edge of the study area. It is a 30-foot wide unmarked roadway that traverses an industrial zone. Sidewalks exist on both sides of 400 West throughout the study area.

6790 SOUTH

6790 South is a 30-foot wide neighborhood collector roadway with four-foot sidewalks on both sides. 6790 South connects neighborhood access roads as far west as Jefferson Street to the State Street arterial. Sidewalks extend from S 70 West to State Street on both sides of the roadway. There are no sidewalks along 6790 South from S 70 West to the western edge of the study area.

ADDITIONAL INSIGHTS

According to the 2017 Murray General Plan, there is concern about traffic on neighborhood roadways originating from heavily congested major streets.

According to the UDOT Numetric collision database there were 493 recorded collisions in the study area from 2017 – 2019, with 34 of those resulting in injuries and none with fatalities. 242 of those collisions were considered intersection related. The largest clustering of collisions occurred at the intersection of Winchester Street and State Street. This intersection also saw the most injury crashes (7), bicycle crashes (3), and pedestrian crashes (2).

The intersection of State Street and Creek Drive had 14 collisions, 11 of which were turning left. Most of these collisions occurred during daylight hours in dry weather conditions.

SUMMARY

- According to the data, State Street has the highest AADT within the study area.
- The intersection of Winchester and State Street has the highest concentration of collisions within the study area.

BICYCLE CONNECTIVITY

The only bicycle infrastructure in the study area is on Winchester Street. From the western edge of the study area to Cottonwood Street, bicycle sharrows exist on both sides of the roadways, giving way to dedicated bike lanes up until 100 feet east of Jefferson Street. From here, a parking lane runs along the curb in place of the bike lane. There are no signs indicating this curbside transition between bike lane and parking lane. Sharrows resume along Winchester Street until bike lanes again take over at Malstrom Lane. These dedicated bike lanes continue from Malstrom Lane to 100 feet east of Clay Park Drive, where sharrows resume up to the intersection with State Street.

According to the UDOT Numetric collision database there were 10 recorded bicycle-related collisions within the study area from 2017-2019. Seven of these collisions resulted in injuries, and three of these collisions occurred at the intersection of Winchester and State Streets with drivers often noting that they were unaware of the presence of bicycles.

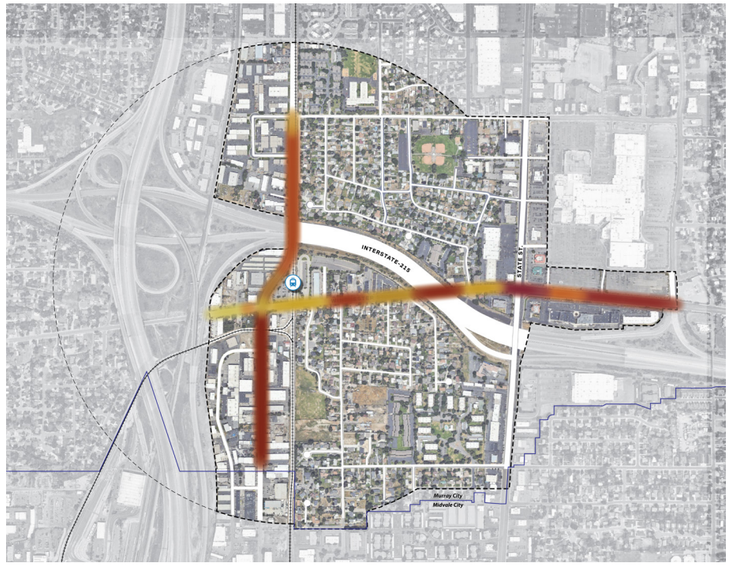
According to Strava bicycle data, Winchester Street and Cottonwood Street see the most bicycle activity of the study area, as shown in the corresponding map.

The Wasatch Front Regional Council's (WFRC) Regional Transportation Plan and the Murray City General Plan outline several bicycle infrastructure improvements for the study area, as discussed under 'Local and Regional Planning Context' below. The Murray General Plan details current and future/desired bicycle infrastructure as shown in the corresponding map.

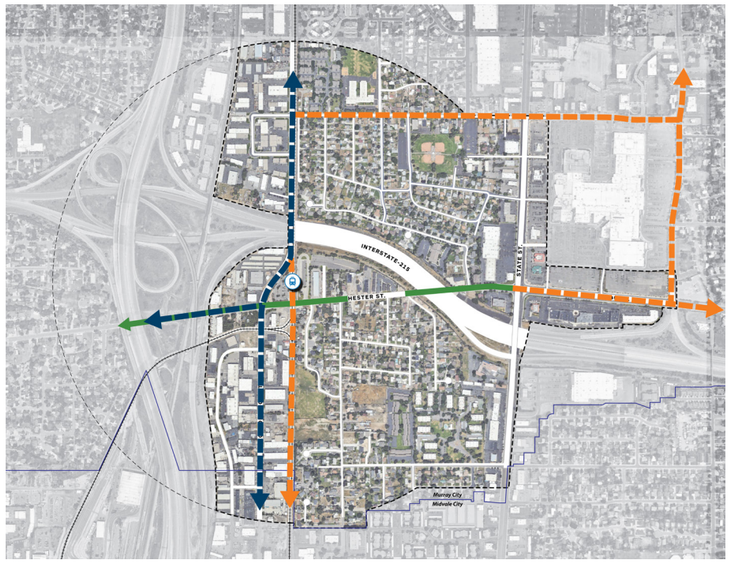
According to the 2017 Murray General Plan, citizens would like to bike more but do not feel safe to do so.

SUMMARY

- Winchester Street, which is an important corridor particularly for bicyclists, pedestrians, and transit users to connect the Fashion Place West TRAX station to the Fashion Place Mall, hosts the only bicycle infrastructure in the study area, connecting the TRAX station to State Street. However, this infrastructure is fragmented, and transitions are not well marked.
- The intersection of Winchester Street and State Street sees the most bicycle-related crashes of any intersection in the study area. The bicycle infrastructure from Winchester Street is not carried into the intersection with State Street.
- State Street has no bicycle infrastructure despite it being an important vehicular connection for the area. It is possible that cyclists do not feel safe to travel on State Street due to high vehicular traffic, discouraging bicycle access to/from the Fashion Place Mall.
- Cottonwood Street has a high volume of bicycles yet has no bicycle infrastructure.
- A narrow sidewalk on Cottonwood Street across the busy interstate leaves pedestrians feeling unsafe as they travel between the TRAX station and final destination.
- Jefferson Street and 6790 South are important streets for the Atwood neighborhood, yet sidewalks are incomplete on both sides of the roadways.



Strava bicycle heatmap showing bicycle activity in the study area.



Map of existing and proposed bicycle connectivity in the study area.

TRANSIT SERVICE

TRAX STATION CONNECTIVITY

The Fashion Place West TRAX station is the southernmost TRAX station where the Blue line and the Red line run concurrently. The Red Line connects to Daybreak Parkway in South Jordan and operates every 15 minutes from 5:15am to 11:45pm on weekdays and every 20 minutes from 6:00am-11:30pm on weekends. The Blue Line connects to Draper Town Center and operates every 15 minutes from 5:00am-12:00am on weekdays and every 20 minutes from 5:45am-11:30pm on weekends.

PUBLIC TRANSIT

UTA Route 201 connects Murray Central FrontRunner Station to South Jordan station, operating north/south on State Street in the study area and stopping adjacent to 6100 South, Creek Dr, Sam's Club driveway (southbound only), and 6790 South. The 201 bus runs on half-hour headways from 6am-8pm on weekdays and from 7am-8pm with hour headways on Saturdays. The 201 bus does not operate on Sundays.

The UTA 62 bus connects the Thomas Jefferson Junior High in Kearns to the Fashion Place West TRAX station. Within the study area, the 62 bus runs east/west along Winchester Street from the western edge of the study area to the Fashion Place West TRAX station, stopping at only the Fashion Place TRAX station within the study area. The route with hour headways from 6:30am-6:30pm on weekdays and 90-minute headways from 6:30am-9:30pm on Saturdays. The 62 bus does not operate on Sundays.

The UTA 209 bus connects the Fashion Place West TRAX station to the North Temple TRAX station in downtown Salt Lake City. Within the study area, the 209 bus runs east/west along Winchester Street from the Fashion Place West TRAX station to the eastern edge of the study area, stopping adjacent to Jefferson St, Malstrom Lane, Clay Park Dr, and Fashion Place Mall. The 209 bus operates on 15-minute headways from 6:00am-10:30pm on weekdays, half-hour headways from 7:00am-9:30pm on Saturdays, and on hour headways from 7:30pm-8:00pm on Sundays.

Most bus stops within the study area for all three of these routes consist of signage only, with few shelters, benches, waste receptacles, or other improvements present.

According to the Murray General Plan, the City saw a decline in the use of transit from 2000-2010 while the rest of the State saw an overall increase in the same timeframe.

The table on the facing page outlines the public transit boardings and alightings (exiting the bus) for all the stops and stations in the study area during May, 2019.

The Fashion Place West TRAX station is the most utilized station in the study area with over 1,300 average weekday boardings. Similarly, the bus routes in the study area experience their highest utilizations at the TRAX station connection. Route 62 has about 100 average daily boardings, and Route 209 experiences over 200 daily boardings at the Fashion Place West TRAX station connection.

SUMMARY

- The Fashion Place TRAX station carries thousands of passengers into and out of the study area every week, yet the Fashion Place Mall is not easily accessible from this station if traveling by a means other than personal vehicle.
- Transit is an important mode of transportation for the area, yet most bus stops only have signage.

WALKABILITY

Sidewalks are present throughout much of the study area, all at least four feet wide. State Street, Winchester Street, 6100 South, and 400 West all have sidewalks on both sides of the roadway. A sidewalk exists only on the west side of Cottonwood Street between the northern edge of the study area to Winchester Street, then expands to both sides south of Winchester Street to the southern edge of the study area.

Crosswalks exist at the intersections of:

- Winchester Street & Cottonwood Street;
- Winchester Street & State Street;
- 6100 South & State Street (3 legs);
- State Street & the Sam's Club driveway;
- 6100 South & Cedar Street (2 legs); and
- 6790 South & State Street

Intersections with one crosswalk exist at State Street & Creek Drive, State Street & 6150 South, and Winchester & Blaine Drive.

Roughly half of the neighborhood roadways in the study area have sidewalks on both sides of the street, the other half of the roadways have no sidewalks at all. There are few sidewalks throughout most of the Western Park neighborhood, just north of I-215 between Cottonwood Street and State Street. The Atwood neighborhood on the south side of I-215 has more sidewalks than Western Park, but some streets such as Jefferson Street and Malstrom Lane have only portions of or no sidewalk at all.

According to the 2017 Murray General Plan, people would like to walk more but do not feel safe to do so or feel that desired destinations are not walk-friendly (i.e., large parking lots in front of a store entrance, limited park strip/ street trees on sidewalks).

SUMMARY

- The public may feel discouraged from walking due to a lack of pedestrian-friendly infrastructure, especially at the locations at and adjacent to the Fashion Place Mall.
- Many neighborhood roadways do not have sidewalks, making it difficult for residents to make any trip by foot.

LOCAL AND REGIONAL PLANNING CONTEXT

The Murray City General Plan emphasizes the City's desire to improve accessibility by walking, biking, and transit in the corridor between Interstate 15 and State Street to provide adequate infrastructure for existing and planned commercial development. The Plan depicts several improvements to mobility and circulation in the study area:

- Encouraging employers to offer incentives and alternatives to relieve peak period vehicular congestion.
- Adopt a complete streets policy to utilize on new and reconstructed roadways where feasible
- Identify transit use impediments and prioritize solutions.
- Develop and implement an Active Transportation Plan
- Implement a dedicated funding source for the improvement of pedestrian and bicycle facilities.
- Implement traffic calming measures on roadways where traffic operates beyond the target speed.

WASATCH FRONT REGIONAL COUNCIL REGIONAL TRANSPORTATION PLAN

The WFRC Regional Transportation Plan (RTP) outlines several roadway infrastructure improvements:

- State Street is planned for future operational road improvements.
- A new Bus Rapid Transit (BRT) line will operate along State Street throughout the study area, along with the existing Route 201.
- A "priority" buffered bike lane is planned for Cottonwood Street between the northern edge of the study area and Winchester Street, as shown in the Active Transportation Implementation Plan map.
- The Porter Rockwell trail extension, a shared-use trail is planned to run along the TRAX Blue line from Winchester Street to the southern edge of the study area.

3 VISION & CONCEPT PLAN

3.1 VISION

3.1.1 NEIGHBORHOOD VISION

Over the next three decades, the Fashion Place West Station Area will evolve into a vibrant, inclusive, and walkable urban district centered around high-quality transit, diverse housing options, strong neighborhood identity, and a rich network of public gathering spaces. Guided by strategic infill development, sustained public investment, and partnerships across Murray City, Midvale City, the Utah Transit Authority (UTA), the Utah Department of Transportation (UDOT), and private property owners, this district will become a model of transit-oriented living and community-centered neighborhood transformation in the Salt Lake Valley.

The transformation will be anchored by several catalytic redevelopment projects, each reinforcing and amplifying the others:

(a) Redevelopment of UTA-owned property at the station area
(b) Redevelopment of surface parking at Fashion Place Mall into a mixed-use employment + housing center
(c) State Street corridor upgrades aligned with "Life on State"
(d) Jefferson Park redesign into a stormwater detention and park space
(e) Commercial development integrated with the new Winchester Bridge

Conceptual rendering of redevelopment around the TRAX station area along Winchester Street.

Taken together, these initiatives will reshape both physical form and social possibilities—providing new opportunities for living, working, gathering, and moving through the neighborhood. They will support housing affordability, broaden access to employment and education, and create a stronger sense of place rooted in local character and community values.

Long-term vision for redevelopment of Fashion Place Mall surface parking areas into a mixed-used neighborhood with structure parking, housing, and office uses.

A TRANSIT-ORIENTED NEIGHBORHOOD CONNECTED TO OPPORTUNITY

In the future, the TRAX station becomes the active heart of the district, not just a platform for boarding trains. The undeveloped and underutilized UTA-owned parcels surrounding the station evolve into a walkable mixed-use center, replacing surface parking lots and isolated buildings with a compact and well-connected network of housing, small-scale commercial spaces, cafés, co-working spaces, local retail, and community-serving uses. Active ground floors front onto plazas, tree-lined walkways, mid-block connections, and protected bike lanes that radiate out from the station in every direction.

This new Transit District becomes the "front porch" of the neighborhood—an arrival point where residents, employees, and visitors move seamlessly between transit and daily life. Buildings step up in scale closest to the station, with mid-rise and taller mixed-use buildings forming a visible urban center, while transitions to existing single-family neighborhoods are handled through context-sensitive design, incremental height transitions, and expanded open space buffers.

The transit hub will be multimodal by design, supporting TRAX, bus service, shared bikes and scooters, and regional trail access. People choose transit because it is convenient, safe, and connected, not because it is the only option.

FASHION PLACE MALL EVOLVES INTO A MIXED-USE EMPLOYMENT AND HOUSING CENTER

Over the next 30 years, the Fashion Place Mall will remain a regional retail anchor—but its enormous expanses of surface parking will be gradually transformed into new buildings, streets, and public spaces that expand the economic and cultural role of the site.

Redevelopment will introduce:

(a) Employment spaces for office, innovation, technology, medical, or educational

uses

(b) Mid- and high-density housing for a wide range of household sizes and income levels

(c) Public plazas, linear greens, and pedestrian promenades

(d) New internal complete streets that link directly to the transit station and surrounding neighborhoods

Rather than a single large district, the area will develop as a series of interconnected blocks, ensuring permeability, human-scale mobility, and continuous street-front activity. Retail remains important, but it becomes integrated into a broader mixed-use environment, ensuring economic resilience even as retail formats continue to evolve.

The mall district becomes a major employment center for the region, reducing commute distances and enabling more residents to "live near where they work." Housing integrated into the district provides access to jobs, services, and transit without requiring a car—supporting affordability and climate goals.

Conceptual rendering of updates to the State Street corridor in the Study Area.

Conceptual rendering of updates to the Jefferson Park area with better connections and improvements for neighborhood use.

STATE STREET IS REIMAGINED AS A COMPLETE AND LIVABLE CORRIDOR

Over time, the section of State Street near the station transforms from a vehicle-dominated arterial into a multimodal community corridor—in alignment with the "Life on State" vision. Roadway design improvements prioritize walking, biking, transit access, and safer crossings while maintaining necessary through-traffic capacity.

Key improvements include:

(a) Protected intersections designed for pedestrian and cyclist safety

(b) Bus prioritization and enhanced stops, including direct connections to TRAX

(c) Multi-use paths and widened sidewalks, creating a more pleasant street-edge environment

(d) Street trees, lighting, and façade improvements to create a more human-scaled experience

State Street becomes a place to move through—and a place to stay. With new businesses, public art, improved lighting, and generous public space along the corridor, it becomes a more welcoming front door to the neighborhood.

Conceptual rendering of redevelopment on the Winchester Bridge, reconnect east and west neighborhoods in the Study Area.

JEFFERSON PARK BECOMES A COMMUNITY GATHERING PLACE

Jefferson Park evolves from a basic recreational space into a vibrant contemporary community hub—a place that brings people together and supports the daily rhythms of neighborhood life. The redesigned park may include:

(a) Flexible spaces for informal hangouts, festivals, and markets

(b) Shade structures, seating gardens, and comfortable year-round play

(c) Multi-age recreation including pickleball, playgrounds, small courts, and turf fields

(d) Community gardens or a teaching orchard

(e) Outdoor performance and cultural programming spaces

Public investment in the park strengthens neighborhood identity and ensures that the benefits of redevelopment are inclusive, accessible, and shared.

THE NEW WINCHESTER BRIDGE CATALYZES NEIGHBORHOOD-SERVING COMMERCIAL DEVELOPMENT

As the Winchester Bridge is reconstructed to meet safety, capacity, and multimodal

standards, it becomes more than infrastructure—it becomes a gateway and connector. The bridge redesign includes:

(a) Wider sidewalks and protected bike lanes
(b) Safe and direct access to the TRAX station
(c) New pedestrian-oriented streetscaping

Using examples of similar type projects, new structures on the bridge itself can help bridge the divide along Winchester and mitigate the negative impact the Interstate Highway has on the neighborhood. Adjacent mixed-use commercial development will capitalize on increased activity and visibility, providing:

(a) Local restaurants and cafés
(b) Neighborhood retail and service-oriented shops
(c) Small office and co-working spaces
(d) Housing above ground-floor commercial uses

This corridor becomes a welcoming place to meet, walk, and enjoy daily life—not just pass through.

A COMPLETE NEIGHBORHOOD WITH HOUSING CHOICES FOR ALL

The neighborhood supports a diverse housing ecosystem, including:

(a) Affordable rental housing
(b) Missing middle housing (duplexes, fourplexes, cottage courts)
(c) Mid-rise multifamily housing near transit
(d) Housing for seniors and people with disabilities
(e) Family-friendly housing options with access to parks and schools

Redevelopment ensures inclusivity, preventing displacement through coordinated affordability programs, preservation of existing lower-cost units, and partnerships with affordable housing developers.

MOBILITY WITHOUT BARRIERS

The future neighborhood prioritizes:

(a) Safe and comfortable walking conditions
(b) Protected and connected bike networks
(c) Seamless transfers between bus, TRAX, and active modes
(d) Reduced reliance on private automobiles
(e) Car share and micromobility options

The entire district becomes a contiguous neighborhood, where daily needs are accessible within a short walk or bike ride.

IDENTITY, CULTURE, AND SHARED STEWARDSHIP

Public art, architecture, gathering spaces, and programming reinforce a strong sense of place rooted in the community's identity. Local businesses are supported through district-scale management strategies, storefront incubators, and culturally inclusive programming.

The neighborhood feels like somewhere unique, not anywhere else in the region.

Public space investment and multiuse areas can improve economic productivity as well as neighborhood livability for all.

ECONOMIC VITALITY AND OPPORTUNITY

Over thirty years, the neighborhood will have become an engine for local economic vitality. Infill redevelopment and catalytic projects will attract businesses that benefit from proximity to transit and a dense, walkable population. Ground-floor retail and services will provide day-to-day convenience while supporting entrepreneurship and small business growth.

Employment hubs near the station will generate diverse job opportunities, while integrated training programs and workforce development initiatives will ensure residents have access to these opportunities. By creating a strong connection between transit, housing, and employment, the neighborhood will embody the principle of "access to opportunity," enabling residents to thrive economically and socially.

Equity-focused development will ensure that growth does not displace long-term residents. Affordable housing, inclusive zoning, and programs that connect residents to education and workforce resources will maintain a diverse and vibrant community.

A SUSTAINABLE, EQUITABLE, AND CONNECTED FUTURE

The Fashion Place West Station Area in 2055 will exemplify the principles of sustainability, equity, and connectivity. By concentrating growth near the TRAX station, leveraging infill redevelopment, investing in catalytic projects, and enhancing infrastructure, the neighborhood will become a model of transit-oriented urbanism.

The community will be:

(a) Walkable and Bikeable: Streets will be designed for people, not cars, and residents will have safe, convenient options for walking, biking, or using transit.
(b) Vibrant and Mixed-Use: Residential, commercial, and civic uses will be integrated to create a 24/7 active neighborhood.
(c) Equitable: A mix of housing types and price points, combined with accessible public spaces and social services, will ensure the neighborhood benefits all residents.
(d) Resilient: Smart infrastructure, green systems, and sustainable design will create a community capable of adapting to climate, population, and economic changes.
(e) Connected: Seamless integration with the TRAX station, regional transportation networks, and adjacent neighborhoods will ensure mobility and access to opportunity for all.

Over the next thirty years, the Fashion Place West Station Area will have transitioned from a conventional suburban-commercial corridor into a thriving, human-scaled, and community-centered urban district. Through coordinated planning, strategic investments, and ongoing community engagement, this vision will realize a future where transit, connectivity, equity, and quality of life converge at the heart of the neighborhood.

3.2 CONCEPT PLAN

The Concept Plan for the Fashion Place West Station Area outlines a coordinated approach to land use, mobility, open space, and infrastructure designed to guide transformation over the next several decades. This Concept Plan translates the long-term neighborhood vision into spatial strategies, physical development patterns, and network improvements that will support a transit-oriented, mixed-use, and accessible community centered on the TRAX station. The plan balances redevelopment opportunities with preservation of neighborhood character, improves local mobility and regional connectivity, and expands access to parks, public gathering places, and essential services.

The Concept Plan establishes a framework to guide both public and private investment in a manner that aligns with shared community goals: improving neighborhood quality, increasing transit ridership, enhancing local economic vitality, and expanding access to opportunity for all residents. The plan emphasizes incremental implementation—ensuring improvements are phased, feasible, and responsive to changing economic conditions and community needs. While this plan identifies long-range transformation, it is designed to be flexible enough to adapt to future challenges and opportunities.

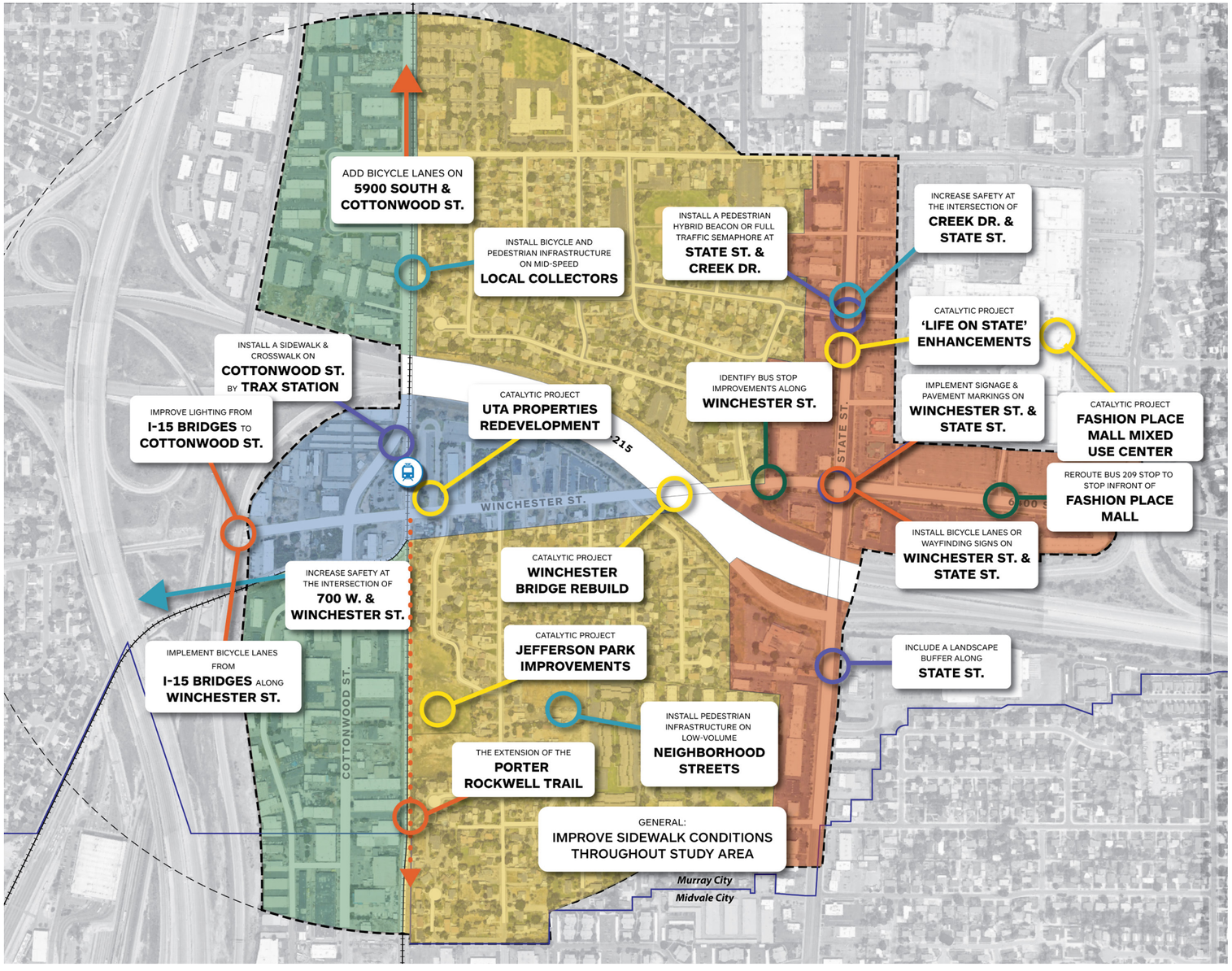
1. LAND USE AND DEVELOPMENT FRAMEWORK

The land use strategy focuses growth around the TRAX station, major corridors, and underutilized commercial properties, while preserving the scale and character of established residential neighborhoods further from the station. The Concept Plan organizes future land use into three primary character areas: Station Core, Mixed-Use Transition Districts, and Residential Neighborhoods.

Station Core: A Mixed-Use Transit District

The Station Core encompasses the TRAX station and surrounding UTA-owned land. This area is envisioned as the highest-intensity mixed-use district within the neighborhood. The Concept Plan encourages:

(a) Mid- and high-density housing
(b) Ground-floor retail, services, and community-supportive businesses
(c) Small offices, co-working spaces, and employment uses



(d) Civic and public gathering spaces integrated into the station environment

Buildings within the Station Core will generally range between 3-4 stories, with height concentrated closer to the station and transitioning downward toward existing residential neighborhoods. The intent is to create an urban environment that places daily needs—workplaces, groceries, cafes, retail, childcare, healthcare, and recreation—within a short walk.

Development in the Station Core will be anchored by the redevelopment of UTA-owned parcels, transitioning surface parking and underutilized property into a vibrant mixed-use campus with active ground floors and high-quality public realm that encourages walking, biking, and transit use.

Fashion Place Mixed-Use Center

The Concept Plan envisions the redevelopment of surface parking areas at Fashion Place Mall into a dense employment and housing district. The mall itself continues to play a regional retail function, but the land around it becomes a walkable, mixed-use center that extends the life and activity of the site beyond traditional retail hours.

Key development types include:

(a) Residential over ground-floor commercial
(b) Office and employment buildings organized around new urban streets
(c) Structured parking integrated into building environments
(d) Public plazas, promenades, and internal pedestrian networks

This district becomes a major employment anchor, expanding access to jobs within walking distance of transit, and helping rebalance regional commuting patterns.

Mixed-Use Transition Districts

Corridors including State Street, 6400 South, Cottonwood Street, and Winchester transition from auto-oriented commercial uses to mixed-use corridors with redevelopment, improved sidewalks, active retail frontage, and cross-parcel pedestrian access. Development is incremental and lot-by-lot, supporting market-responsive infill rather than wholesale redevelopment.

Residential Neighborhood Preservation and Enhancement

Existing single-family neighborhoods are retained and reinforced, with infill opportunities focused on "missing middle" housing, such as:

(a) Duplexes and triplexes
(b) Cottage courts
(c) Accessory dwelling units (ADUs)

These housing types add gentle density, expand affordability, and allow existing residents to age in place without disrupting neighborhood character.

Figure 4.0 Walkable and human scale nodes create a more inviting place.

2. TRANSPORTATION AND MOBILITY IMPROVEMENTS

Transportation improvements in the Concept Plan emphasize safe, connected, multimodal mobility, reducing dependence on automobiles and improving access to the TRAX station. The mobility strategy strengthens the neighborhood's connectivity both internally and regionally.

Complete Streets and Corridor Transformations

1. State Street Transformation (Life on State Implementation)

The concept applies Life on State principles to this segment of the corridor:

(a) Wider sidewalks and landscape buffers
(b) Protected bicycle infrastructure
(c) Expanded transit stops with shelters and real-time arrival displays
(d) Façade and lighting improvements to improve the pedestrian experience

State Street transitions from an auto-centric arterial to a livable main street corridor with a safer, more comfortable environment for all travelers.

2. Winchester Street and Bridge Reconstruction

The new Winchester Bridge becomes a critical multimodal connector, including:

(a) Protected bike lanes
(b) Continuous sidewalks
(c) Improved pedestrian crossings
(d) Landscape and lighting enhancements

Commercial redevelopment at the bridge's western landing will help transform the corridor into a gateway district.

Station Access and Mobility Hub Enhancements

The TRAX station area will be reconfigured as a multimodal mobility hub, integrating:

(a) Bus bays and transfer facilities
(b) Shared micromobility docks
(c) Secure bicycle parking
(d) Passenger drop-off and shuttle zones
(e) Real-time transit information signage

The station becomes the center of daily movement, not just a transit stop.

Neighborhood Greenways and Bicycle Network

A network of north-south and east-west bikeways connects residential neighborhoods to the TRAX station, Fashion Place Mall, State Street, and Jefferson Park. These routes use:

(a) Traffic calming
(b) Wayfinding signage
(c) Protected lanes on key corridors

(d) Signal improvements at major crossings

The network supports safe mobility for riders of all ages and abilities.

3. OPEN SPACE AND PUBLIC REALM FRAMEWORK

The Concept Plan establishes an interconnected open space system that includes both large civic gathering areas and smaller neighborhood green spaces. The strategy focuses on improving access to parks, enhancing the daily experience of public spaces, and ensuring new development contributes meaningfully to the public realm.

Jefferson Park Redesign

Jefferson Park becomes the neighborhood's central civic and recreation hub, incorporating:

(a) Flexible event lawns for markets, concerts, and festivals
(b) Updated athletic courts and play areas
(c) Community gardens or edible landscape features
(d) Shade structures, paths, and passive seating areas

The park supports a wide range of community activities and becomes a recognizable identity anchor.

Station Plaza and Public Gathering Spaces

A new Station Plaza forms the civic heart of the Transit District. This space includes:

(a) Seating terraces
(b) Shade trees and stormwater-absorbing landscapes
(c) Public art and performance zones
(d) Outdoor dining and street vendors

The plaza supports daily use—morning commuters, lunchtime workers, evening gatherings.

Green Corridors and Pedestrian Promenades

Linear green corridors provide safe walking routes between:

(a) The TRAX station
(b) Jefferson Park
(c) The mall redevelopment district
(d) Residential neighborhoods

These corridors are designed for comfort and shade, reinforcing walkability and environmental sustainability.

4. INFRASTRUCTURE AND SUSTAINABILITY IMPROVEMENTS

The Concept Plan calls for infrastructure updates that support higher-intensity land use, improve environmental performance, and enhance neighborhood resilience.

Investment in public space can create a more livable neighborhood and increase quality of life for all residents.

Stormwater and Green Infrastructure

Development integrates:

(a) Bioswales
(b) Permeable pavements
(c) Tree canopy expansion
(d) Green roofs and rainwater harvesting where feasible

These strategies reduce runoff, improve water quality, and support climate resilience.

Utility and Capacity Improvements

The plan anticipates:

(a) Water and sewer upgrades to support increased density
(b) Energy system modernization, including district-scale clean energy readiness
(c) Broadband and 5G public access expansion

Utility planning is coordinated with development phasing to minimize disruption and ensure adequate service capacity

Urban Heat and Air Quality Mitigation

Tree canopy expansion, reflective materials, and landscape strategies reduce heat island effects. Planting strategies favor drought-tolerant native species to support long-term sustainability.

4 HOUSING

4.1 INTRODUCTION

Housing investment is a vital component to continued growth and vitality for any community. In recent years, interest in more urban and concentrated housing options have grown across the country, including Murray and the Salt Lake metro area. This interest is driven largely by a demand for housing options that fit changes in demographics, lifestyle, resource use, and budgets.

In order to promote growth and sustained development energy in the Fashion Place West neighborhood, focusing on more diversity of housing options is essential. Because of its location in the valley and proximity to transit, the neighborhood will soon face similar development pressures that are being experienced by other parts of Murray and other cities throughout the Wasatch Front. The small area planning process is a proactive way for the City to define the way in which the study area expects to plan for future growth.

- **15 MINUTES TO FASHION PLACE MALL**
- **15 MINUTES TO LIBERTY ELEMENTARY SCHOOL**

- **12 MINUTES TO SANDY**
- **23 MINUTES TO DOWNTOWN SALT LAKE CITY**
- **24 MINUTES TO DAYBREAK**
- **70 MINUTES TO PROVO**
- **90 MINUTES TO OGDEN**

- **40 MINUTES TO PARK CITY**
- **10 MINUTES TO BIG COTTONWOOD CANYON**
- **23 MINUTES TO SLC AIRPORT**

Figure 3.0 Ease of access to transportation networks and jobs centers from this area make it a prime location for expanding housing choices.

More housing brings more people to the neighborhood for more hours of the day than retail or office uses. This change and growth will support the nearby TRAX

Figure 3.1 Housing choices near transit service and other transportation networks are a vital part of expanding economic development in the City and providing affordable household options.

station by increasing the density around it, and with that, increase ridership, as well as support a greater variety of businesses, services, and other uses in the Fashion Place West area.

4.2 HOUSING DEMAND

4.2.1 POPULATION GROWTH

Over the last few years Utah housing inventory has not kept up with the rate of population growth both in single and multi–family dwellings. Overall (for sale and rental) vacancy rates in Salt Lake County are the lowest they have been in over a decade, at approximately 5.5 percent. Rental unit vacancy rates are a bit lower at 4.6 percent. Even though Utah has previously led the nation in homebuilding, constructing homes and apartments at a rate of nearly three times the national average, the state still faces a housing shortage. This lack of supply has led to increasing home prices and rental rates. The Salt Lake Chamber polled their members regarding their thoughts on affordable housing in the region, and almost 95 percent of survey respondents agreed that affordable housing is a major problem for Utah's continued economic growth.

With Utah's population expected to double by 2065, the demand for affordable housing will only increase. In order to accommodate the housing needs of both current and future residents, tools must be implemented that increase inventory, diversify options, and expand affordability. Planning for continued population growth is a primary challenge that the region faces in the short and long-term.

4.2.2 AFFORDABILITY

4.2.2.1 MODERATE INCOME HOUSING

Utah State Code Section 10-21-201 states that each municipality is required to include a plan for moderate-income housing as part of their General Plan. This plan must facilitate a reasonable opportunity for individuals of moderate-income levels the option to live in the City. Moderate-income housing is defined by the Department of Housing and Urban Development (HUD) as, "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located."

This section uses the Salt Lake County Area Median Income (AMI) and average household size to determine moderate income thresholds for Murray City. This data will help the City and more specifically, the Fashion Place West study area to

determine housing needs, and thus encourage and incentivize developers to build housing of different types and for differing income levels.

4.2.2.2 COST-BURDENED HOUSEHOLDS

A household spending 30 percent or more of its gross income on total housing expenses—rent or mortgage, basic utilities, and property taxes—is considered cost burdened. A household spending 50 percent or more of its gross income on housing is considered to be severely cost burdened.

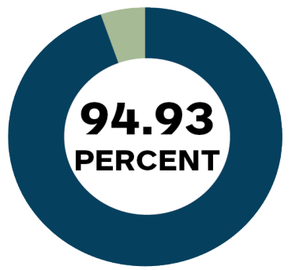
In the state of Utah, one in three households (~66,000) face a housing cost burden demanding at least 30 percent of monthly income, and one in eight households (~125,000) face a severe cost burden. In Salt Lake County, 24 percent of low income households (30-50 percent of AMI), and 75 percent of extremely low income households (less than 30 percent AMI), are severely cost burdened. These households are far more susceptible to changes in the economy or personal emergencies, either of which could result in dire financial consequences or even homelessness.

Providing support for the cost burdened households in Murray is needed to reduce the number of short-term residents and create more stable neighborhoods.

Figure 3.2 Strong population growth in Salt Lake County will ensure increased demand for housing in more walkable and bikeable neighborhoods near employment centers.

4.2.2.3 NEW MARKET–RATE HOUSING

There is a common misconception around the construction of new market–rate housing in lower income areas and how this development affects housing costs of more affordable housing options nearby. Market–rate housing is defined as any type of residential dwelling—whether the unit is to be owner or renter occupied—that is available at the prevailing market value for the area, and similar to comparable real estate transactions. Contrary to common concerns, new market–rate construction slows local rent increases rather than initiate or accelerate them. A recent study* performed by the Upjohn Institute shows that new market–rate buildings have the capacity to decrease nearby rents by 5-7 percent relative to locations slightly farther away or developed later, and can also increase in-migration from low income areas. The study also shows that new construction decreases the average income of people moving to the area by approximately 2 percent, as well as the number of people moving to the area who are from very low income neighborhoods by almost 3 percent. This is due to the fact that new buildings reduce costs in lower segments of the housing market.



of survey respondents agree that affordable housing is a major problem for Utah's continued economic growth
(Source: The Salt Lake Chamber)

Figure 3.3 Survey responses regarding housing affordability.

Another misconception about the construction of new market–rate housing in a lower income neighborhood is that this development contributes to or initiates gentrification. The Upjohn Institute study found that new construction actually tends to occur after a neighborhood has already begun to change, or gentrify. The end result is the eventual accommodation of pre-existing demand, diverting high-income households from nearby units and reducing rents, instead of signaling that a neighborhood is now desirable.

Murray City should adopt strategies that encourage housing development. Regulatory restrictions on housing development can lead to higher rents, and faster home price growth. This leads to fewer people moving into economically successful areas. Strategies that promote residential construction foster more economically integrated neighborhoods, which also promotes economic mobility and housing options for low income residents. Market-rate housing construction not only improves regional affordability, but also neighborhood affordability.

4.2.2.4 ENERGY PRICES

In a world of higher energy costs, it will be essential to consider the combined costs of housing, transportation, and utilities—to ensure that families have adequate residual incomes to afford other necessities. This in turn suggests the importance of policies and practices that help to reduce these combined costs, for example, by ensuring the availability of affordable homes near public transit and job and retail centers—so that families have options to reduce car usage. Such options may include walking, biking, public transit use, or shorter and fewer car trips.

4.3 HOUSING SUPPLY

4.3.1 LIFE CYCLE HOUSING

Murray City and the Fashion Place West neighborhood should be a place where residents can live in the City and in their neighborhood through any stage of life. The General Plan discusses life cycle housing throughout the document, with the goal to encourage diverse housing types that respond to housing needs, allowing individuals to stay in their communities as their housing needs evolve.

Life cycle housing involves reintroducing the model of providing a mix of housing types in a neighborhood. Typical suburban development tends to segregate people based on their income. By addressing all stages of life, ranging from young couples, the fixed–income student, to the aging grandparent, a wide variety of individuals and families live in proximity to each other, creating a more dynamic social environment, and more choices for any household. A neighborhood that has housing options for all of these groups is less dependent on any one particular demographic group, and will see more social stability as individual households are able to stay within established social networks, despite changes in household needs.

Life cycle housing is a housing strategy that the City should continue to support and identify how the housing stock in the Fashion Place West area can be diversified beyond its current housing stock.

4.3.2 HOUSING OPTIONS

Neighborhoods centered around public transit and transit-oriented development (TOD) are intended to provide a wider range of choices in transportation, retail, and housing. Housing for people of all income levels is especially appropriate in these types of neighborhoods. Housing choices in transit-oriented developments allow a greater number of people from a wider range of backgrounds and affordability levels to access jobs without driving. Additionally, residents of lower income levels are more often transit-dependent than residents within middle-income brackets. Expanding housing styles, types, and providing housing near frequent and effective transit increases quality of life and access to employment opportunities and services. Increasing housing choices and development will help meet the changing residential demand and build a larger residential economic base.

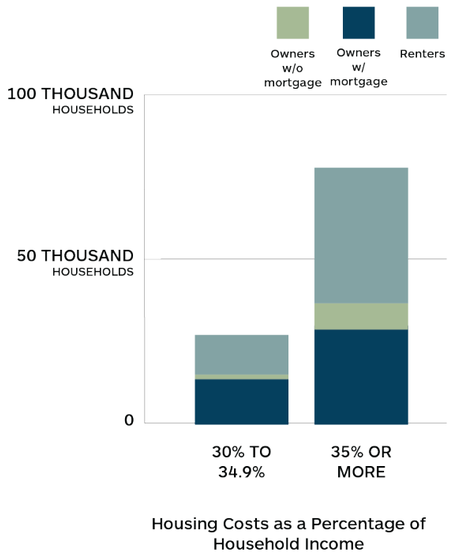


Figure 3.4 Renters in Salt Lake County make up the majority of cost-burdened households.

4.3.2.1 PHYSICAL HOUSING TYPES

In order to respond to Murray's changing demographics and the housing needs of its diverse community, it is critical to begin to look within the City for real and responsive change that will encourage the market to develop the housing and infrastructure needed to accommodate our growing community. This goal focuses on the need to increase the diversity of housing types and opportunities in the City by seeking policy reforms that can enhance the flexibility of the land use code and create an efficient and predictable development process for community growth. Strategic policy decisions that integrate the transportation system, development related infrastructure, financial institutions, and data, as well as innovative design and construction methods, can break down social and economic segregation, thus building a City for everyone.

While the Fashion Place West study area is predominately built-out, there is ample opportunity for redevelopment and infill development of existing parcels that complement current development patterns. Context sensitive development can ensure the character of neighborhoods is protected and enhanced by new development. While the type and location of housing is largely driven by the market, land use regulations and City policies can help guide the development. The Fashion Place West study area has the capacity for infill development of appropriate types and locations, and can benefit from partnerships with local housing developers who are already active in creating urban, mixed–use, multifamily projects. The City and development community can work together to address changes in housing preferences and needs, and provide more housing choices for buyers and renters at all price levels to meet housing objectives.

4.2.2.2 FOR RENT AND FOR SALE HOUSING

A healthy housing stock requires a diverse inventory of for-sale and for-rent products. These products can and should take many different forms. Units designed and constructed to be rented and owned can include single–family homes, condominiums, townhomes, apartments, as well as accessory dwelling units (ADUs). Residents require different styles of housing at different points in their lives. Within the Fashion Place West study area, for-sale single–family homes dominate the landscape. As mentioned previously, the area does include both an apartment and condominium development but other housing types do not exist. Diversifying the nature of the for-sale and rental market in the study area will further contribute to creating an affordable neighborhood and City.

4.4 TRANSPORTATION AND HOUSING

4.4.1 AFFORDABILITY AND TRANSIT

Increased public transit options and proximity to housing and job centers can have a great impact on the increase of affordable housing options. The Metropolitan Planning Council and Center for Housing Policy performed a study in 2010 that identified public transportation as a key variable to the availability of affordable housing. In order to make housing cheaper, public transportation needs to be more accessible and less expensive, and a municipality's definition of affordable housing should include transportation costs.

Affordable housing that is more compact and closer to transit lowers housing costs. When compact, residential development is located near public transit hubs or work centers, it can decrease transportation costs and cut down on travel time for working individuals. Local policy makers, as well as those at the regional and state levels have the responsibility to adopt or amend current regulations to encourage the development of housing near transit centers.

4.4.2 HOME VALUES AND TRANSIT

According to a study performed by the National Association of Realtors (NAR), housing next to public transportation increases home values. These neighborhoods have median sales prices 4-24 percent higher than those of neighborhoods farther away from public transit. Home price gains in these transit-oriented communities make sense because these areas typically are in high demand, where more businesses, restaurants, and opportunities tend to be located.

According to the same study by the NAR, homeowners also have flexibility when they live near public transit—1 in 4 homes were shown to not own a car. Additionally, average yearly transportation costs of households near transportation were between $2,500 and $4,400 less than those farther away. Living near transit services makes the most sense for anyone who needs easily accessible public transportation for daily work commuters, reducing driving costs and vehicle wear and tear.

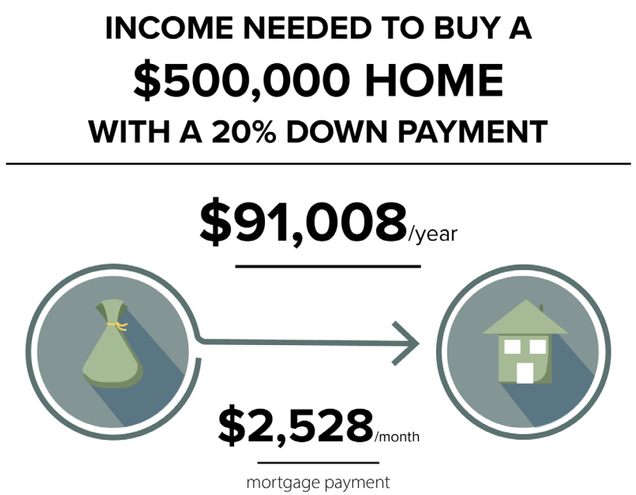


Figure 3.6 Graphic showing necessary household income to purchase a home in Salt Lake County.

4.4.3 WALKABILITY

A recent study completed by the real estate website Redfin, showed that in two-thirds of large metropolitan areas, walkable neighborhoods have higher home values than car dependent ones. Additionally, walkable neighborhoods appreciated faster than car-dependent ones in 44 of 51 large metro areas in the past seven years.

Houses with high levels of walkability (according to the website WalkScore) command a premium over otherwise similar homes in less walkable locations. Estimates are that a single additional point of WalkScore is worth $3,500 in additional home value. As shown in the graph above, in Salt Lake County walkable home prices are 32 percent higher than car-dependent homes. Additionally, walkable homes have increased in price 19.3 percent faster than car-dependent homes.

The walkability premium is a clear market signal of the significant and growing value Americans attach to walkability. It is also an indication that we have a shortage of

Figure 3.7 With the projected increase in population over the next 20 years, market-rate and more income-dependent housing options will be important to maintaining affordability.

walkable urban centers to meet the demand of walkable urban-style places. We have not been building new walkable neighborhoods in large enough numbers to meet demand; nor have we been adding housing in the walkable neighborhoods we already have fast enough to house all those who would like to live in them.

4.5 MURRAY POLICY

Of the approximately 245 acres and 777 parcels that make up the Fashion Place West study area, 577 or 74 percent of those are residential land uses. The remaining 200 parcels make up the other 26 percent of the parcels and are occupied by non-residential land uses.

The existing housing stock in the Fashion Place West study area is aging. Most of the single–family homes were built in the 1960s with one smaller development built in the 1990s. There are also two multi–family developments within the study area. The South 67 Condos were built in the 1970s, and are an individually owned townhome style development.

The existing single–family residential homes along Winchester Street are not a complementary use, given the speed and frequency of traffic on the road. New residential construction should complement the area in massing, while offering a variety and differentiated housing types than what currently exists. Overall, the housing stock within the Fashion Place West neighborhood lacks diversity. The area is primarily market–rate single–family homes with one apartment development, and one condominium development.

4.5.1 2017 GENERAL PLAN AND HOUSING

The recommendations and strategies in the Housing section are built on the City's goals from the 2017 Murray General Plan. The General Plan discusses the concept of preserving existing housing and expanding housing choice throughout the City. Due to the current housing shortage in the state, housing is a key issue to be addressed.

4.5.1.1 KEY INITIATIVE #3

Initiative #3 in the General Plan is based around creating Livable and Vibrant Neighborhoods.

In order create success around this General Plan Initiative, corresponding land use and zoning regulations must be amended in order to provide more opportunities for life cycle housing within residential areas. Life cycle housing can include many different types, but diversity in housing means providing a variety of housing types that are accessible to all income levels. Single–family homes, town homes, duplex and triplex units, apartments, and ADUs, (such as mother-in-law apartments) are examples of the many different housing styles that the neighborhood could utilize.

4.5.1.2 CHAPTER 5: LAND USE AND URBAN DESIGN

Chapter 5 of the General Plan describes general recommendations for future land uses and urban design. Objectives that support this goal as it relates to housing include providing a mix of housing options and residential zones to meet a diverse range of needs related to lifestyle and demographics, including age, household size, and income.

4.5.1.3 CHAPTER 8: NEIGHBORHOODS AND HOUSING

The Neighborhoods and Housing section of the General Plan prescribes various methods to plan for the future of Murray's residential neighborhoods. The goal of this section is to "provide a diversity of housing through a range of types and development patterns to expand the moderate-income housing options available to existing and future residents."

4.6 CURRENT ZONING

The zoning map, when it was adopted, predominately mirrored pre-existing land uses. The current zoning in the study area allows for residential but predominately very low density.

The R-1-8, R-M-15, and R-N-B zones are the only zones in the study area that allow residential development. The R-1-8 designation is applied to all single–family homes within the study area, both north and south of I-215.

The **Single–Family Residential (R-1-8)** adjacent to Winchester Street should transition to a zoning designation that is more conducive to the major arterial that is Winchester Street. Residential land uses that are appropriate for parcels along major thoroughfares include higher density residential and a mix of uses. The single–family housing stock in the study area fills a need in the housing market and should largely be left preserved with the existing zoning.

The **Multi–Family** (**R-M-15)** zoning designation includes the apartment complex as the condominium complex within the study area. The density and height should be increased for those parcels that are adjacent to the Commercial Development (C-D) zone. The parcels that are adjacent to single–family homes should increase in density but be required to be a lower height or density at the property line and step up to the maximum density as the buildings near the Commercial District zone.

The zoning in the study area does not allow a mix of uses. In a successful transit-oriented development, a mix of uses is encouraged. This mix usually is in reference to ground floor active commercial uses with residential units above. These residential units can be a for-sale or for-rent product and of varying sizes.

Figure 3.8 Life cycle housing is a strategy to ensure that all households have access to housing choice in their neighborhood throughout their lifetime.

The **Manufacturing (M-G)** designation is applied to a majority of the parcels that surround the TRAX station as well as the western portion of the study area along I-15.

This area has natural breaks from the single–family homes with the rail line, I-15, and I-215. Those facts make this an ideal location to transition to four to seven story residential towers in the future.

Residential uses around transit stations and adjacent to freeways should include much higher densities as they are not adjacent to single–family or lower density homes. The highest residential densities should be concentrated at points closest to the Fashion Place West TRAX station and the areas between the rail lines and I-15.

The **Commercial District (C-D)** zone is the eastern portion of the Fashion Place

West study area. This zone includes Fashion Place Mall and the east and west sides of State Street within the study area. While the C-D zone has height allowances that are somewhat favorable for this area, residential is not currently allowed in this zone.

While the **Mixed–Use Development (M-U)** zone is not applied to parcels within the Fashion Place Study area, the M-U zone is versatile enough that it could be applied in and around the Fashion Place West Station area. Higher density uses including residential are encouraged, and single–family homes and duplexes are not permitted.

Text amendments are necessary in order to encourage and incentivize more housing in the area. Increased densities are necessary given the geographic location, housing demand in the region and throughout the state, and proximity to the TRAX station.

Figure 3.9 Housing supply of all kinds at all price points is lacking throughout the region.

4.7 HOUSING SUMMARY AND RECOMMENDATIONS

In order for transit-oriented development to be successful, it is important for advocates to also be strong supporters of new housing development. The demand for walkable living across varying demographic groups is quite positive for most communities, particularly those that can provide good transit service and access to job centers and recreation, like the Fashion Place West neighborhood.

One of the key strategies of the The Wasatch Front Regional Council's (WFRC) Regional Transportation Plan (RTP) is to focus growth around multi-modal transportation neighborhood centers. These centers are created using community input and are reflective of the desires of the local population. These centers can become the focus of a strong market for moderately priced and life cycle housing for all income levels, as well as accessible jobs and services.

Unfortunately, many communities struggle to build more housing choices, often due to public misconception. Public and political resistance to increased residential densities often needed in order for projects to be viable, often prolong the development process several months, if not years, making a community far less attractive to developers.

4-24%
HIGHER
median sales price of neighborhoods near public transit

Figure 3.10 Public transit can greatly increase home values.

With the current optimism and excitement apparent in Murray, it is vital that new housing growth be seen as a positive rather than a negative. The support of City officials is critical for the successful growth and development of context-sensitive housing. In addition, Murray's Fashion Place West neighborhood has a great deal of under-utilized land that could be converted to more productive and active uses, such as housing and mixed–use projects.

More compact development is also better able to support dedicated public transit, also helping to reduce individual transportation costs and area traffic congestion. This could also lead to a reduction in car usage and corresponding energy use and carbon emissions.

1 in 4 homes, within proximity to public transit, does not own a personal vehicle

Figure3.11

In Utah, housing and affordable housing is an issue that all municipalities face. In order to effectively address the crisis, these same municipalities must use a two-pronged approach; relax regulations on types of allowable housing types as well as regulations around permitting and processes surrounding public transportation infrastructure. Improvement and an increase in flexibility of public transit and housing policy could lead to the redevelopment of urban areas that have long been neglected.

Figure 3.12 Connectivity for bicycles offers an affordable mode of transportation and recreation to an area.

4.8 HOUSING IMPLEMENTATION STRATEGY

This implementation strategy weighs current market conditions, regulations, and best practices. These important factors help to identify and outline clear priorities and policy amendments that will improve housing development and opportunity within the study area.

4.8.1 HOUSING PRIORITIES

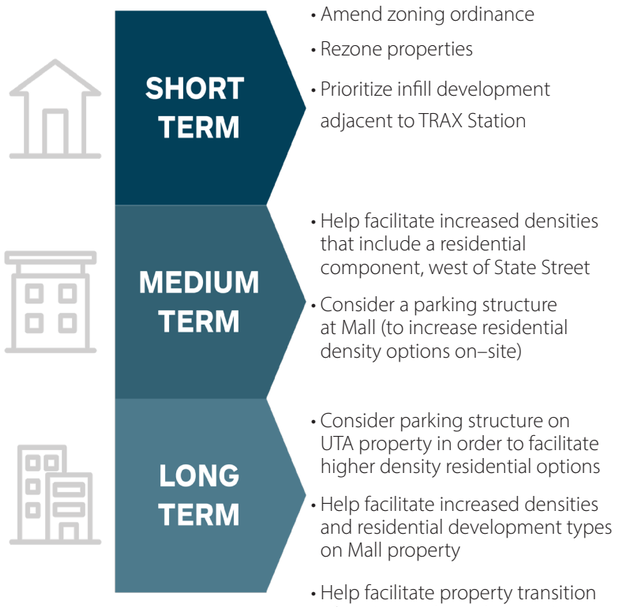
In order to expand housing choice in the study area, the following priorities have been identified:

1. Offer services and amenities near housing.
2. Provide housing for all stages of life.
3. Create a walkable neighborhood.
4. Increase residential allowable densities for development along and adjacent to the Fashion Place West TRAX station, I-15, and State Street, by increasing parking densities using structured parking in conjunction with mixed–use developments.
5. Address established residential neighborhoods by creating responsible transitions between existing residential and new, higher density developments.
6. Incorporate a mix of uses into new residential developments as well as existing single–use zone districts.

4.8.2 POLICY UPDATES AND LAND USE AMENDMENTS

Policy changes the City can implement will begin the process of change for the study area, including the following:

1. Create new Fashion Place West zone district (FPW) modeled off existing TOD zone with the following revisions:
   (a) Parking
      (i) Include shared parking provision.
      (ii) Reduce residential requirements contingent upon proximity to TRAX station, shared parking calculation, etc.
      (iii) Implement parking maximums.
   (b) Reduce front yard setback from 15 feet and 25 feet, to 0 feet
   (c) Implement maximum setback requirements.
   (d) Consider a decrease of open space percentage requirements from 20 percent to 10 percent.
   (e) Ground floor activation, requirements, and language.
2. Re–zone areas within the study area per recommendations of the General Plan.



5 CONNECTIVITY

5.1 INTRODUCTION

The study area is home to the Fashion Place West TRAX station, a major transit hub located over half a mile from Fashion Place Mall. Transporting people, especially to and from the TRAX station to the mall, is key to the area's continued economic vitality. While motorized vehicular infrastructure is well–established, pedestrian, bicycle, and transit infrastructure are not consistent through the area, and safety features could be added.

5.2 PREVIOUS PLANNING EFFORTS

5.2.1 2008 LIFE ON STATE

In 2008, the Life on State project established a shared vision for the future of the valley's 17–mile–long central corridor, State Street. The project was a collaborative effort between all six cities along State Street, Wasatch Front Regional Council (WFRC), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Salt Lake County (SLCo), Salt Lake Chamber, Murray Chamber of Commerce, and the Downtown Alliance.

The vision for State Street was built on broad involvement with residents and stakeholders, and was detailed in the document. The belief was that this collaborative effort would create a safe environment for private investment consistent with the vision. The concept was that moving in a new direction was not as risky a proposition if it is backed by a strong, enduring commitment from the partnership.

Figure 4.0 Walkable and human scale nodes create a more inviting place.

5.2.2 MURRAY CITY GENERAL PLAN

The Murray City General Plan emphasizes the City's desire to improve accessibility for pedestrians, bicyclists, and public transit riders in the corridor between I-15 and State Street to provide adequate infrastructure for existing and planned commercial development.

5.3 BEST PRACTICES

5.3.1 CONNECTIVITY

Establishing better connections and improving the street grid between commercial areas, public transit, and surrounding neighborhoods begins by identifying locations, such as Fashion Place Mall, where the established street grid is not maintained, and establishing a plan to extend the grid when new development or redevelopment occurs. This will increase connectivity and diminish the island effect that is commonly created by these types of commercial land uses.

Designing and planning to implement more human–scale building design standards and improved streetscapes will help to guarantee that future development follows the grid with street design, building massing, and connectivity.

5.3.2 WALKABILITY

The experience of an individual on foot in an urban place can have lasting impacts on how a person feels about their community. Walkability is influenced by many factors, many of which are the degree to which human–scale design concepts are addressed. Slowing auto traffic, encouraging ground–floor activation of buildings, improving streetscapes, incorporating public art elements, and shortening distances between destinations can create more walkable places. According to Foot Traffic Ahead, published in 2019 by the George Washington University School of Business and Smart Growth America, retail space in well connected walkable commercial areas can rent for 121 percent (over two times) over drivable suburban commercial space.

Walkable places are increasingly valued by potential residents, visitors, business owners, developers, and property owners. Findings in a recent report show that walkable urban places are also extremely economically beneficial to the local municipalities in which they reside, with properties in these areas also highly valued. Walkable urban office space has a 105 percent rent per square foot over drivable suburban space.

5.3.3 PLANNING FOR FUTURE TRAFFIC

With projected growth and development in and around the study area, traffic is likely to increase. The following measures offer a variety of ways to mitigate traffic and plan for future growth.

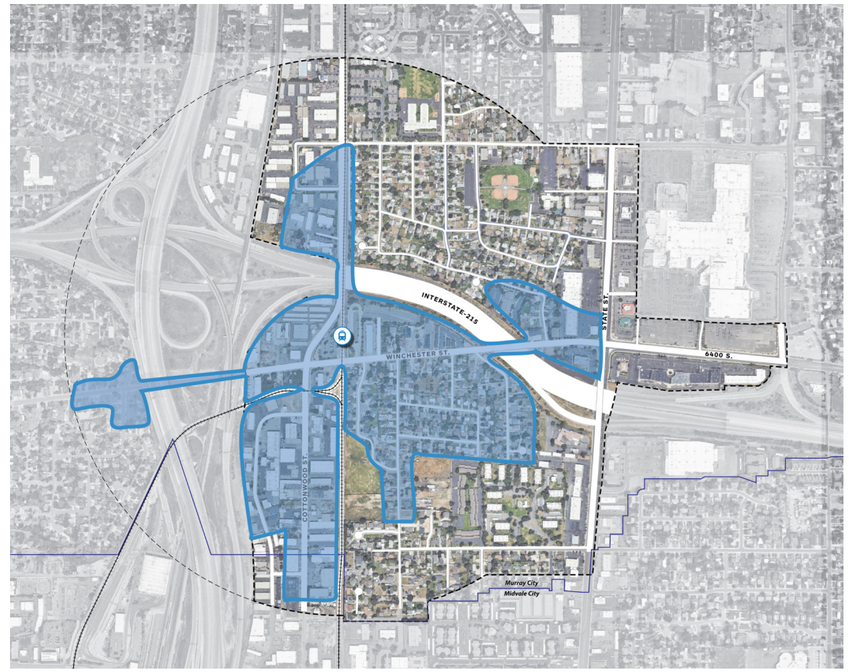


Figure 4.5 The walkability of the Study Area is severely impacted by major physical barriers, such as the Interstates and rail corridors that cut through the neighborhood. The 10-minute 'Walkshed' is actually much smaller than the typical 1/2 mile radius, due to the impact of these barriers.

Figure 4.1 Successful connectivity includes consideration of active transportation.

5.3.4 TRAFFIC ANALYSIS AND MITIGATION

Personal vehicles are a primary mode of transportation in Murray, leading to congestion on certain roadway segments during peak hours. Signals throughout the study area should be optimized and synchronized as an inexpensive and quick way to mitigate congestion. If signal timing adjustments do not alleviate the congestion—turn bays might need to be added or lengthened. Adding lanes should be a last resort in alleviating traffic congestion as implementation is expensive, occupies valuable right–of–way, increases the number of conflicts, and increases crossing distances for pedestrians and bicyclists.

The oncoming development around Winchester Street and 700 West will increase traffic along Winchester, likely impacting the study area. The intersection should be properly adjusted using the above techniques to ensure a satisfactory level of service. Additionally, the signal at Winchester Street and Cottonwood Street should be synchronized with the signal at Winchester Street and 700 West to prevent backups and delay. As of 2016, Winchester Street had 11,000 annual average daily traffic (AADT) of its 16,000 AADT capacity. Winchester still has 5,000 AADT capacity to absorb additional traffic from new development.

5.3.5 LEVEL OF SERVICE AS A MEASURE

Level of Service (LOS) has been the standard method to evaluate the operational efficiency of an intersection for vehicles and for determining vehicular impact from developments. LOS is a calculation of delay per vehicle at a given intersection, ranging from A (least amount of delay) to F (worst amount of delay). It is not until recently that communities have begun to revise their measures of intersection quality and development impact. The state of California adopted Vehicle–Miles Traveled (VMT), a method that measures the total distance traveled by individual roadway users along a corridor or in a network, as the new method for roadway flow evaluation, replacing LOS under SB-743. This new method analyzes traffic along with land use to reduce necessary trips and accounts for all users of a roadway network whereas LOS only analyzes the flow of motorized vehicles through an intersection. VMT was prioritized over LOS in California to report on the efficiency of a roadway network as well as describe the environmental effects associated with fuel consumption, emissions, and public health.

VMT is calculated by the Institute of Transportation Engineers (ITE) Trip Generation rate multiplied by the individual trip length. The further users are required to travel, the higher the VMT. Similarly, as the number of users required to travel increases, the VMT increases as well. Different land use scenarios affect VMT— integrating daily services within residential areas lowers the distance required to travel, thus lowering the VMT.

VMT projections are already included in the Wasatch Front Regional Council (WFRC) travel demand model and should be used when planning for future growth. This can be analyzed by an individual project (i.e., the trips to and from a new grocery store) or by the impact of an individual project on a network (i.e., the trips to and from a new grocery store would reduce VMT to and from existing grocery stores, thus decreasing the VMT for the greater area). While VMT does not have specific thresholds as LOS does, generally a reduction in overall network VMT is considered successful.

In addition to utilizing VMT as a metric, accepting a lower LOS (i.e. LOS E or F) is becoming more popular in the more urbanized areas throughout the western United States. The Sugar House neighborhood in Salt Lake City is a local example where priority has been given to all other modes of transportation before motorized vehicles. This has helped keep the right–of–way at a manageable size for all modes of transportation and also encouraged more economic growth. This same approach can be taken throughout the Fashion Place study area, particularly along State Street, Winchester Street, and Cottonwood Street as they provide direct connections to major attractions and residential neighborhoods in the study area. Prioritizing VMT over LOS will encourage a more multi–modal and mixed–use environment, therefore reducing pollution and noise, making the area more enjoyable for both residents and roadway users. The entire study area itself has the potential to become a destination, rather than solely the pockets around popular attractions.

Recommendations for the Fashion Place West study area include considering VMT in evaluating the efficiency of traffic flow with the understanding that a low–ranking LOS at certain intersections might in fact promote other modes of transportation and move more vehicles through a corridor.

5.3.6 INDUCED DEMAND

Induced demand is the additional travel associated with a lower cost or lower time necessary to make a trip. These extra trips often occur due to the widening of an already congested roadway as additional lanes initially reduce travel time and fuel costs. However, the corridor soon reaches its capacity in a matter of years, as shown by a study done by Fehr & Peers in conjunction with Caltrans, U.C. Davis, and the California Governor's Office of Planning and Research. Induced demand also applies to the installation of walkways and bike lanes. Creating a safe space for these vulnerable users encourages an increase in non–motorized traffic. Induced demand explains both the idea that more lanes mean more traffic, and the notion that building infrastructure for alternative modes encourages people to use those modes. Overall, induced demand is the concept that proper infrastructure brings more users than existing conditions.

Implementation recommendations include safe pedestrian and bicycle infrastructure to encourage an increase in non–motorized users to reduce the amount of vehicular traffic on area roadways. Connections to the Fashion Place West TRAX station are particularly important as the station is a hub for pedestrians and cyclists. Implementing bike lanes and wide sidewalks along Winchester Street and Cottonwood Street would provide safe access for cyclists and pedestrians to the area's neighborhoods and to Fashion Place Mall. A crosswalk on Cottonwood Street at the northern side of the TRAX station would provide convenient pedestrian access

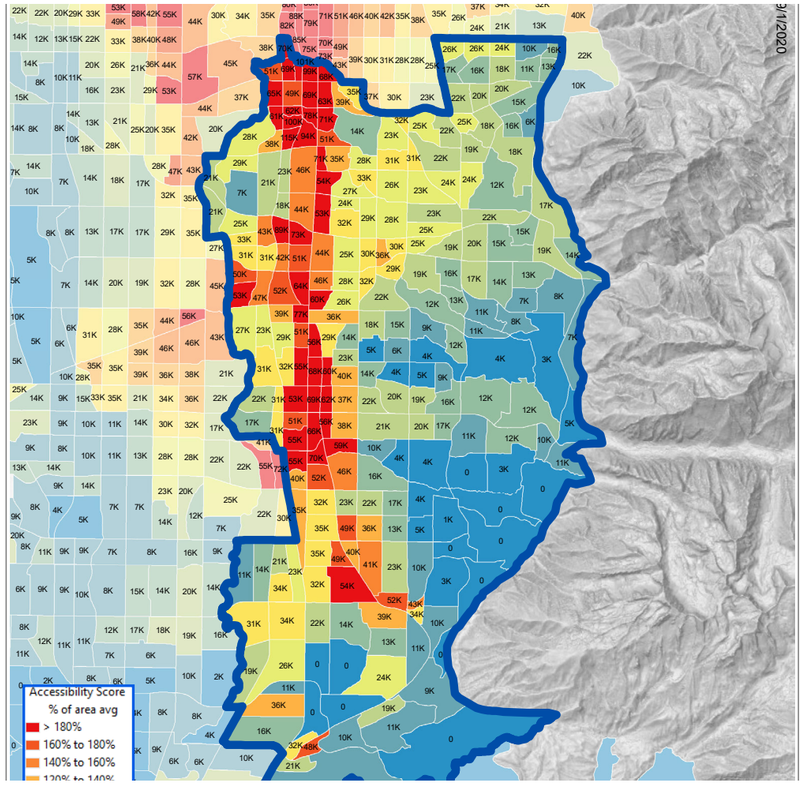


Figure 4.5 Household Access to Jobs: Transit For each traffic analysis zone (TAZ), colors indicate household accessibility to jobs, within a typical transit commute, relative to the average score for the highlighted area. The labels indicate the number of jobs accessible to each TAZ's households within a typical transit commute. (84K = 84,000 jobs) More info: https://bit.ly/2QRt9gO

to jobs and homes on the northern side of I–215. Providing safe and convenient infrastructure to non–motorized users, particularly at this transit hub, offers a competitive alternative to driving a car. This will in turn induce a higher use of active transportation modes which activates spaces and increases the vibrancy of the area. Adding more lanes to roadways in the study area should be avoided where possible as this will encourage more vehicles on these already high–volume roadways.

5.3.8 ACCESS TO OPPORTUNITIES (ATO)

Access to Opportunities (ATO), is a way to measure how well people can connect to basic needs and amenities including jobs, schools, grocery, retail, parks, community centers, and entertainment. On a broad scale, ATO metrics quantify how well current and future transportation networks and infrastructure coordinate with land uses in order to assist local economies and communities to thrive.

Increased accessibility can have significant impacts on overall community livability while improving residents' connections to the services necessary to promote upward mobility such as education, employment, healthcare, social services, and other basic amenities. ATO could also serve as a guide for Murray City to pursue the best possible transportation planning and land use decisions in support of community choice and economic vitality.

5.3.8.1 UNDERSTANDING NEEDS OF VULNERABLE COMMUNITIES THROUGH ATO

The Federal Highway Administration (FHWA) defines under–served individuals as those that are low Income, a minority, elderly, a child, have limited English proficiency, or those with disabilities. Vulnerable Communities are those census block groups where any of the following conditions is met:

- Greater than 25 percent lower income populations are highlighted, as a lack of access to reliable and efficient transportation can be a major barrier to economic mobility
- Greater than 40 percent minority populations are included in this definition, as many land use and transportation investments in the U.S. have, historically, adversely impacted racial and ethnic groups. WFRC strives to prevent future projects from having a similar disproportionate impact
- Greater than 10 percent zero–car households are included, as these are populations which include those with disabilities, depend more on transit, paratransit, walking, and bicycling to reach employment and other destinations

ATO can help communities understand the separation of residents from employment opportunities and other basic needs, at a neighborhood level. This is especially crucial for under–served populations that would benefit most from alternative modes of transportation to access daily services.

5.3.8.2 STRATEGIES FOR INCREASING ACCESS

An Access to Opportunities measure can facilitate decision–making for and beyond transportation planning, in supporting upward socioeconomic mobility. Cities and developers can improve access to opportunity in a myriad of ways by mixing uses and clustering growth near high speed and high frequency transit.

Land use solutions that improve Access to Opportunities include:

- Growth centers near high–capacity transportation,
- Higher density development between 2-6 stories depending on location,
- Intermixing homes and jobs, and
- Street design that encourages local investment along the street.

Transportation solutions that can improve Access to Opportunities include:

- Reduced congestion,
- A more connected street network,
- Increased transit frequency and coverage,
- Bicycle and pedestrian connections, and
- Higher travel speeds on key commuter (non–neighborhood) routes.

5.3.9 WAYFINDING

Wayfinding can be a low–cost high–impact tool to increase mobility and promote commercial retail throughout the study area. Including informational signage at popular area destinations that direct pedestrians and bicyclists towards appropriate facilities will improve the convenience and safety of all roadway users.

The TRAX station should feature signs indicating the direction and distance of key areas such as Fashion Place Mall, the Murray Senior Recreation Center, and Grant Park. Likewise, the mall should display informational signs at entrances and exits to direct shoppers and workers to the various transportation options available: parking areas, bicycle infrastructure, walkways, micromobility parking locations, bus stops, and preferred route to the TRAX station.

Furthermore, signage should be implemented along these alternative mode routes

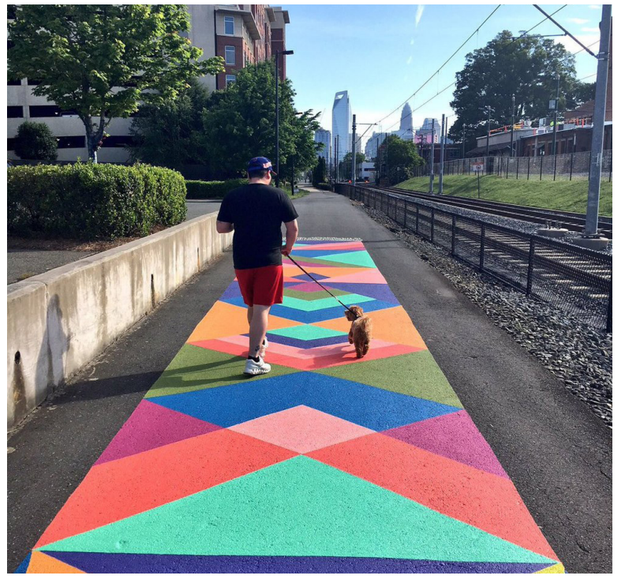
Figure 4.3 Traffic congestion along Winchester Sreet is a major community concern as expressed in a recent survey of residents in the area.

to reaffirm the route and encourage economic travel towards the commercial retail centers throughout the study area.

Winchester Street is in particular need of wayfinding as it directly connects the TRAX Station with Fashion Place Mall. Signs should be located at the exits of both the station and the mall to guide users.

Wayfinding signs should also be placed at the intersection of State Street and Winchester Street where cyclists must begin to turn into the mall property. Directing cyclists to the most robust bike infrastructure network can increase comfort and confidence of users.

Other locations that would benefit from wayfinding include Liberty Elementary School, Grant Park, Jefferson Park, as well as the future Porter Rockwell Trail extension.



Pedestrian and bicycling trails such as the future extension of the Porter Rockwell Trail are crucial to the interconnectivity between communities in the area.

5.4 STREETS AND BLOCKS

5.4.1 FREEWAY INFRASTRUCTURE

There are two freeway overpass bridges in the study area, one on Winchester Street and one on Cottonwood Street. Both bridges are in need of active transportation improvements due to narrow and cluttered sidewalks. The Cottonwood Street bridge has limited space due to the TRAX rails and only features a sidewalk on the west side of the bridge. This sidewalk is narrow (4 feet wide) and does not connect with the sidewalk on the north side of the bridge. While the Winchester Street bridge features sidewalks on both sides of the roadway, these sidewalks are also narrow (4 feet wide), covered with garbage, are in close proximity to traffic, and only separated by a chain–link fence from the freeway traffic below. It is an uncomfortable experience for the pedestrian and bicyclists. Recommendations include removing the two–way left–turn lane to make space for a wider sidewalk with a buffer when the bridge undergoes repair.

A second innovative option is to reconstruct the Winchester Street bridge with a wider structure to provide space for small shops to be located along the roadway. This would be a first–of–its–kind feature for Murray City and the State of Utah as the nation's first multi–use freeway overpass. A mixed–use environment would also create a lower–stress route for pedestrians to include a buffer between the below freeway vehicles and the vehicles on Winchester Street. This type of project would require heavy involvement from and coordination with UDOT.

5.4.2 INTERSECTION IMPROVEMENTS

The intersection of State Street and Creek Drive had 14 collisions from 2017-2019, 11 of which were making left–turn movements, primarily from State Street northbound onto Creek Drive and from the mall entrance westbound onto State Street. This intersection is located roughly 900 feet from the intersections at 6100 South and 6400 South, well under the threshold of the required 2,640 feet for UDOT signal spacing for this roadway. Restricting left–turn movements from either or both roadways would reduce the number of potential conflicts, increasing safety for the intersection.

The intersection of Winchester Street and 700 West is surrounded by developing property and will experience a growth in traffic volumes in the coming years. This

growth will likely cause an increase in traffic towards local destinations such as the TRAX station and Fashion Place Mall, both of which are located along Winchester Street, likely causing an increase in traffic along the corridor.

5.4.3 ROADWAY IMPROVEMENTS

Arterials: High–volume and wide roadways often are accompanied with higher speeds. It is very important to install buffers between sidewalks and bike lanes and the roadway to provide a lower level of stress and better sense of safety to non–motorized users. State Street experiences the highest level of vehicular traffic and has the highest speed limit in the study area. It is very important to implement proper pedestrian infrastructure to ensure the safety of all roadway users. Adding a buffer will increase pedestrian safety and decrease chances of vehicle–pedestrian collisions. All signals along the State Street corridor should be synchronized.

Collectors: These mid–speed roadways with great connectivity are very suitable for bicycle and pedestrian infrastructure. Cottonwood Street and Winchester Street are connectors in the study area. Both roadways should feature continuous bike lanes and sidewalks at least 6 feet wide with a buffer between the roadway.

Neighborhood Streets: These roadways operate at a low speed and volume and are typically safer for cyclists to ride in the roadway. Several neighborhood streets in the study area currently have no pedestrian infrastructure. Pedestrian infrastructure is vital to connecting homes to the larger mobility network. Recommendations include installing sidewalks and advisory shoulders—dashed lanes at the edge of the roadway reserved for non–motorist roadway users—where possible on all neighborhood roadways.

5.5 ACTIVE TRANSPORTATION

According to comments received during the public input process of the 2017 Murray General Plan, citizens would like to walk and bike more but do not feel safe to do so. Implementing the following recommendations can improve a user's comfort when using active transportation infrastructure.

5.5.1 CYCLING ENHANCEMENTS

Incorporating bicycle friendly elements into the Fashion Place West neighborhood can take shape in many forms, including the addition of bicycle amenities, as well as supporting infrastructure improvements. Examples include bike racks, covered or indoor storage, and service stations for quick tune–ups or to fill flat tires.

Finally, bike lanes should be added to Cottonwood Street and 5900 South to provide a bypass for Winchester Street to the neighborhoods north of I–215 and to Fashion Place Mall.

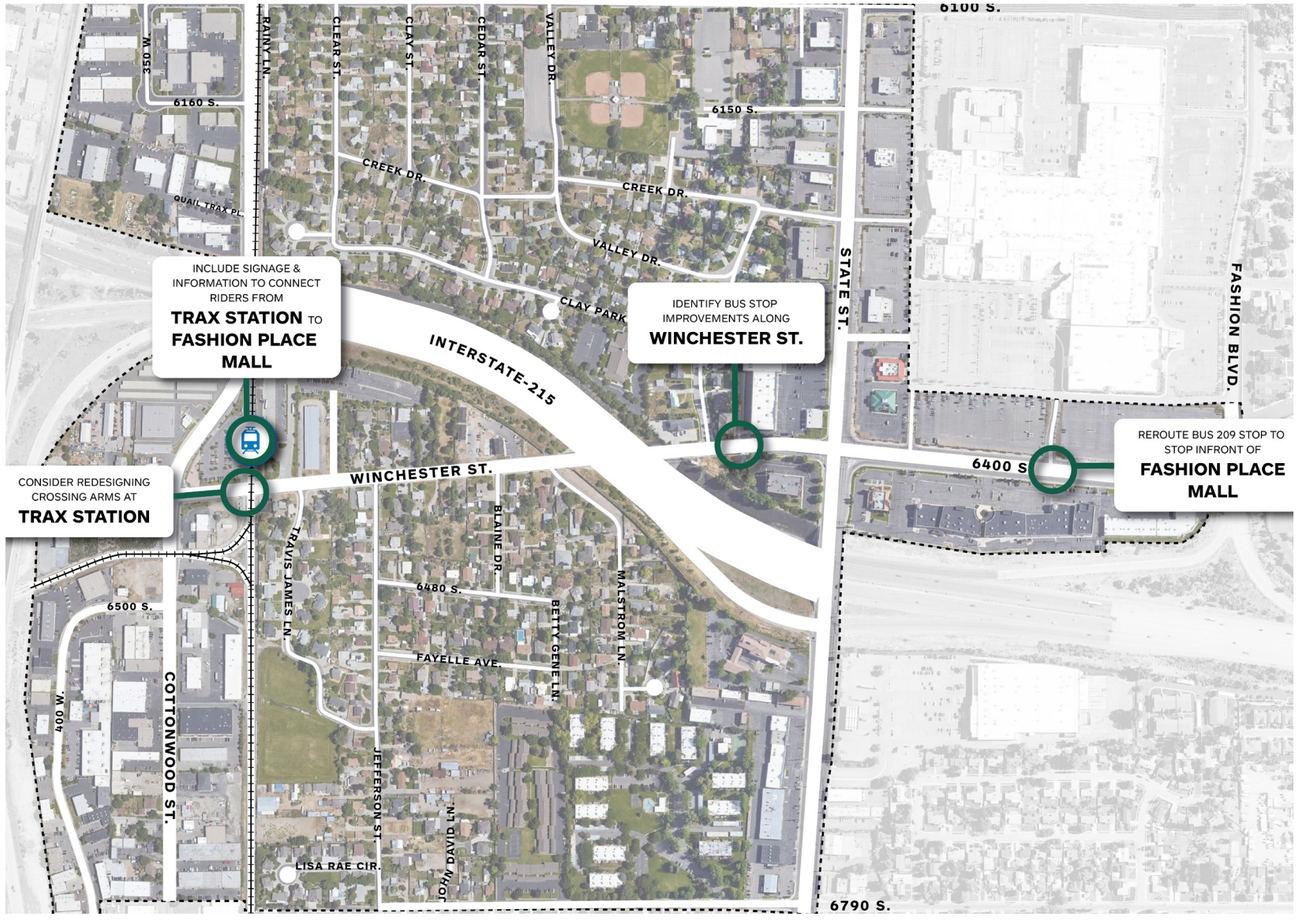


Figure 4.13 Future improvements to the transit system within the Fashion Place West neighborhood would increase ridership and improve the rider experience and quality.

5.5.2 BIKING RECOMMENDATIONS

The Fashion Place area experiences a fair level of bicycle activity as shown by Strava bicycle data, primarily along Winchester Street and Cottonwood Street. Beginning on the western edge of the study area, bike lanes and improved lighting should be installed along Winchester on the Interstate bridges to increase a rider's sense of safety. Further along Winchester Street, between Jefferson Street and Malstrom Lane, the bicycle infrastructure switches from a dedicated bike lane to sharrows back to dedicated bike lane to preserve on–street parking for certain residences. This on–street parking in the public right–of–way should be converted to dedicated bike lanes to reduce chances of conflict between motorized vehicles and cyclists.

Connecting the bicycle infrastructure from Winchester Street to Fashion Place Mall is of particular importance. A two–stage bicycle turn box at the intersection of Winchester Street and State Street, leading to a dedicated northbound bike lane (or sharrows if a bike lane is not possible) on State Street should be implemented to guide cyclists through this intersection that experiences the greatest number of

cyclist crashes out of any other intersection in the study area.

In addition to these signs and pavement markings, signs warning motorists of cyclists should also be installed to increase awareness of the multi–modal intersection. From here, sharrows should be implemented from State Street through Fashion Place Mall parking lot to the mall entrance. Sharrows should similarly be installed from the doors of the mall through the parking lot to Winchester Street. Dedicated bike lanes should be implemented along Winchester Street connecting the infrastructure west of the intersection with State Street.

5.5.3 PEDESTRIAN RECOMMENDATIONS

Pedestrian infrastructure throughout the study area needs to be improved, particularly along State Street. The sidewalks along State Street should include a landscaped buffer at least 5 feet wide from the busy roadway to enhance the feeling of safety for users. Furthermore, drainage issues should be repaired at the intersections along State Street. Many crosswalks enter into a pool of leftover storm water making it very difficult for pedestrians to safely cross. Additionally, a Pedestrian Hybrid Beacon (PHB) or a full traffic signal should be implemented at State Street and Creek Drive. Currently, residents around Grant Park must divert up to a third of a mile through either the signal at State Street and Winchester Street or State Street and 5900 South to reach the edge of Fashion Place Mall parking lot. Installing a PHB signal or a full traffic signal would give residents directly west of Fashion Place Mall a convenient, direct and likely safer access point to the mall. It should be noted that under UDOT's current guidelines, a new signal would closer than the allowable standard of 2,650 feet between lights to both existing State Street signals at 6100 South, as well as at Winchester Street. The current method for determining an appropriate exception for a PHB signal along a roadway such as State Street requires a study of the number of jaywalking pedestrians in a given period of time. Jaywalking across this roadway is unsafe and alternative thresholds should be explored with UDOT. While exceptions in signal spacing are not common, an example currently exists along State Street at Williams Street in Salt Lake City, as shown below.

Outside of the State Street corridor, a sidewalk and crosswalk should be installed on the northern end of the TRAX station westward across Cottonwood Street. Public input indicates that this pattern is already a common route for pedestrians originating north of I–215.

Additionally, pedestrian infrastructure needs to be improved throughout Fashion Place Mall parking lot. Currently, no sidewalks or pathways exist connecting the City sidewalks to the mall entrances. This causes an unclear, uncomfortable, and unattractive experience for mall patrons traveling by foot. Providing a clear and welcoming walkway for pedestrians will increase comfort and attractiveness of walking to the mall.

Finally, general sidewalk conditions throughout the study area need to be improved. Sidewalks should be level, clear of vegetation and debris, at least 6 feet wide where possible, and should include a buffer between the walkway and the roadway. This is particularly important on Winchester Street and Cottonwood street to provide comfortable north-south and east-west access to the study area for TRAX riders who often begin and end their trip on foot.

5.5.4 CONNECTIONS TO SURROUNDING DEVELOPMENT

In order to create a true network of mobility, infrastructure must consistently connect destinations to destinations. All vehicular, transit, pedestrian, and bicycle infrastructure implemented should be designed with connectivity in mind, both inside and outside the study area. The planned extension of the Porter Rockwell Trail will be a key connection to other communities, requiring a robust bicycle and pedestrian network in the study area to encourage trail users to stop in the Fashion Place West neighborhood. Other key destinations to connect to include Murray City Center and the upcoming development at Winchester Street and 700 West.

5.5.5 PARKING LOT PEDESTRIAN IMPROVEMENTS

Currently, Fashion Place Mall parking lots feature no bicycle or pedestrian improvements. These connections are vital for the first/last mile portion of any mall trip. By providing wide walkways and bikeways from mall entrances directly to the adjacent roadways and transit stops, non–motorist users will feel more comfortable and encouraged to travel to/from the mall utilizing alternative modes of transportation.

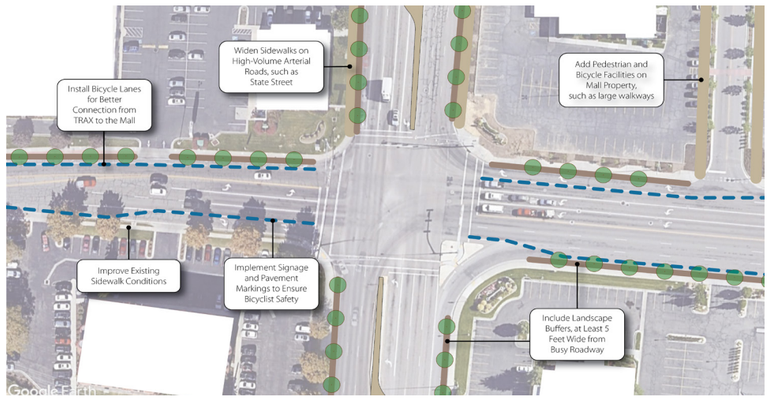


Figure 4.7 The intersection of State Street and Winchester Street currently lacks a safe bicycle experience. Future improvement recommendations include better bicycle lane signage as well as sidewalk improvements.

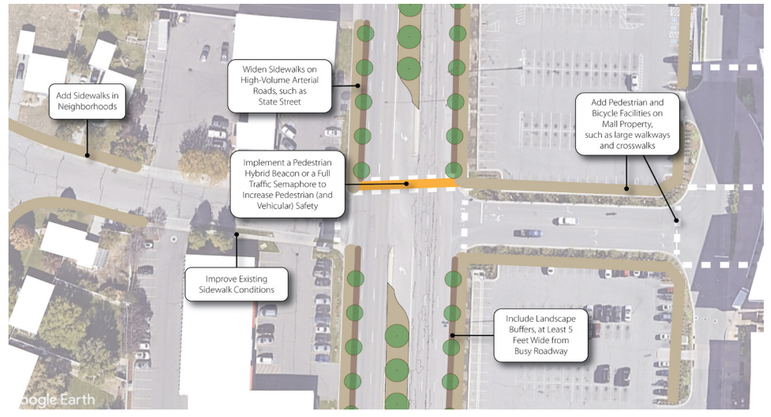


Figure 4.8 The existing intersection at Creek Road and State Street is lacking pedestrian amenities. Improving this intersection will increase connectivity from the neighborhood to Fashion Place Mall.

5.5.6 MICROMOBILITY

Micromobility is an emerging mode of transportation bringing publicly or privately operated e–scooters, bikes (including bikeshare), and other shared mobile

Figure 4.14 Micromobility such as scooter and bike share programs offer communities a low cost/ high value option to increase connectivity where it is currently lacking.

lightweight devices to a community. Micromobility can offer a convenient last–mile connection between the TRAX station and Fashion Place Mall, especially once complete cycling infrastructure is implemented along Winchester Street.

To avoid clashes with future installations of micromobility, Murray City should develop policies around micromobility before companies enter the market. Policies should address topics such as fleet caps, service area and distribution, fees and pricing, equity, maintenance and safety, data sharing, community engagement, and parking.

Fleets should be capped by a revocable permit system based on a dynamic rate such as number of residents or operational performance. A cost analysis should be conducted to determine the true costs of administering the program. Dynamic pricing offers the most potential for revenue, and parking fees can generate extra cash while encouraging riders to comply with parking policies. Implementing pricing policies can help prevent abrupt price changes from operators.

Maintenance and safety guidelines should outline collection of incident reports and inspection requirements. Data sharing is important for infrastructure planning and the permitting process. It is recommended to share data in either the General Bikeshare Feed Specification (GBFS) or Mobility Data Specification (MDS) formats, depending on the preferred level of detail and user privacy.

The City should also develop communication and education policies to ensure operators are engaging with the community in an equitable manner to minimize the

Figure 4.10 The FHWA outlines a two–stage bicycle turn box design similar to the ones implemented along 200 West in Salt Lake City which could be implemented at the Winchester and State intersection (image source: NACTO).

burden of micromobility adoption on the City.

Finally, parking policies should detail strategies to enforce parking rules, compliance with ADA requirements, and no parking at loading zones. Infrastructure for micromobility includes parking zones and riding infrastructure. Dedicated parking zones should be located near (but not block) entrances to popular area destinations, such as the TRAX station, Fashion Place Mall, and Grant Park. These parking locations should be easily accessible from riding infrastructure. Bicycle infrastructure should be used as micromobility infrastructure to discourage riding on the sidewalk where possible in order to avoid conflict with pedestrians and maintain an ADA–friendly environment. Improving bicycle infrastructure therefore improves micromobility infrastructure. Ideally, bike lanes should include a buffer to physically restrict conflict with motor vehicles. This buffer can also provide space for micromobility

Figure 4.11 Effective bicycle connectivity within the Fashion Place West neighborhood has the capacity to increase activity in the area and reduce vehicular traffic.

parking if no extra sidewalk space is available. Other enhancements can improve the non–motorized user experience as outlined in the figure below. Any of these enhancements would be particularly useful along Winchester Street which connects two of the area's destinations—the TRAX station and Fashion Place Mall—along with the continuation of the bike lanes between Jefferson Street and Malstrom Lane as a particularly helpful improvement.

5.5.7 TRAX STATION IMPROVEMENTS

Signage and information about the bike, pedestrian, and transit options could be installed to assist riders in accessing Fashion Place Mall from the TRAX station.

The 209 bus in particular should be utilized as a circulator bus between TRAX and Fashion Place Mall. Furthermore, the City in partnership with UTA should consider redesigning the crossing arms so as not to block access to the sidewalk causing pedestrians to back up onto the tracks. The current crossing configuration also prohibits individuals with mobility needs from crossing the TRAX rail. The following

images show an example of improved crossing arm configuration at Central Pointe Station and 2100 South in Salt Lake City. As illustrated, the sidewalk is rerouted to ensure no conflict between the ADA and pedestrian route with the crossing arm or the sidewalk.

Other improvements that should be considered at the Fashion Place West TRAX station include:

- Implementing a crosswalk connecting TRAX to Cottonwood Street
- Creating a connection from TRAX to new sidewalk on the west side of Cottonwood Street
- Including landscape buffers, at least five feet wide from busy roadways adjacent to station
- Widen sidewalks adjacent to the station to improve pedestrian comfort
- Ensure consistency in bike lanes to/from the station
- Improve existing sidewalk conditions along Winchester Street

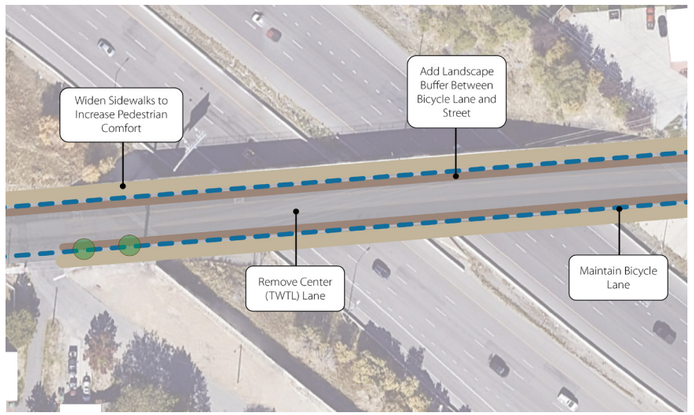


Figure 4.6 Future streetscape improvements along the Winchester Bridge would enhance the pedestrian experience and encourage use of more active transportation methods.

5.5.8 BUS STOP IMPROVEMENTS

Consider rerouting the Route 209 bus route to stop directly in front of a mall entrance. The current mid–block stop location on Winchester Street forces riders to take a long route to reach the mall without proper sidewalk infrastructure through the parking lots. A direct route for riders improves pedestrian safety by decreasing chances of vehicular conflicts.

According to the UTA Bus Stop Master Plan, bus stops along Winchester Street and State Street can also be improved to feature additional amenities depending on frequency and ridership. The 209 bus currently runs on 15–minute headways, and the Route 201 bus and the Route 62 bus both operate on headways that are greater than 15 minutes. In the case that ridership does not meet the desired threshold for a station improvement, Murray City can partner with UTA to fund the implementation of the amenity. Increasing amenities at bus stops makes the system more attractive and can increase comfort and safety of users.

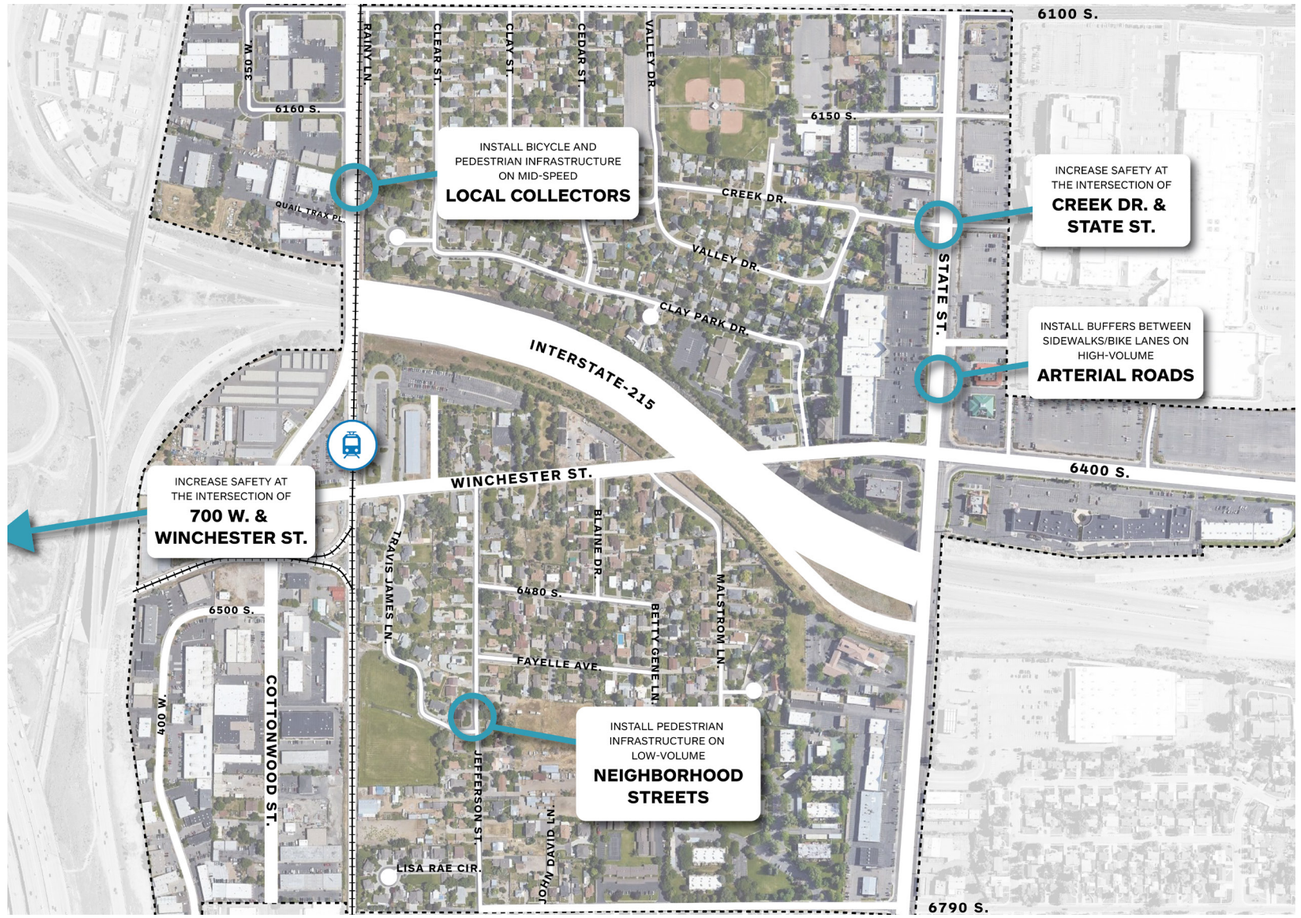
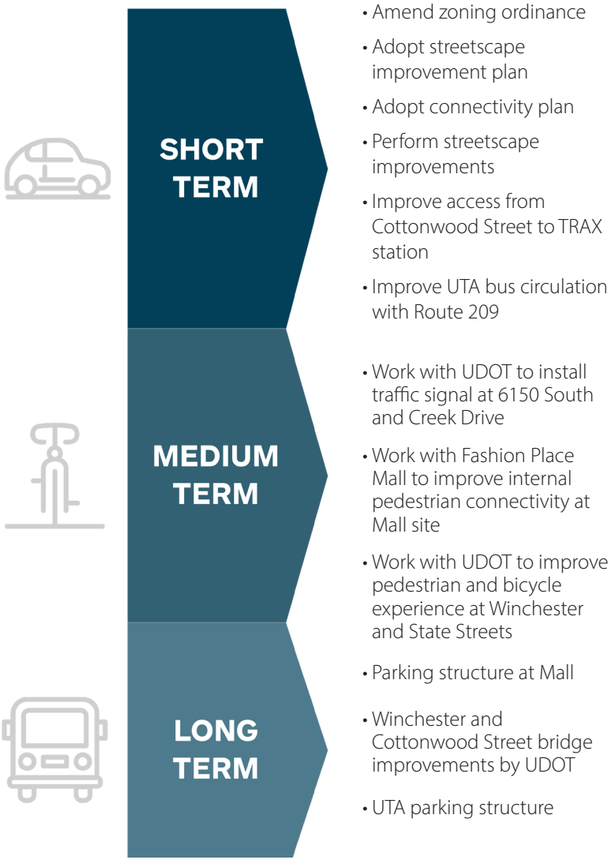


Figure 4.9 The map above illustrates suggested future improvements to the road network.

5.7 CONNECTIVITY SUMMARY AND IMPLEMENTATION STRATEGY

The Connectivity section of the Station Area Plan considers current transportation and mobility in the study area, planned improvements, and best practices. These factors were used to identify and outline clear priorities and policy amendments to improve future transportation within the study area.



5.7.1. CONNECTIVITY PRIORITIES

1. Improve overall active transportation connectivity between residential neighborhoods, TRAX station, and Fashion Place Mall
2. Modify UTA Bus route 209 to be a circulator between the TRAX station and Fashion Place Mall
3. Develop parking strategy
4. Adopt streetscape improvement plan to ensure future connectivity in key areas:
   - (a) Winchester
   - (b) Cottonwood
   - (c) Intersections
   - (d) Fashion Place Mall access

5.7.2. POLICY UPDATES AND LAND USE AMENDMENTS

1. Create new Fashion Place West zone district modeled off of existing TOD zone with the following revisions:
   - (a) Parking
     - (i) Include shared parking provision
     - (ii) Reduce residential requirements contingent upon proximity to TRAX station, shared parking calculation, etc.
     - (iii) Implement parking maximums
   - (b) Reduce front yard setback from 15 feet to 25 feet, to 0 feet
   - (c) Implement maximum setback requirements
   - (d) Decrease open space percentage requirements from 20 percent to 10 percent
   - (e) Ground floor activation, requirements, and language
2. Re–zone areas within the study area per recommendations of the General Plan

5 DESIGN GUIDELINES

5.1 DESIGN GUIDELINES INTENT

5.1.1 DESIGN VISION

The Fashion Place West study area is located in the southwest corner of the City of Murray. The scale of development ranges from single–family and small scale multifamily to single–story industrial, to Fashion Place Mall. The vision for new development is to create a walkable, transit–oriented neighborhood. This type of development in the study area will foster small scale infill projects as well as allow for context sensitive larger scale mixed–use projects that will provide a wide range of housing choices, and an incubator for commercial spaces that serve the neighborhood.

The Urban Design Guidelines for the Fashion Place West Station Area Plan establish a framework to shape growth into a vibrant, connected, and inclusive community centered around the TRAX station. These guidelines translate the plan's core goals—housing affordability, environmental sustainability, access to opportunity, and multimodal mobility—into clear design principles that guide public and private development.

Together, these design principles provide a cohesive vision for transformation—one that ensures future development contributes to a livable, sustainable, and economically vibrant district where transit, housing, and public spaces work together to serve a diverse community.

Figure 5.1 Corner sites should be developed to encourage interaction with pedestrians by allowing and requiring specific setbacks that allow for plazas and inviting entrances.

5.1.2 PURPOSE

The purpose of this section is to serve as a design guide for development in the Fashion Place West study area. The guidelines in this section are directly related to achieving the key design objectives for the district.

5.1.2.1 KEY DESIGN OBJECTIVES:

- Context–sensitive solutions for infill development projects in the study area
- Emphasis on mixed–use, pedestrian–oriented developments and streetscapes that promote active use of the streets, sidewalks and public spaces
- Ensure availability of a range of transportation choices including; walking, bicycling, transit, and motor vehicles
- Apply principles of long–term economic, social, and environmental sustainability in the design of infrastructure, site, and building development
- Provide the Fashion Place West study area with a distinct character

Each guideline includes an intent statement that explains the purpose of the directive to achieve one or more of these overall design objectives. In many cases, alternative solutions to the guidelines may be suggested by the developer, designer, or applicant, as long the solution meets the intent statement.

5.2 DESIGN GUIDELINES STRUCTURE

Design Guidelines for the Fashion Place West study area contain two sections—Site Design and Building Design. Site Design focuses on how the parcel or piece of property is designed, while Building Design is the concept of elements of the building itself. Each section includes the following guidelines:

5.2.1. SITE DESIGN

- **Building Placement** addresses setbacks for buildings, landscaping, and accessory units.
- **Parking Lot Design and Landscaping** guides applicants with the location of parking lots on a site, as well as the use of landscaping to screen parking.
- **Lighting** suggests lighting types and locations for the public realm such as sidewalks, parking lots, and public space.
- **Pedestrian Connections** recommends types such as crosswalks, walking paths, and sidewalks, as well as appropriate features.

Figure 5.2 Public space with the appropriate location of amenities and landscaping attract people and invite them to stay longer.

- **Corner Sites** explains the importance of corner buildings to a streetscape, and how they should be situated on the lot.
- **Treatment of Outdoor Storage and Equipment** establishes location and screening guidelines for items such as dumpsters and mechanical equipment.
- **Accessory Dwelling Unit (ADU)** guidelines determine the location of the ADU as well as the size in comparison to the size of the site.

5.2.2. BUILDING DESIGN

- **Ground Floor Details** specify what types of features the ground floor of street–facing buildings should have.
- **Ground Floor Transparency** recommends various percentages of ground floor buildings that should be windows, doors, or otherwise transparent.
- **Prominent Entrances** describes the design of building entrances so that they stand out and create an inviting space.
- **Treatment of Blank Walls** advises that blank walls fronting the street or sidewalk are not desirable, and if needed, should be treated with landscape or art features, as examples.
- **Articulation** refers to the variation in materials, height, and general shape that buildings should be designed with.
- **Transition of Scale** addresses the need for new development to consider existing development in terms of height and density. Development adjacent to single–family homes should consider the scale to which the development is near.
- **Sign Design** establishes guidelines for various types of signs in different situation, in terms of materials, size, and location.

5.3 SITE DESIGN

5.3.1. BUILDING PLACEMENT

To support and encourage pedestrian comfort, convenience and activity, buildings should create a sense of enclosure within the street corridor, by establishing a direct relationship between buildings and sidewalks.

- Commercial and mixed–use buildings should be built along the back of the sidewalk on all Type I and Type II streets, adjacent to any public plaza, courtyard, seating area, or other space intended for public use.
- Multi–family buildings may include a modest front setback (3-7 feet) to create a transition area between the public and private space. Street wall reinforcing elements are encouraged to occupy in this setback, such as:
  - Porches and stoops
  - Landscaping
  - 3 foot maximum fence height
- Single–family and lower density residential structures on Type III streets may have a front setback of 20-25 feet (or average of two adjacent properties) to maintain the existing character.
- Detached accessory residential structures, such as accessory dwelling units or detached garages should be set 0-10 feet from the back lot line.

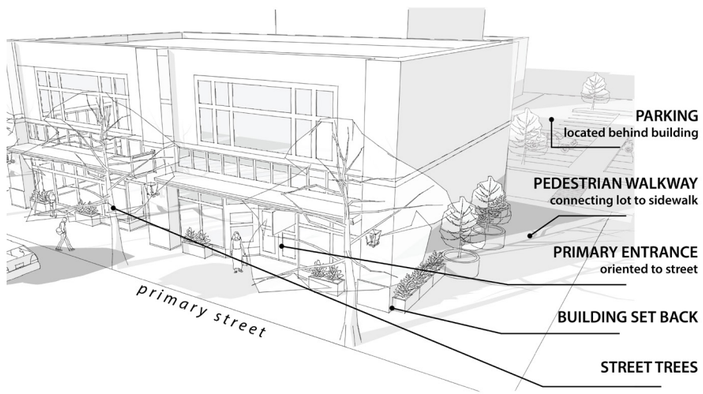


Figure 5.3 The diagram above illustrates the ideal placement of buildings so to maximize the lot as well as addressing the street.

5.3.2. PARKING LOT SCREENING AND LANDSCAPING

To diminish the amount of impervious surface and visual impact of parked cars, parking lots should be buffered from other uses, to offer shade to otherwise bare paved areas, and to visually soften expanses of parking.

- Parking lots should integrate main drive aisles to appear more like streets, and should include sidewalks, landscaping including trees, and pedestrian scaled lighting.
- Masonry walls and other structural screening features should be used only for corner accents or where screening of headlights is necessary, and should not be used as a substitute for landscaping.
- Parking aisles should be organized to create a central pedestrian access to building entries. Outer parking aisles may incorporate drainage swales between parking rows.
- Trees should be distributed throughout the parking area to provide ample shading and visually soften the parking area, roughly 1 tree for every 8 parking stalls. Adjacent to single–family residential uses, 1 tree for every 5 stalls should be planted.
- Grouping trees may be allowed to accommodate natural features, so long as the equivalent number of trees are planted and so long as the grouping is within the parking area. Curbs or other methods of preventing vehicles from damaging the trees should be installed.
- Retaining existing trees in parking lots is encouraged.

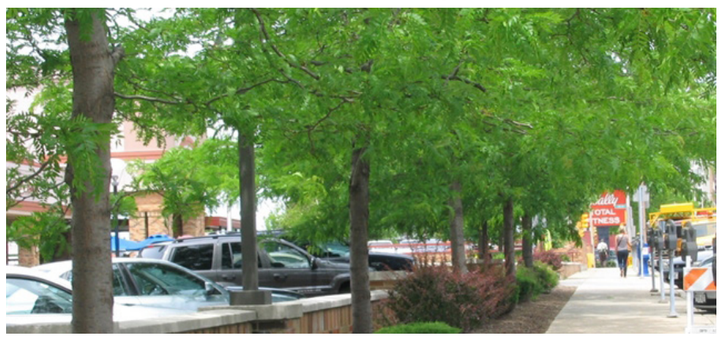


Figure 5.4 Parking lots should not be located along the primary frontage but rather along the secondary or at the rear of a building. Parking lots should be screened from sidewalks and streetscape but still remain comfortable for access by pedestrians.

5.3.3. LIGHTING

Lighting should ensure a contribution to the character and safety of the streetscape and public spaces, but not disturb adjacent developments and residences.

- Use City–approved standardized fixtures for sidewalk lighting. Fixtures should be consistent with adopted light fixture for the study area.
- Lighting elements throughout and surrounding the site should be complementary, including pedestrian pathway, accent, parking lot lighting, lighting of adjacent developments, and the public right–of–way.
- All lighting should be shielded from the sky and adjacent properties and structures, either through exterior full cut–off shields or through optics within the fixture.
- Lighting used in parking lots should not exceed a maximum of 30 feet in height. Pedestrian–scale lighting should be a maximum of 16 feet in height.
- Parking lot lighting should be appropriate to create adequate visibility at night and evenly distributed to increase security.

5.3.4. PEDESTRIAN CONNECTIONS

Safe pedestrian passage should be provided through any large blocks or parking lots to provide convenient and direct pedestrian connections, and to provide neighborhood–scale open space.

- Formalized mid–block pedestrian corridors or connections between public rights–of–way through the blocks and redevelopment sites on 300-350 foot intervals are highly encouraged, with at least one through–block connection for any block face longer than 600 feet.
- All non–motorized corridors and connections should include:
  - A 5 foot minimum building setback on either side of the connection, which could include landscaping, lighting, and other pedestrian amenities,
  - A 6 foot 7 inch minimum walkway, and
  - Appropriately scaled pedestrian lighting.
- Walkways should be paved with a differentiated pavement surface treatment to alert drivers to the pedestrian right–of–way and potential presence of pedestrians. Speed tables may be installed as appropriate to further calm vehicular traffic.
- Alternate building entrances are encouraged to be located on pedestrian connections and alley ways to provide a building face along such pathways.
- Access from the street should include wayfinding signage to notify pedestrians of the facility.

Figure 5.7 The Fashion Place West study area lacks infrastructure for pedestrians. Being bisected by two freeways limits the walkability capacity in the neighborhood. Improving pedestrian connections between commercial and residential developments can greatly increase walkability in nearby areas.

5.3.5. CORNER SITES

Corner sites and buildings provide an enhanced pedestrian experience by creating visual gateways, public plazas, courtyards and other gathering spaces.

- Key intersections should be marked with setbacks that allow for public spaces. Rather than meeting the corner, new buildings should incorporate forecourts, plazas, or gardens that welcome the public and offer a dramatic statement at the corner.
- Major entrances should also be located at the corners and highlighted by elements such as higher or more expressive canopies, higher bays, larger windows and doors, projections, different window designs, or other physical features.
- If potential views to noteworthy natural features and points of interest exist, (either nearby or in the distance from the development site), entrances and publicly accessible open spaces should be located and oriented to take advantage of this view.

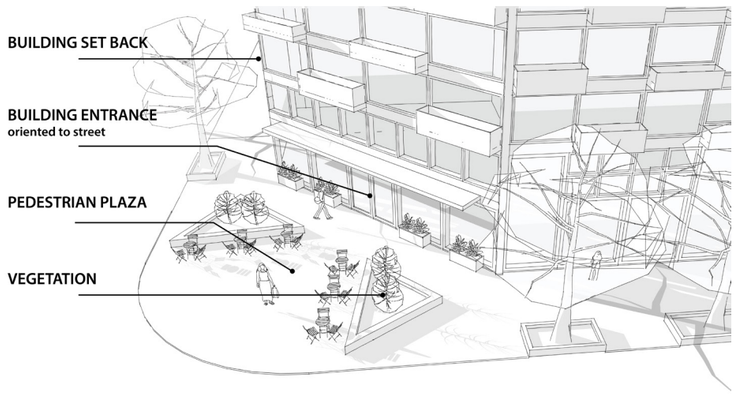


Figure 5.10 Principal buildings on corner sites should have a grand entrance from the sidewalk and offer a public space.

5.3.6. TREATMENT OF OUTDOOR STORAGE, AND EQUIPMENT

Enclosures and screening should be used to reduce the visual impacts of storage, trash, and service areas.

- The total area allowed for outdoor storage or merchandise display should be less than twenty-five percent (25 percent) of the total gross square footage of building occupied by the use; provided, however, that such area may exceed twenty-five (25 percent) percent if it is fenced and screened. This standard does not apply to temporary uses such as material storage during construction or street vendors.
- Any storage, service and truck loading areas, utility structures, storage tanks, elevator and mechanical equipment on the ground or roof should be screened from public view.
- Trash collection and outdoor storage tank areas should be located within enclosed structures constructed of similar materials and quality of the associated buildings, with a gate that can be closed. The gate should be similarly treated or located in an area not visible from the street.

Figure 5.15 Waste containers and dumpsters should be shielded from view using permanent materials. This screening should decrease the visibility and visual impacts of these types of areas.

5.3.7. ACCESSORY DWELLING UNITS (ADU)

The City recognizes that accessory dwelling units (ADUs) in single–family residential zones can be an important tool in the overall housing plan for the City. The purposes of the ADU recommendations are to:

- Allow opportunities for property owners to provide social or personal support for family members where independent living is desirable;
- Provide for affordable housing opportunities;
- Make housing units available to moderate income households that might otherwise have difficulty finding homes within the City;
- Provide opportunities for additional income to offset rising housing costs;
- Develop housing units in single–family neighborhoods that are appropriate for people at a variety of stages in the life cycle; and
- Preserve the character of single–family neighborhoods by providing standards governing development of ADUs. (Ord. 09-23 § 2)

Figure 5.11 Accessory Dwelling Units (ADUs) can be designed to be stand alone dwelling units that are completely separate from the primary dwelling unit.

5.3.7.1. EXISTING MURRAY CITY ADU STANDARDS

1. Accessory dwelling units (ADUs) are allowed within single–family zones in the City, on lots that are a minimum of 12,000 square feet.
2. The property owner, must occupy either the principal unit or the ADU, but not both, as their permanent residence and at no time receive rent for the owner occupied unit.
3. Only one ADU may be created per lot or property in single–family zones.

Figure 5.12 Accessory Dwelling Units (ADUs) can be constructed as units attached to the principal dwelling unit, but have their own private entrance and yard.

4. A separate entrance to the ADU shall not be allowed on the front or corner lot side yard. Any separate entrance shall be located to the side or rear of the principal residence.
5. The total area of an attached ADU shall be less than 40 percent of the square footage of the primary residence and in no case shall exceed 1,000 square feet.
6. ADUs shall not contain more than two (2) bedrooms.
7. ADUs shall be occupied by no more than two (2) related or unrelated adults and their children.
8. Two (2) off street parking spaces shall be provided.
9. Detached ADUs shall not be located in a front or corner lot side yard and shall meet the same setbacks as required for the primary residence in the zone.
10. A detached ADU shall not exceed the allowable lot or rear yard coverage standard for the underlying zone or encroach into the required setbacks.
11. Detached ADUs shall be compatible with the exterior color and materials of the principal dwelling.
12. The maximum height for detached ADUs is limited to one story and to 20 feet or the height of the principal structure, whichever is less.
13. The total floor area of a detached structure containing an ADU shall not exceed 1,000 square feet.
14. Conversion of existing accessory buildings (such as detached garages) may only occur where the existing accessory building meets the setback requirements for a primary residence in the zone and meets the applicable building code.
15. The planning commission may place other appropriate or more stringent conditions deemed necessary in approving ADUs to protect the public safety, welfare and single–family character of the neighborhood. (Ord. 09-23 § 2)
16.
17. The total area of an attached ADU shall be less than 40 percent of the square footage of the primary residence and in no case shall exceed 1,000 square feet.
18. ADUs shall not contain more than two (2) bedrooms.
19. ADUs shall be occupied by no more than two (2) related or unrelated adults and their children.
20. Two (2) off street parking spaces shall be provided.
21. Detached ADUs shall not be located in a front or corner lot side yard and shall meet the same setbacks as required for the primary residence in the zone.
22. A detached ADU shall not exceed the allowable lot or rear yard coverage standard for the underlying zone or encroach into the required setbacks.
23. Detached ADUs shall be compatible with the exterior color and materials of the principal dwelling.
24. The maximum height for detached ADUs is limited to one story and to 20 feet or the height of the principal structure, whichever is less.
25. The total floor area of a detached structure containing an ADU shall not exceed 1,000 square feet.
26. Conversion of existing accessory buildings (such as detached garages) may only occur where the existing accessory building meets the setback requirements for a primary residence in the zone and meets the applicable building code.
27. The planning commission may place other appropriate or more stringent conditions deemed necessary in approving ADUs to protect the public safety, welfare and single–family character of the neighborhood. (Ord. 09-23 § 2)

5.4 BUILDING DESIGN

5.4.1. GROUND FLOOR DETAILS

Ground Floor Details reinforce the character of the streetscape and provide pedestrian amenities.

- The first floor level should be at least 12 feet in height as measured from the floor to the interior ceiling to provide for a generous space for retailing, services, and restaurant functions.
- Facades of commercial and mixed–use buildings that face the street should be designed to be pedestrian friendly through the inclusion of at least three of the following elements:
  - Kick plates for storefront windows
  - Projecting window sills
  - Pedestrian–scale signage
  - Exterior lighting sconces
  - Containers for seasonal plantings
  - Window box planters
  - Benches and seat walls along 30 percent of the length of the façade
  - Decorative paving in the sidewalk
  - Decorative brick, tile or stone work on the ground floor façade
  - A feature not on the list that meets the intent of the guideline.

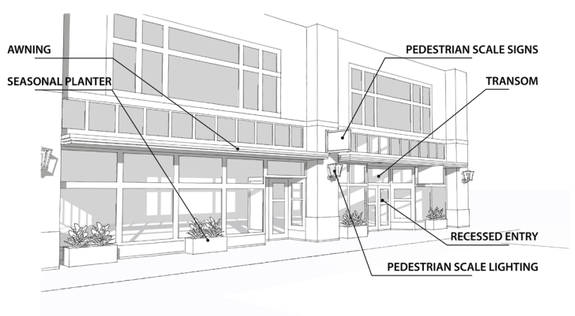


Figure 5.18 The diagram above illustrates specific elements that should be incorporated into the design of new buildings within the Fashion Place West area. Collectively, these elements create a sense of place and create an aesthetically pleasing environment for the pedestrian.

5.4.2. GROUND FLOOR TRANSPARENCY

Ground Floor Transparency should utilize building façades to provide safe and comfortable waiting areas for transit and provide visual connections between activities inside and out.

- All commercial buildings should include windows with clear vision glass on at least 50 percent of the area between two and twelve feet above grade for all ground floor building facades that are visible from an adjacent street.
- Street–facing, ground–floor facades of commercial and mixed–use buildings should incorporate generous amounts of glass in storefront–like windows. Amounts of clear, transparent glass should meet or exceed the following:
  - 60 percent along primary streets
  - 40 percent along secondary streets

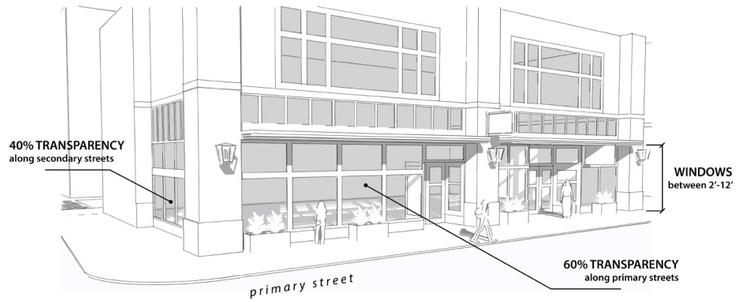


Figure 5.20 The diagram above visually illustrates transparency requirements. Height, width, and location of windows largely contributes to appropriate percentages of transparency.

Figure 5.19 Whenever possible, the ground floor of buildings along primary frontages should have facades that interact with the pedestrian and the street it sits on. This should be accomplished with the use of windows and clear vision glass that allow for 60 percent transparency along primary streets and 50 percent transparency along secondary streets.

5.4.3. PROMINENT ENTRANCES

Building entrances should be designed to readily inform people of their access and use.

- The primary (front) building façade and main entry of nonresidential buildings should be well–marked, articulated and oriented and facing the primary public street.
- Consider placing the main building entrance at a street corner.
- Entries should be lighted and protected from weather.
- Entries facing public streets should be made visually prominent and receive architectural emphasis. A variety of techniques to accomplish this include:
  - Recessed entries
  - Projecting entries
  - Elevated entries with stairways for residential uses
  - Entry–related cover or roof line articulation (such as canopy articulation; parapet–roof articulation)
  - Arched entries
  - Decorative lintels of molding above doorways
  - Landscape treatment and emphasis
  - Surface treatment (such as paver or tiles)
  - Entry courtyard
  - Transom windows
  - Signage
  - Other techniques as appropriate

Figure 5.22 Corner buildings should be constructed as the main building of new development, and should display a prominent entrance on the corner. Entrances can include decorative awnings, stone facade treatments, and stairs that are prominent and address the street.

5.4.4. TREATMENT OF BLANK WALLS

Blank Wall Treatments ensure that buildings do not display blank, unattractive walls to the abutting street or public areas.

- Use vegetation, such as trees, shrubs, ground cover or vines adjacent to the wall surface. Green walls are strongly encouraged to manage stormwater runoff.
- The use of façade articulation such as expressing the structural bays of the building with pilasters or other detailing should be used to help animate an otherwise blank area of wall.
- Use artwork, such as bas–relief sculpture, murals or trellis structures. Use seating areas with special paving.
- Use architectural detailing, reveals, and contrasting materials.

Figure 5.23 In cases where blank walls cannot be avoided, or are on secondary frontages, treatments should be applied to these surfaces. Post–construction applications can include landscaping such as a trellis structure, shown above.

5.4.5. ARTICULATION

Building Articulation should reduce the apparent bulk and maintain a human scale proportion in multi–story or large buildings.

- Buildings should incorporate varied articulation on all sides. The street–facing side(s) should receive the greatest amount of attention with respect to richness of forms, details, materials, and craft.
- Elements such as sun shades, terraces, and rain water harvesting features can be used to compose and articulate the building's façade.
- Varied frontages. Building frontages should be divided into relatively small units with storefronts, bays, recesses, offsets, balconies, a varied and rich color palette, and other elements to avoid long, monolithic facades.

Figure 5.26 New construction should look to historic buildings for inspiration regarding facade articulation and materials. Historic buildings, like the ones above, often are of timeless architecture styles, and succeed at creating inviting destinations.

5.4.6. TRANSITION OF SCALE

Transition of Scale can be achieved by incorporating additional features into higher density development when located adjacent to properties with lower density single–family use to enhance the compatibility between uses.

- Multi–family and mixed–use development located adjacent to existing single–family residential should incorporate three or more of the following architectural features:
  - Recessed entry
  - Dormers
  - Higher quality material
  - Pitched roof forms
  - Upper level balconies
  - Upper level step backs
  - Gables
  - Window patterns
- Flat, blank walls should not be visible from the street or common areas.
- Tree retention or additional vegetative screening along neighboring properties is encouraged.
- Building Height

Figure 5.27 The practice of using transition of scale helps municipalities include a mix of uses in a single area while remaining sensitive to lower density uses.

5.4.7. SIGN DESIGN

5.4.7.1 PEDESTRIAN ORIENTATION

Signs will complement and strengthen the pedestrian realm

- Pedestrian signs include projecting signs (blade signs), window signs (painted on glass or hung behind glass), logo signs (symbols, shapes), wall signs over entrance, and monument signs.

Figure 5.28 Pedestrian scale signage.

5.4.7.2. CREATIVITY AND UNIQUE EXPRESSION

Signage should be interesting, creative, and unique approached to the design of signs.

- The design of signs are encouraged to use color, graphics, and handcrafted elements.

Figure 5.29 Creative signage with a design unique to the business.

5.4.7.3. INTEGRATION WITH ARCHITECTURE

Signage should be part of the overall design approach to a project and not added as an afterthought element.

- The design of buildings and sites shall identify location and sizes for future signs. As tenants install signs, it is expected that such signs shall be in conformance with an overall sign program that allows for advertising which fits the architectural character, proportions, and details of the development.

Figure 5.30 Signage integrated into a brick building's architecture.

5.4.7.4 COORDINATED WAYFINDING

Public signage should reflect and enhance the character of the area.

- The City should implement a coordinated neighborhood identity program in the design of wayfinding signage.

Figure 5.31 Wayfinding signage should have a theme and be consistent throughout the area.

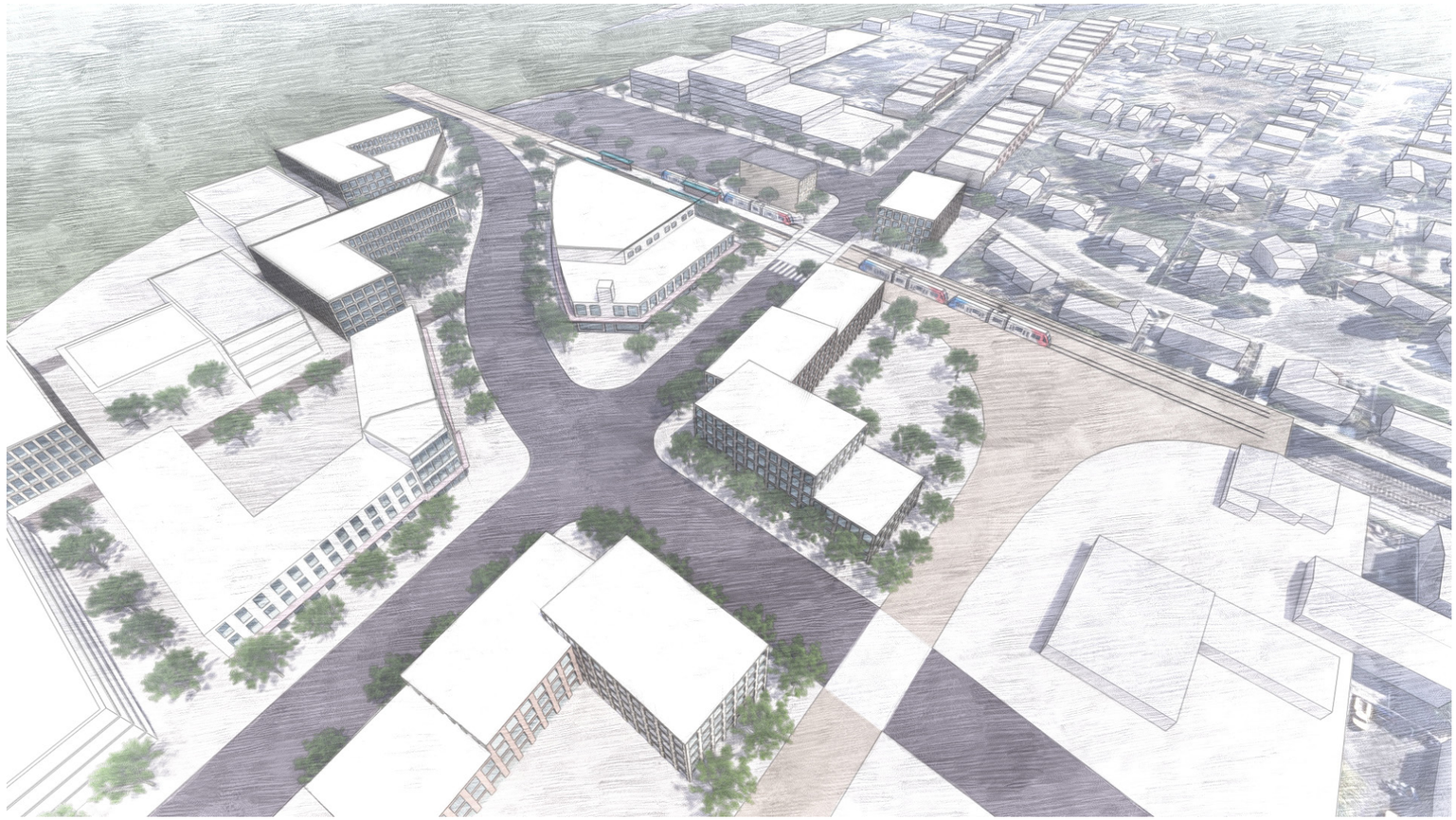
7 IMPLEMENTATION

7.1 IMPLEMENTATION INTRODUCTION

The Fashion Place West Station Area Plan provides a framework for guiding the growth and transformation of the neighborhoods surrounding the Fashion Place West light rail station, one of the most strategically located transit nodes in the Salt Lake Valley. The area serves as a crossroads between Murray City and Midvale City, a key access point to the TRAX Blue and Red Lines, and a regional commercial destination centered around Fashion Place Mall. As such, the station area presents a unique opportunity to create a vibrant, transit-oriented, and inclusive community that supports economic development, improves neighborhood quality, and expands access to opportunity for all residents.

This implementation strategy focuses on five catalytic projects that together are capable of reshaping the station area physically, economically, and socially. These projects—each involving multiple partners and phased investment—form the structure of the implementation sequencing across 5-year, 10-year, and 10+-year horizons. They include:

1. Redevelopment of UTA Property Around the Station into a mixed-use, transit-oriented district with housing, employment, retail, and civic amenities that activate the station environment and increase transit ridership.
2. Redevelopment of Surface Parking at Fashion Place Mall into a mixed-use jobs and housing center, transforming underutilized land into a walkable district that complements the regional retail environment.
3. State Street Corridor Enhancements, aligning with the "Life on State" vision, to improve pedestrian safety, transit access, and economic vitality along one of the region's most important commercial corridors.
4. Jefferson Park Redesign into a modern, multi-generational community public space that reinforces neighborhood identity and supports health, recreation, and gathering.
5. Potential Commercial and Mixed-Use Development Coordinated with the Winchester Bridge Replacement, creating new access, visibility, and development potential along a key east-west connection.



Conceptual rendering of redevelopment around the Fashion Place TRAX station area.

These catalytic projects align with and advance the core goals of the Station Area Plan:

(i) Improve Neighborhood Quality: Enhance walkability, public space, housing options, and community identity.

(ii) Increase Transit Ridership: Create development and public realm improvements that encourage daily transit use.

(iii) Improve Access to Opportunity: Expand housing choice, employment access, and transportation connectivity for all residents.

7.2 IMPLEMENTATION TASK MATRIX:

The implementation matrix for the Fashion Place West Station Area Plan serves as a practical roadmap for translating the plan's vision into coordinated, achievable action. While the broader plan outlines the desired future for the station area—featuring more housing choices, sustainable design, improved mobility options, and stronger connections to jobs and services—the implementation matrix explains how those goals will be realized, who will take the lead, and when progress can occur. It organizes the plan's recommendations into clear, trackable steps that align with Murray City's policies, capital improvement priorities, and ongoing partnerships with UTA, UDOT, private property owners, and regional housing and economic development organizations.

This matrix provides an at-a-glance summary of projects, programs, and policy adjustments, including near-term actions that can catalyze redevelopment and long-term initiatives requiring coordinated investment. Each action item identifies responsible parties, potential funding strategies, expected timeframes, and the relationship to the plan's core goals: increasing housing availability and affordability, promoting environmental sustainability, enhancing access to opportunities, and expanding transportation choices. By consolidating these elements in one place, the implementation matrix gives decision-makers, staff, and community partners a shared framework to guide annual budgeting, grant pursuits, infrastructure upgrades, zoning amendments, and private development negotiations—ensuring that the station area evolves in a deliberate, equitable, and transit-oriented way.

Project	Action	Lead Organizations	Partnering Organizations	Y1	Y2	Y3	Y4	Y5	Year 5-10	Year 10+	FUNDING SOURCES	NOTES
Station Area Redevelopment	Updates to mixed use zoning regulation for station area, specific to contextural densities	Murray City	UTA, private property owners	■							Murray General Fund (staff time allocations), WFRC grant, State grants	
	Coordination with UTA and other private property owners	UTA	Murray City, private property owners		■	■					Private development, Murray City	UTA motivated to serve as catalytic project for the area
	Initial market study and parking study for development coordinated with UTA TOD strategic team	UTA, Murray City	Murray City, private property owners			■	■	■				
	RFP for development partner and project phasing	UTA, Murray City	Murray City, private property owners			■	■	■				
	Improvements to public infrastructure to facilitate improved station area	Murray City				■	■	■			Murray City Tax Increment Funds	
Jefferson Park Improvements	Establish funding for design efforts & visioning	Murray City	Murray City Parks department	■							Murray City Parks Budget, Murray Tax Increment Funds	Park improvements identified in current Murray City Parks Master Plan
	Identify funding for construction and on-going maintenance, coordination with SLCo.	Murray City	Murray City Parks department	■							Murray City Parks Impact Fees, Murray Tax Increment Funds	
	Design & Construct park	Murray City	Salt Lake County Stormwater Management		■	■					Murray City Parks Impact Fees, Murray Tax Increment Funds	
	On-going coordination and maintenance with SLCo stormwater team	Murray City	Salt Lake County Stormwater Management				■	■	■	■	Murray City Parks Budget	
Life on State Improvements	Establish funding source for design and construction	Murray City		■							Murray City general fund, UDOT grants, State and County	Catalytic project on State Street in SLC instigated and funded by SLC with UDOT coordination
	Coordination with UDOT and private property owners along State Street	Murray City	UDOT, private property owners, Fashion Place Mall ownership		■	■					Murray City general fund	Part of Life on State Master Plan document
	Design & construct improvements	Murray City, UDOT	UDOT					■	■		Murray City general fund	In conjunction with improvements in City Center area

Project	Action	Lead Organizations	Partnering Organizations	Y1	Y2	Y3	Y4	Y5	Year 5-10	Year 10+	FUNDING SOURCES	NOTES
Fashion Place Mall Site Mixed Use Redevelopment	Establish vision for mixed use site approach	Fashion Place Mall ownership	Murray City, UDOT		■						Murray City, private development	Ownership currently investigating options for mixed use development on parking lots
	Updates to zoning regulation along State Street	Murray City	Fashion Place Mall ownership			■	■				Murray City	New mixed use zone to be created in collaboration with property owners
	Phasing Plan for site redevelopment	Fashion Place Mall ownership	Murray City, UDOT, funding partners			■	■				Private development	
	Construction of new development	Fashion Place Mall ownership							■	■	Private development, Murray Tax Increment funds	Long-term redevelopment vision
Winchester Bridge Rebuild and Reconnection	Establish timeline and vision for bridge reconstruction	UDOT	Murray City, funding partners			■	■				Murray City, UDOT	Bridge replacement estimated at 2034
	Identify and coordinate with funding and development partner	Murray City	UDOT					■	■		Murray City, private development, Connected Communities Grant	
	Construct bridge and establish ownership structure for retail spaces	UDOT	Murray City						■	■	UDOT, private development partner	Long lead time estimated on legal structure and ownership plan
Additional Area Initiatives	Sidewalk Improvement Plan	Murray City, Midvale City	UDOT, UTA	■	■						Murray City, Midvale City	Sidewalk condition plan identified in this Station Area Plan
	Cycling Network Improvements	Murray City, Midvale City	UDOT, UTA		■	■					Grant funding, Murray City, Midvale City	

7.2.1. CATALYTIC PROJECT: FASHION PLACE MALL MIXED USE REDEVELOPMENT

Existing conditions of Fashion Place Mall site near corner of State Street and Winchester Street.

Future concept for conversion of parking lots to mixed use district with parking structures, housing, employment and public spaces.

BEGIN WITH A VISION

Converting the Fashion Place Mall and surrounding acres of surface parking into a walkable, mixed-use "town center" stitched into the transit and street network. Belmar, Colorado transformed an enclosed mall into a 22-block urban district with retail, offices, residences, parks and civic uses—showing scale, flexibility, and market appetite for phased work.

Phase 1 — Tactical & catalytic (0–3 years). Keep existing anchors and key retail operating where profitable to maintain cash flow. Carve out a first "block" along the mall edge for pilot interventions: a mid-rise residential building (estimate: 4–6 stories), a grocery or daily-needs ground floor tenant, and a new public plaza activated with weekly markets and events. Create temporary pedestrian pathways through parking areas and install stormwater landscaping to demonstrate placemaking. Early projects de-risk the site, start preleasing, and build political/market momentum.

Phase 2 — Infrastructure & street grid (3–7 years). Replace large parking expanses with a network of new public streets, short blocks, and on-street parking; build one or two parking structures to consolidate stalls and free land for development. Prioritize a main "high-street" connecting transit stops to the new civic plaza—this becomes the retail spine and pedestrian priority zone. Belmar's redevelopment emphasized pedestrian-scaled streets and plazas as the organizing element; replicate that spatial logic.

Phase 3 — Mixed-use build-out (7–15 years). Layer housing (for-sale townhomes, mid-rise apartments, and some workforce/affordable units), office space, and hotel/entertainment where market supports it. Target at least two cross-subsidizing product types: residential for steady demand and office/medical/education tenants for daytime activity. Introduce green infrastructure and nine+ acres of parks/plazas at strategic nodes to create civic identity—Belmar's mix of parks, plazas and anchors (grocer, cinema, big-box anchors reimagined) sustained long-term vibrancy. Up to 2,000 housing units and several thousand jobs could be added to the site during this phase of development.

Key strategies and tools. Use phased land disposition or ground-lease structures so the mall owner can monetize parcels while retaining income; create a master developer agreement and design code that enforces a fine-grained block pattern, active ground floors, and transit connections. Pursue public incentives for brownfield remediation, affordable housing, and parking garages; leverage TIF/URAs or special taxing districts to fund streets and parks. Coordinate closely with UDOT on State Street access and with UTA on transit node improvements to maximize walkability and reduce auto dependence.

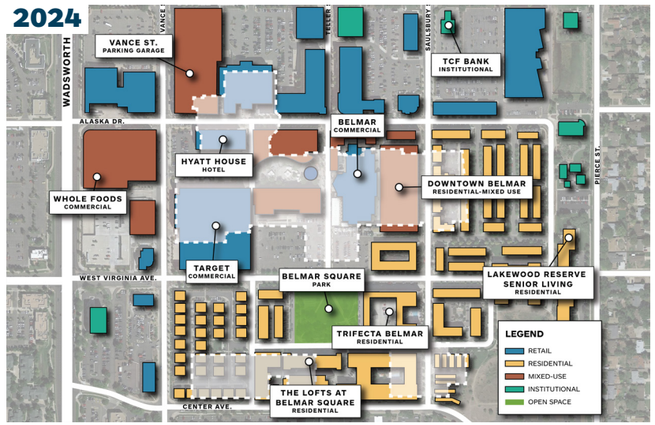
Risks & mitigations. Retail attrition, parking politics, and phased infrastructure costs are real. Mitigate with a flexible phasing plan that keeps anchors while incrementally removing surface parking, and by delivering visible early wins (plaza, grocery, pilot housing) to build constituency and private capital.

Outcome. Over a decade-plus the Fashion Place site can transition from an auto-oriented mall to a resilient, mixed-use town center—following the Belmar precedent of incremental blocks, anchored public spaces, and diverse uses that together create a sustainable urban district.

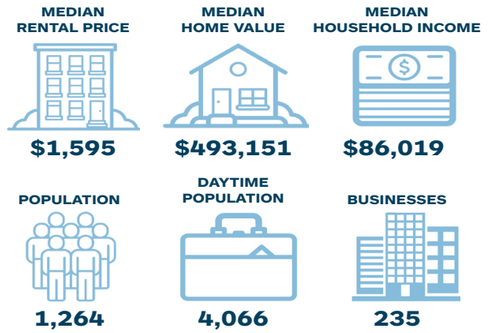
7.2.2. CASE STUDY: BELMAR
LAKEWOOD, COLORADO

The transformation of the former Villa Italia Mall into the Belmar mixed-use district in Lakewood, Colorado stands as one of the most influential suburban redevelopment projects in the United States. Originally opened in 1966, Villa Italia was once the largest enclosed shopping mall in the Mountain West, but by the 1990s it had entered a steep decline as consumer preferences shifted toward lifestyle centers and online retail. Recognizing both the physical deterioration and the lost economic potential of the 100-acre site, the City of Lakewood partnered with Continuum Partners and the Lakewood Reinvestment Authority to envision a completely new urban center for the community.

Instead of attempting incremental renovation, the redevelopment team elected to demolish much of the aging mall and replace it with a walkable street grid composed of roughly 22 urban blocks. This move reintroduced connectivity to surrounding neighborhoods and allowed the site to function like a traditional downtown rather than a superblock dedicated solely to retail. Belmar's new form integrates a wide range of uses: ground-floor shops and restaurants, office space, hotels, entertainment venues, and several types of housing—including apartments, townhomes, and condominiums—placed close to transit and everyday amenities.



NEIGHBORHOOD DATA



Public spaces were central to the redevelopment strategy. Plazas, pocket parks, and art installations were woven throughout the district to encourage social interaction and create a sense of place. The project also confronted legacy environmental issues, including remediation of contaminated soils, while investing in upgraded infrastructure such as pedestrian-friendly streetscapes, stormwater systems, and multimodal connections.

Belmar has delivered significant long-term economic benefits to Lakewood. It diversified the city's tax base, attracted new employers, supported several thousand residents within walking distance of jobs and services, and generated sustained retail and hospitality activity. Just as importantly, it reshaped the identity of Lakewood by creating a recognizable urban core where none existed before.

The redevelopment is now widely cited as a model for transitioning aging suburban malls into vibrant mixed-use districts. Its success demonstrates that with strong public-private partnerships, thoughtful urban design, and a commitment to walkability, large underperforming retail sites can become dynamic centers of community life, economic activity, and sustainable suburban evolution.

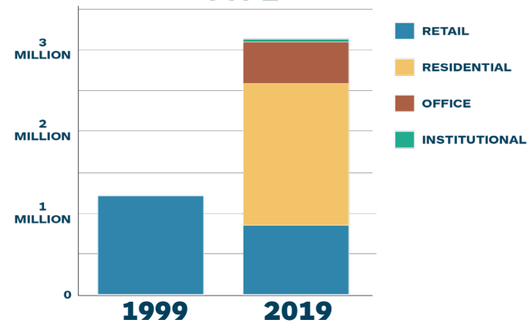
The plaza in the warmer months is home to festivals and markets.

The Hyatt House Hotel in the Belmar area.

Many of the retail spaces are located on the ground floor, with residential on the upper floors.

Housing is the most abundant new type of development in Belmar.

SQUARE FEET OF DEVELOPMENT BY TYPE



The largest land use after redevelopment of the Belmar area is residential, with a reduction in the overall amount of retail square footage.

7.2.3. CATALYTIC PROJECT: TRAX STATION AREA REDEVELOPMENT

Existing conditions of Fashion Place West TRAX station area.

Future concept for conversion of underutilized land near the station area to a mixed-used neighborhood.

Redevelopment around the Fashion Place West TRAX station represents a significant opportunity to transition an auto-oriented area into a walkable, transit-supportive neighborhood anchored by a major regional mobility asset. Because UTA owns several parcels directly adjacent to the station, these sites can serve as catalytic first-phase projects that demonstrate market confidence, establish an identifiable place, and encourage surrounding property owners to follow with reinvestment. The evolution would likely take place incrementally over a decade or more—and should be driven by a clear, shared framework: create walkable blocks, concentrate density near the station, provide everyday services within a short walk, and establish high-quality public spaces.

Initial phases start with the UTA-owned parcels that could accomodate several hundred housing units. These sites are ideally suited for a first generation of mixed-use development, likely including mid-rise residential buildings (4–7 stories), ground-floor neighborhood-serving retail, and structured parking that reduces surface parking dependency. Early development should include a publicly accessible plaza or linear "station street" that directly links the train platforms to State Street or other key neighborhood connectors. This public realm element is crucial: it signals a shift from station-as-parking-lot to station-as-neighborhood-center. The first buildings should be designed with active ground floors, wide sidewalks, street trees, and weather-protective awnings or overhangs to make walking comfortable year-round.

As the initial UTA developments lease up and stabilize, the next wave of reinvestment can extend outward. Adjacent underutilized parcels—such as large surface parking lots, single-story retail pads, and low-intensity office sites—begin to redevelop into similar mixed-use formats. This second phase is where district-scale change becomes visible: a basic walkable street network is created by introducing new public or publicly-accessible streets that break up superblocks, shorten walking distances, and create multiple front doors to the station. Traffic calming, bike lanes, lighting upgrades, and improved crosswalks ensure that movement to and from the station is safe and intuitive for all ages and abilities.

Retail strategy should shift from auto-oriented, high-turnover commercial uses toward daily needs and "third places" that encourage lingering—coffee shops, cafes, small grocers, fitness, personal services, co-working, and medical or professional offices. Upper floors provide a mix of rental and for-sale housing, including workforce and attainable units that benefit from reduced transportation costs due to proximity to transit. With increased residential population, the neighborhood can support more public amenities: pocket parks, community gardens, playgrounds, or greenways that connect to nearby open spaces.

By the later phases, redevelopment becomes self-sustaining. As land values rise and the district gains identity, private owners nearby will find redevelopment not only viable but desirable. Buildings become taller and more varied, and the station transitions from a commuter parking node into a complete neighborhood center. The success of this approach depends on coordinated zoning updates, clear urban design standards, financing tools for structured parking and public space improvements, and a shared commitment by UTA and the city to prioritize walkability and transit use over auto throughput.

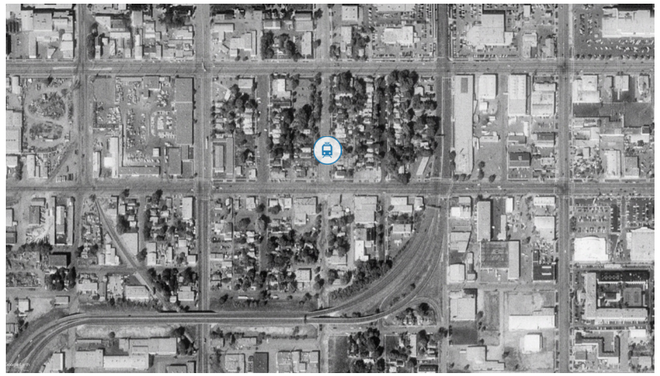
Over time, the Fashion Place West station area can evolve into a lively, connected transit-oriented neighborhood—one that supports housing choice, strengthens local business opportunities, and offers a compelling alternative to auto-dominated development.

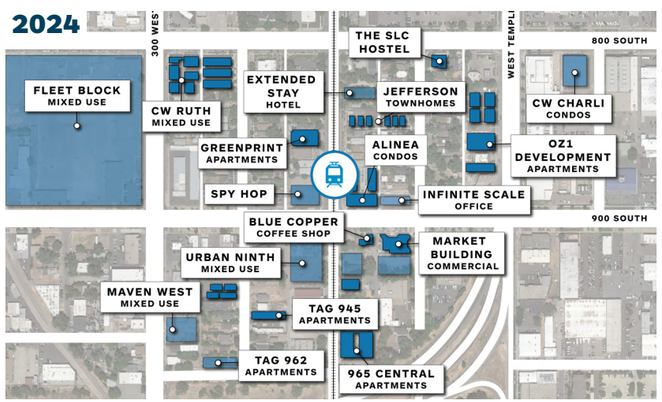
7.2.9. CASE STUDY: CENTRAL NINTH

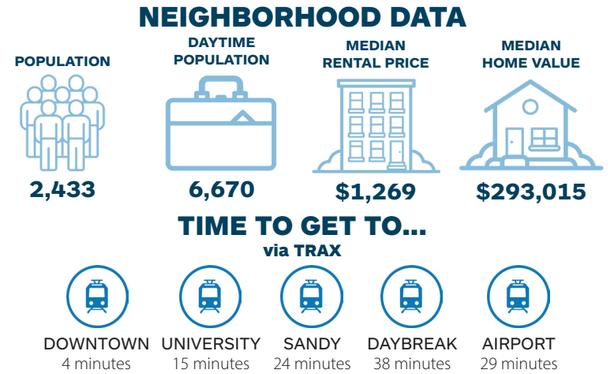
850 S 200 W, SALT LAKE CITY

Over the past decade, the Central Ninth neighborhood in Salt Lake City has undergone a notable transition from a largely industrial and auto-service corridor into a vibrant, mixed-use urban neighborhood.

In the early 2010s, the neighborhood—originally dominated by car-oriented uses, auto repair yards, and under-utilized parcels—began to attract attention as an area of potential reinvestment. With transit access in place and proximity to downtown, the City adopted a form-based zoning code (FB-UN2) around 2013 that relaxed parking requirements, encouraged mid-density housing and ground-floor retail, and made the neighborhood more development-friendly.







By 2015–2016, the C9 Market project—a locally-owned business hub on 153 W 900 S—was under way, anchoring the commercial core with small-scale food, retail and community-oriented space. Multi-family residential projects followed, including the C9 Flats (97 units) and other mixed-use developments near the station, bringing more permanent residents into the neighborhood.

Public realm & streetscape improvements

Recognizing the need for a "main-street" feel, the RDA invested approximately $7.3 million in the 900 South streetscape between West Temple and 300 West: wider sidewalks, a two-way cycle track, street trees, buried utilities, on-street parking, and improved pedestrian connectivity.

Emerging outcomes

Today Central Ninth is increasingly cited as one of Salt Lake City's most walkable and transit-oriented neighborhoods. Local news describes it as a place that has gone "from car-centered to a walkable destination." The mix of housing, retail, offices, and amenities around the node has strengthened neighborhood identity, added residents, supported local businesses, and leveraged the transit connection.

Challenges & next steps

While progress has been significant, further work remains — especially to ensure affordable housing, manage infrastructure demand, and enhance public spaces. For example, the upcoming Mead Up Project under I-15's Mead Avenue off-ramp aims to create a community plaza and recreational space, showing that even infrastructural constraints are being addressed.

Over the last ten years the Central Ninth neighborhood has transformed through coordinated transit investment, revision of zoning and streetscape, and targeted infill development—establishing itself as a viable urban neighborhood rather than a leftover industrial fringe.

The Market Building, located on 900 South and in between West Temple and 200 West. The building is home to a market, restaurants, and a bar. Next door to the Market Building is a smaller development with office space and a coffee shop.

The Alinea Lofts townhomes were built in 2018. The development includes some groundfloor commercial space on 900 South.

The Jefferson Walkway development (above) includes six cottage–like townhomes and public pedestrian walkway that connects two streets.

Above is a rendering of the new Spy Hop Youth Media Arts Center, located on the corner of 900 South and 200 West.

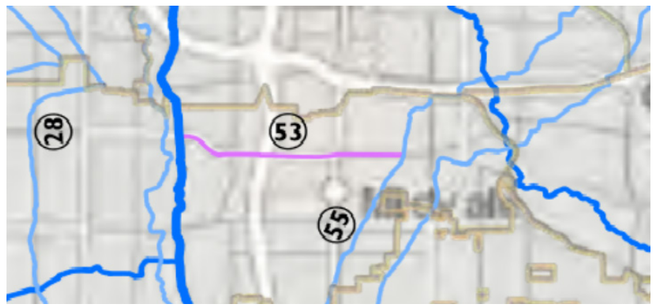
7.2.5. CATALYTIC PROJECT: JEFFERSON PARK

Existing conditions of Jefferson Park neighborhood.

Future concept for conversion of Jefferson Park with investment from Murray City into a neighborhood park.

The detention basin on Travis James Lane is a significant opportunity to provide the neighborhood with a unique green space, but also play a role in modernizing elements of the Salt Lake County Flood Control network.

The Jefferson Detention Basin is a large, undeveloped green space that is dry for most of the year. Hillside amenities and facilities that can withstand water when flooded will substantially improve recreation opportunities for nearby neighbors.



The property on Travis James Lane is owned and maintained by Murray City but is under the jurisdiction and control of Salt Lake County as part of their Flood Control Master Plan. Any changes to this property would require permitting through Salt Lake County.

Rendering of potential future improvements to the Jefferson Detention Basin including a looping pedestrian/tricycle path, climbing rocks, a turf play field, and off–leash dog area. Native plantings could naturalize part of the basin to create a green oasis.

FUTURE PLANS

When Murray City adopted its Parks and Recreation Master Plan in April of 2020, the Jefferson Detention Basin park project was identified as an upcoming project. Development opportunities include creating a terraced hill, with seating at the top and a hill slide or hill climber extending down into the basin.

- Jefferson Detention Basin Development: 3-5 years
- Developed Acres Added: 4.3
- Project Description: Add nature play elements, walking paths, and family gathering space to meet the needs of nearby neighbors.
- Project Type: Park Enhancement/ Expansion
- Estimated Capital Cost: $500,000
- Standard level annual maintenance cost: $35,000

7.2.6. CASE STUDY: TANNER SPRINGS PARK

PORTLAND, OREGON

Located in the heart of the Pearl District in Portland, Oregon, Tanner Springs Park is a roughly 0.9-acre (0.92 ac) urban park opened in 2005 that brings together ecological restoration, storm-water innovation, art, and quiet respite in a dense downtown setting.

Primary Elements

This site occupies what was once a natural wetland and shallow lake fed by Tanner Creek, before being filled for railroad yards and industry.

The design intentionally "peels back" urban skin to hint at that historic ecology: transitions of oak woodland, prairie, emergent wetland and pond are expressed across the block.

All rainwater falling on the park block and adjacent curbs is collected and treated on-site. The design incorporates runnels, filtration biotopes, ultraviolet treatment and a pond sunk about 1.8 m below street level.

The water feature thus functions not only for aesthetics but as an operational ecological system—rather than routing all runoff to conventional storm drains.

Sustainability: The impervious surfaces of the urban environment produce excessive precipitation runoff with pollutants and heavy metals. To mitigate this, the park collects stormwater from the sidewalks and streets surrounding it. The park is a large bioswale designed to absorb this runoff. It is a closed system so no pollutants enter the storm water system.

Over 70 species of native plants (to the Willamette Valley) populate the site: sedges, emergent wetland species, Oregon white oak, grasses and more.

These plantings support birds and other wildlife in the urban context and help communicate the idea of nature returning.

A dramatic "Art Wall" along the east edge of the park is made of 368 reclaimed railroad rails set vertically, with 99 pieces of fused blue glass bearing hand-painted insects and amphibians.

Paths are made from recycled basalt blocks (once cobbles/ballast) and generous terraces along the pond invite quiet seating and reflection.

Rather than a sports field or playground, the park is designed for contemplation and nature-viewing. It slopes gently down, leads you from open meadow into water and wetland, and offers a contrast to the bustling surroundings.

Successes

Ecological & hydrological performance: By capturing and treating runoff on-site, the park demonstrates a viable model of urban storm-water management integrated with public space.

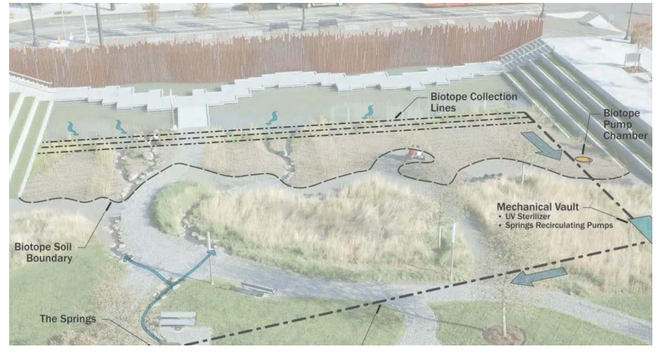
Sense of place & neighborhood identity: In a formerly industrial block, the park helped define the Pearl District's character—a city-scaled "urban oasis" and model of sustainable redevelopment.

Engagement & art integration: The way heritage materials (rail tracks) and art (glass panels) are woven into the landscape narrative (from wetland to rail yard to urban park) has been widely lauded.

Biodiversity in an urban core: The native planting and water ecology support wildlife (e.g., birds, insects) in a downtown setting, showing nature can thrive amid dense development.

Recognition & influence: The park has earned awards (ASLA Merit Award Oregon Chapter 2006) and is frequently cited in literature on green infrastructure and urban design.

Maintenance: Portland Parks and Recreation maintains the park with a focus on sustainability with an adaptive management approach. Friends of Tanner Springs Park is a community group that grew out of the need for more community support for park maintenance and use. They collaborate with Portland Park and Recreation.



Historical Reclamation: Located in the Willamette Valley, the park was designed to echo the habitat that existed prior to settlement that is now endangered oak savanna and upland prairie. The naturally sloping characteristics of the park mimic the sloping of the Willamette Valley foothills.

7.2.7. CATALYTIC PROJECT: WINCHESTER BRIDGE

Existing conditions of Winchester Street through the Fashion Place West project area.

Future streetscape improvements and bridge redevelopment strategies would reconnect disparate parts of the neighborhood and improve the quality of urban form and land value.

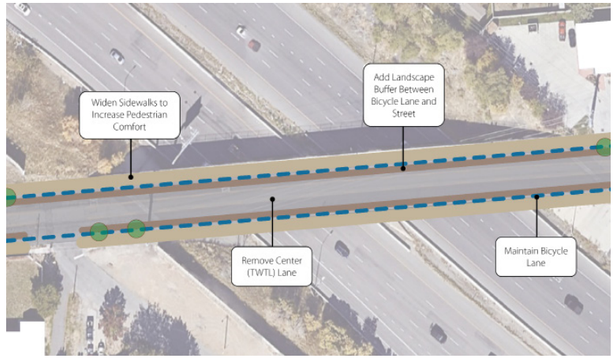
Future streetscape improvements along the Winchester Bridge would enhance the pedestrian experience and encourage use of more active transportation methods.

Current conditions on the Winchester Street bridge create a disconnect between the TRAX station and Fashion Place Mall for pedestrians and bicyclists. Improving this bridge in two separate phases would improve overall connectivity as well as access to the TRAX station.

FUTURE PLANS

UDOT and Murray City have determined that the reconstruction of the Cottonwood and Winchester Street bridges are scheduled to occur by 2034.

1. Phase I could include the reconstruction of the current bridge including improved pedestrian and bicycle access, sidewalks, planted park strip, and painted bike lanes.
2. Phase II could entail the construction of an adjacent bridge on the west side of the current bridge. This second bridge could link the two neighborhoods with buildings and storefronts on a single level—creating a pedestrian and bicycle friendly experience across the bridge, and to the TRAX station.



Future streetscape improvements along the Winchester Bridge would enhance the pedestrian experience and encourage use of more active transportation methods.

The Winchester Street bridge offers a poor pedestrian experience.

Future streetscape improvements along the Winchester Bridge as shown in the two diagrams above, would enhance the pedestrian experience and encourage use of more active transportation methods.

7.2.8. CASE STUDY: RIALTO BRIDGE
COLUMBUS, OHIO

BACKGROUND

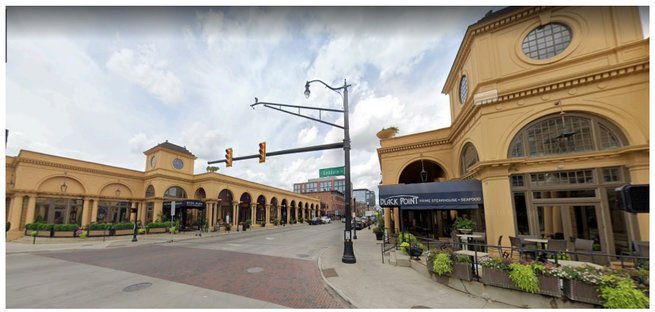
The Cap at Union Station in Columbus, Ohio demonstrates how governments can partner with the private sector to create and share value in highway–related investments.

Before the construction of The Cap at Union Station Project, a 200 foot–long, chainlink–fence bordered walkway spanned the busy highway below, creating a no man's land.

To heal the scar created by the interstate, the solution was be to build a hard cap over the expressway. The objective of the Cap was to create pedestrian and retail space. A local developer, approached the City and expressed interest in investing in the Project. The company signed a memorandum of understanding with the City in 1999 to jointly develop a cap.

Under the terms of the Memorandum between the developer and the City:

- The City would pursue clear title to the air rights above the highway and obtained permission from Ohio Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) to construct the Cap platforms
- Once the above was achieved, the developer would enter a ground lease



for the platforms and construct the buildings.
- Developer would reimburse the City for up to $75,000 in architectural fees for work that was necessary prior to construction of the buildings on the Cap.

The Project was composed of three separate bridges: one for through–traffic across the highway, and one on either side for the retail structures. Construction of the Cap structures began in 2002, with the developer beginning work on the buildings in April 2003.

REGULATORY HURDLES
AIR RIGHTS

Gaining air rights over the development proved to be a hurdle. When the original interstate was constructed, the state acquired only ground rights. The process required two years to find the owners of the air rights and for the City to procure clear title to the Project site.

PERMITS FROM FHWA

The FHWA places restrictions on use of highway easements for commercial use. It requires that in order for an easement to be granted, fair market rent must be charged to the developer for use of the Cap platforms. This proved challenging for several reasons. Ultimately, the City was able to negotiate an alternative arrangement whereby the City would share in 10 percent of the ongoing profits of the development in lieu of paying rent (the platforms were leased to the developer for a nominal $1 per year).

MARKET CONSIDERATIONS

Key to the economic viability of the Project was the developer's ability to secure long–term, above market leases for the new buildings. In advance of securing financing, the developer secured tenants willing to pay rents that were approximately 20 to 30 percent higher than those in the surrounding area. The higher rents were enabled because tenants valued the cachet of the new location, and proximity to nearby attractions. The developer also took care to ensure a mix of day and night tenants to keep the space as active as possible. The space currently features a wine bar, a clothing store, an apparel and gift shop, and a few smaller specialty food stores.

KEY PARTNERSHIPS
CITY-DEVELOPER

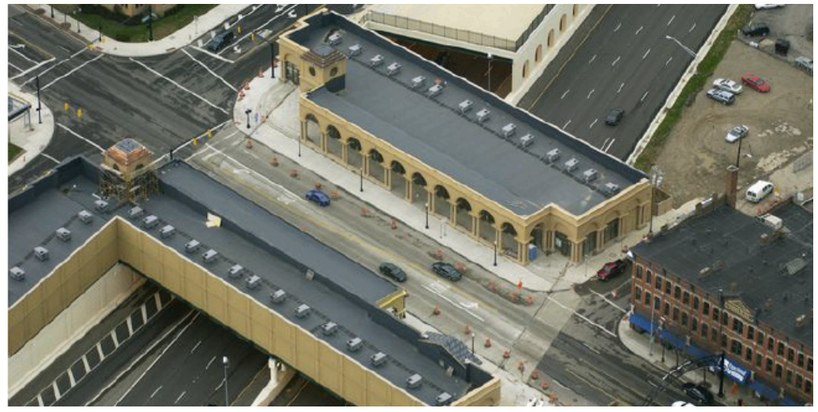
The City worked with the Developer on the difficult task of extending utilities to the Project across a bridge.

FHWA-CITY

Since the FHWA funded the original construction of the expressway, the alternative use of the highway easement required FHWA approval and buy–in.

ODOT-CITY

Similarly, since ODOT would be operating the highway, all of the design elements of the Project



required close coordination with and sign off from ODOT.

FUNDING
DESIGN

The City spent $115,000 on the preliminary design needed to secure the necessary regulatory approvals. The developer reimbursed the City $75,000 of this cost.

CONSTRUCTION OF THE CAP AND BRIDGES

ODOT agreed to pay $1.3 million for the construction of the three bridges. The City paid an additional $325,000 required to extend utilities to the platform via the concrete bay.

CONSTRUCTION OF THE RETAIL BUILDING

The developer assumed the entire cost of the improvements on top of the cap. To finance the construction, the developer originally used conventional loan options and an equity contribution for the $7 million dollar price tag. The developer also received a ten-year, 100 percent tax abatement on the property for the City, improving the Projects' economics.

TAKEWAYS

- The Project shows an innovative partnership between a private developer, a City, a state DOT and FHWA to support urban development.
- The project demonstrates how Interstate widening projects can contribute to urban renewal with limited incremental cost to government.

7.2.9. CATALYTIC PROJECT: LIFE ON STATE IMPROVEMENTS

Existing conditions of State Street through the Fashion Place West project area.

Future streetscape improvements along State Street would enhance the pedestrian experience and encourage use of more active transportation methods, as well as improving the quality of urban form and value.

The State Street corridor in Murray is one of the most visible and heavily traveled areas in the city, yet it remains an environment that is difficult to navigate on foot, challenging to bike safely, and visually disconnected from the surrounding civic and commercial identity of Murray. Between Winchester Street and 6200 South, the corridor serves as both a commercial gateway—anchored by Fashion Place Mall—and a connector between established neighborhoods, transit services, and community destinations. By applying and adapting the principles developed through Salt Lake City's *Life on State* initiative, Murray City has the opportunity to reshape this segment of State Street into a safer, more appealing, and more economically dynamic place.

CONTEXT AND OPPORTUNITY

The Fashion Place Mall district is one of Murray's largest retail and employment centers, supported by major arterial access and transit service nearby. However, the street environment along this segment is today primarily auto-oriented, with wide curb-to-curb distances, limited shade or pedestrian amenities, and disconnected walking and biking infrastructure. The corridor functions as a high-speed, high-throughput roadway owned and maintained by UDOT, meaning any transformation requires a coordinated, phased, and policy-aligned approach between Murray City and the state. The experience of "Life on State" demonstrates that progress is both possible and impactful when shared corridor goals are established early.

The central opportunity for Murray is to reposition the corridor as a multimodal environment that supports incremental redevelopment—from infill commercial upgrades to potential future mixed-use redevelopment of large surface parking areas—while improving safety and comfort for all users. Achieving this requires coordinated planning, design experimentation, and public-private partnership.

ESTABLISHING SHARED CORRIDOR GOALS WITH UDOT

The first step is alignment with UDOT on the functional vision for the corridor. As seen in Life on State, reframing the roadway from a highway to a civic street requires agreement on target speeds, roadway cross-section priorities, and long-term mobility goals. Murray City could initiate a joint corridor working group with UDOT staff to evaluate opportunities for:

1. Speed management, such as narrowing lanes or introducing landscaped medians to naturally calm traffic.
2. Signal timing improvements that prioritize pedestrian crossings at key desire lines, especially mall entrances and bus stops.
3. Pedestrian refuge islands and raised or high-visibility crosswalks to reduce crossing stress.
4. Transit priority improvements,, such as bus pullouts or in-lane stops depending on service patterns.

This early-stage coordination sets the foundation for future capital improvements and strengthens the case for regional funding partnerships.

ENHANCING THE PUBLIC REALM THROUGH STREETSCAPE IMPROVEMENTS

The *Life on State* process placed heavy emphasis on reclaiming the street edge as a place for people. Along Murray's segment, this translates to a set of streetscape strategies:

1. Wide sidewalks with shade trees, lighting, and street furnishings to create a more comfortable pedestrian environment year-round.
2. Protected or buffered bike lanes where right-of-way allows, prioritizing safe and continuous north–south movement.
3. Landscaped medians with trees and low-maintenance plantings to visually narrow the right-of-way and reduce vehicle speeds.
4. Stormwater planters and green infrastructure that contributes to regional environmental goals while creating softer, more attractive street edges.

These improvements should be phased and aligned with regular UDOT pavement and rehabilitation cycles to maximize efficiency.

Long-term implementation will likely involve a combination of local capital investment, UDOT corridor funding, federal safety or multimodal grants, and private cost-sharing. Establishing a clearly documented corridor vision and cross-agency work plan is critical to securing such funding.

7.2.10. CASE STUDY: “LIFE ON STATE” SALT LAKE CITY

SALT LAKE CITY, 600 SOUTH - 800 SOUTH

The Life on State initiative is a major corridor-revitalization effort along the State Street (US-89) corridor in Salt Lake City, led by Salt Lake City Corporation (SLC) in partnership with adjacent jurisdictions. Its purpose is to restore vitality to State Street — a historic north-south route linking the Utah State Capitol through downtown and beyond.

The segment from 600 South to 800 South marks the first high-visibility implementation zone of the broader plan. This stretch is intended to pilot and demonstrate how the wider corridor can shift away from an auto-dominated thoroughfare toward a more pedestrian-, transit- and bike-friendly urban avenue.

GOALS AND GUIDING PRINCIPLES

The Life on State Implementation Plan outlines several key goals for this corridor. These include:

1. Economic development: Stimulating private investment, increasing commercial activity, and facilitating redevelopment of under-performing parcels.
2. Mobility and transportation options: Improving pedestrian, biking and transit access and safety, rethinking lane configuration, and enhancing connectivity.
3. Safety and placemaking: Addressing the wide, auto-oriented nature of State Street; introducing landscaping, shade, mid-block crossings, and public-art features to create a stronger sense of place.
4. Equity and livability: Creating a welcoming environment for all modes of travel, supporting local businesses, and improving the street in a way that benefits the adjacent neighborhoods.

Key improvements planned for 600 S–800 S

For the 600 to 800 South segment, the project documentation identifies a number of specific improvements:

1. Wider pedestrian walkways: Sidewalks are being expanded to allow more room for walking and street-furniture, addressing the existing conditions of narrow sidewalks and large traffic lanes.
2. Landscaped medians and street trees: The project will install new median planting islands and increase the number of trees along the corridor.
3. Public art installation: As part of placemaking, the project will install neon-inspired artworks by Utah-based artists along the corridor between 600 South and 700 South.
4. Signalized mid-block crosswalks: To improve pedestrian connectivity across the wide right-of-way, a new mid-block crossing between 600 S and 700 S is planned.
5. Upgrades to transit stops and amenities: New bus shelters in the @Ride (Utah Transit Authority) system, improved driveway approaches, curb extensions and other ADA access improvements.
6. Re-paving and resurfacing: This includes demolition of old sidewalk/curb/median infrastructure, installation of new pavement, and restoration of asphalt pavement.

WHY THIS STRETCH WAS PRIORITIZED

The segment between 600 South and 800 South was selected as an initial demonstration stretch because:

(a) It sits just south of the downtown core and is poised for higher density redevelopment, making it a logical “gateway” zone.

(b) It currently exhibits many of the issues that the broader corridor faces: very wide traffic lanes, large auto-oriented parcels, limited pedestrian amenities, and under-utilized building frontage.

(c) By implementing early in this high-visibility area, the city aims to catalyze private investment and show real change to the public. For example, project communications say: “The section of the plan … is the first in a series of planned improvements … Salt Lake City is excited to bring expanded walkways and street landscaping to this section of State Street.”

ANTICIPATED IMPACTS

(a) Enhanced pedestrian experience: With wider sidewalks, additional trees and medians, and improved crossings, the corridor is expected to be more comfortable for walking, which can encourage more street-level activity and business frontage.

(b) Better transit and multimodal access: New bus shelters and improved curb infrastructure will help transit users; in addition, the broader Life on State Bikeways initiative will provide parallel high-comfort routes for cyclists.

(c) Catalyzing redevelopment: By improving the public realm, the project supports private investment in the corridor. For example, redevelopment at 754 S State Street is already under review (mixed-use 11-story building) just outside the project zone.

(d) Place re-definition: State Street has long been dominated by vehicular traffic and served as a gateway highway. The project aims to reframe it as an urban boulevard with place identity, helping shift perceptions and foster a more active street edge.

(e) Safety improvements: With curb extensions, median islands and improved crossings, the project addresses long-recognized safety issues for pedestrians and other users of the corridor.

“Life on State” street improvements in Salt Lake City, completed in 2024 with UDOT support.

CHALLENGES AND CONSIDERATIONS

1. Coordination with state highway jurisdiction: Because State Street (US-89) is under the jurisdiction of the Utah Department of Transportation (UDOT), implementation of certain design changes may be constrained. A 2023 media story noted that even small modifications tend to “inch along slowly” when working with a state-owned road.
2. Large scale nature of corridor: The full five-mile corridor involves many different contexts (commercial, residential, transit-oriented). The 600–800 S stretch is only the first phase, so longer-term consistency and follow-through across the entire corridor will be critical.
3. Maintaining business access and parking: As the design shifts away from wide lanes and auto dominance, there may be concerns from local businesses about access and parking. Ensuring that the redesign supports existing businesses while improving public realm is a sensitive balance.
4. Construction disruption: Construction on a major corridor can be disruptive to adjacent businesses and residents; the project website acknowledges this and thanks area residents and businesses for patience.

8 APPENDIX


4. WHICH LOCAL COMMUNITY NODES WORK WELL?
4. CASE STUDY: MEADOWBROOK
2019
1997
NEIGHBORHOOD DATA
FASHION PLACE WEST
STUDY: MURRAY NORTH
1997
AL PLAN 2017

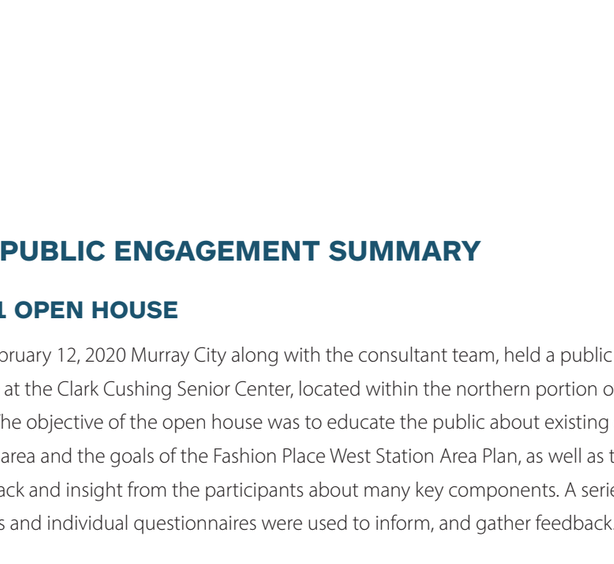
6.1 PUBLIC ENGAGEMENT SUMMARY

6.1.1 OPEN HOUSE

On February 12, 2020 Murray City along with the consultant team, held a public open house at the Clark Cushing Senior Center, located within the northern portion of the study area. The objective of the open house was to educate the public about existing conditions in the area and the goals of the Fashion Place West Station Area Plan, as well as to gain feedback and insight from the participants about many key components. A series of ten boards and individual questionnaires were used to inform, and gather feedback.

Among the approximately 35 individuals that participated, half said that they lived in the study area, and the other half were commuters or Murray residents. Most participants had positive reactions to the planning process, while also expressing their desire for better connectivity in the area, which aligns well with the City's vision for the Station Area Plan.

The most frequently asked question from participants was, "What development is being proposed?" Staff and the consultant team educated residents about the need for a long range plan for this area, even though there was no development proposed, or on the horizon.



Question 4: What four words would you use to describe the attributes of the Fashion Place West neighborhood?

When participants were asked which of Murray's five key initiatives (established in the General Plan) seem most related to this neighborhood, many felt that Livable and Vibrant Neighborhoods and Multi–Modality were most applicable.

The questionnaire asked respondents about their impressions of the study area and what they have experienced, and would like to see changed.

When asked what types of destinations they wished were in the neighborhood, the most common answers were:

- Public space/parks
- Dining
- Grocery/market

When asked what type of housing they would occupy in the next phase of life, the majority of respondents answered:

- Single–Family Home
- Townhome
- Accessory Dwelling Unit (ADU)

6.1.2 SURVEY

While originally scheduled to hold a second open house, due to safety concerns related to the COVID–19 pandemic, City staff and the consultant team conducted an online survey from May 20th through June 20th. Residents, commuters, shoppers, and other interested parties were invited to participate by answering a series of 18 questions. The survey was advertised through social media channels and received over 130 responses.

The goal of the survey was to gauge respondents' understanding of the components of the Station Area Plan, and aptitude for more specific recommendations dealing with connectivity expansion, housing options, and design guidelines.

A number of survey questions stood out as good indicators of concerns that residents have and what they would like to see more of. Those included:

- What four words would you use to describe the attributes of the Fashion Place West neighborhood?
- What is your primary destination when you visit the neighborhood?
- What do you see as challenges facing the neighborhood?

Approximately 35 individuals participated in the Open House at the Cushing Senior Center.

- What types of housing do you wish were available?
- What housing issues do you feel exist in the neighborhood?

A majority of respondents appreciate the convenient and central location of the Fashion Place West neighborhood. When asked questions regarding access for bicycles and pedestrians, many respondents expressed desire for better sidewalks and more bicycle lanes. A common concern throughout the survey responses was around traffic in the Fashion Place West neighborhood, and the area becoming busier. Because of this concern, staff and the consultant team felt it important to address the effects of future growth on traffic, as well as ways to mitigate current and future traffic increases.

When respondents were asked about the types of housing that they wished were in the neighborhood, many felt that mid–density housing types such as cottage clusters, ADUs, and duplex/triplex units would make a good addition. When asked about housing issues they felt the study area faced, many respondents expressed the need for more housing affordability, and construction quality.

Overall, the survey was a key component to the public engagement approach, giving residents a safe and healthy avenue to express their concerns and ideas about the future of the neighborhood.

7505 S Holden Street
Midvale, UT 84047
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www.Midvale.Utah.Gov

MIDVALE CITY COUNCIL
STAFF REPORT
2/3/2026

SUBJECT

Consideration of Ordinance No. 2026-O-04 Repealing Midvale Municipal Code Chapter 5.24 *Liquidation and Fire or Damaged Goods Sales*

SUBMITTED BY

Garrett Wilcox, City Attorney

BACKGROUND AND OVERVIEW

A Midvale business that is considering going out of business recently contacted a City Council member regarding Midvale Municipal Code Chapter 5.24. Midvale Municipal Code 5.24 requires a business to get a special business license in order to hold a liquidation, fire, or damaged good sale. The business expressed concerns about the requirements found in the chapter. Staff is not aware of any instance in recent memory where a business has applied for or inquired about this license.

Staff researched if other cities within Salt Lake County have similar ordinances. It appears that many communities may have had similar ordinances at one time for consumer protection reasons. Today, only a handful of cities within Salt Lake County have similar ordinances. Most municipalities have either repealed their ordinances altogether or greatly modified them and limited their scope. This may be in part because State law provides similar consumer protections. Utah State Code § 13-11-4(2)(d) specifically prohibits deceptive advertising, including liquidation and fire sales.

Staff recommends approving Ordinance No. 2026-O-04 and repealing Midvale Municipal Code Chapter 5.24. The state statute is better suited and more appropriate for providing consumer protection. Repealing this chapter will reduce the administrative burden on Midvale businesses and City staff. And, lastly, there are no known problems that have occurred with businesses going out of business without getting this license.

In order to help the business that inquired about Chapter 5.24, staff has brought Ordinance No. 2026-O-04 as an action item on tonight's agenda without previously scheduling it as a discussion item. If the City Council decides to approve the ordinance, it will need to suspend its rules.

STAFF RECOMMENDATION

Staff recommends suspending the rules and approving Ordinance No. 2026-O-04 repealing Midvale Municipal Code Chapter 5.24 *Liquidation and Fire or Damaged Goods Sales*.

RECOMMENDED MOTION

I move that we suspend the rules and adopt Ordinance No. 2026-O-04 repealing Midvale Municipal Code Chapter 5.24 *Liquidation and Fire or Damaged Goods Sales*.

ATTACHMENTS

1. Ordinance No. 2026-O-04 Repealing Midvale Municipal Code Chapter 5.24 *Liquidation and Fire or Damaged Goods Sales*.

MIDVALE CITY, UTAH
ORDINANCE NO. 2026-O-04

AN ORDINANCE REPEALING MIDVALE MUNICIPAL CODE CHAPTER 5.24
LIQUIDATION AND FIRE OR DAMAGED GOODS SALES

WHEREAS, the Midvale City Council is authorized to "pass all ordinances and rules, and make all regulations, not repugnant to law, […] as are necessary and proper to provide for the safety and preserve the health, and promote the prosperity, improve the morals, peace and good order, comfort, and convenience of the city and its inhabitants, and for the protection of property in the city" under Utah Code Annotated § 10-8-84(1); and

WHEREAS, Midvale City Municipal Code Chapter 5.24 requires a license to conduct a liquidation or a fire and damaged goods sale; and

WHEREAS, businesses have historically not applied for or inquired about such licenses; and

WHEREAS, Utah State Code Annotated § 13-11-4(2)(d) provides consumer protection for deceptive advertising including liquidation and fire sales; and

WHEREAS, the City Council finds the state more appropriate for consumer protection; and

WHEREAS, Midvale City Council has determined that requiring a license for such sales is no longer necessary; and

WHEREAS, the City Council desires to repeal Midvale Municipal Code Chapter 5.24.

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

Section 1. Midvale Municipal Code Chapter 5.24 *Liquidation and Fire or Damaged Goods Sales* is repealed in its entirety.

Section 2. This ordinance is effective upon publication in accordance with Section 10-3-711 of the Utah Code.

PASSED AND APPROVED this 3rd day of February, 2026.

Midvale City

By:_____
Dustin Gettel, Mayor

[SEAL]

VOTING:

Bonnie Billings	Yea ____	Nay ____
Paul Glover	Yea ____	Nay ____
Heidi Robinson	Yea ____	Nay ____
Bryant Brown	Yea ____	Nay ____
Denece Mikolash	Yea ____	Nay ____

ATTEST:

_____
Rori L. Andreason, MMC
City Recorder

Published this ____ day of February, 2026, on the Utah Public Notice Website.

MIDVALE CITY COUNCIL SUMMARY REPORT

Meeting Date: February 3, 2026

SUBJECT: Consideration of Resolution No. 2026-R-09 Adopting the Amended City of Midvale Jurisdictional Annex to the Salt Lake County Hazard Mitigation Plan

SUBMITTED BY: Brian Buckhout, Emergency Management Planner

SUMMARY

At the request of the Federal Emergency Management Agency (FEMA), some minor updates were made to the City of Midvale Jurisdictional Annex to the Salt Lake County Hazard Mitigation Plan (Midvale Annex) that was previously adopted. These updates are now included in the attached plan. No further changes will be recommended, and the plan will be considered final until expiring in 2030.

Summary of Updates

- Heavy Rain mitigation actions were updated to provide clearer, more actionable strategies rather than broad multi-hazard objectives.
- Benefit columns were expanded to better describe mitigation benefits.
- A single lead agency was identified for every mitigation activity, and Midvale's action table now reflects these clarifications.
- Status updates were added for prior mitigation actions, including explanations for actions no longer relevant and completion of previously blank fields.

Summary of Mitigation Priorities

- The plan identifies key hazards affecting Midvale using the calculated priority risk index. Earthquake risk remains the highest concern due to vulnerable older structures and infrastructure.
- Other moderate risks include drought, severe winter weather, public health epidemics/pandemics, Jordan River flooding, hazardous materials incidents associated with rail and industrial activity, cybersecurity threats, and extreme temperature events.
- Vulnerable populations in Midvale include the elderly, children, low-income households, and individuals experiencing homelessness, all of whom may require additional support during emergencies.

- To address these risks, the plan prioritizes seismic retrofits for critical facilities, flood mitigation, public education efforts, drought and extreme weather preparedness, expanded sheltering capacity, improved communication with vulnerable populations, and investments in infrastructure and cybersecurity resilience.

Purpose of Adoption

Adoption of the updated Midvale Annex ensures Midvale City remains eligible for federal hazard mitigation funding and supports integration of mitigation priorities into land use planning, development decisions, and capital improvement projects. Council adoption of the final proposed Midvale Annex will guide mitigation investments and strengthen community resilience through 2030.

Recommended Motion:
"I move that we formally adopt and implement the updated 2025 Midvale Hazard Mitigation Plan incorporating the minor revisions requested by FEMA."

ATTACHMENTS:

1. Resolution No. 2026-R-09

2. Amended City of Midvale Jurisdictional Annex to the Salt Lake County Hazard Mitigation Plan

MIDVALE CITY, UTAH
RESOLUTION NO. 2026-R-09

A RESOLUTION ADOPTING THE AMENDED CITY OF MIDVALE JURISDICTIONAL ANNEX TO THE SALT LAKE COUNTY HAZARD MITIGATION PLAN

WHEREAS, the Midvale City Council recognizes the importance of preparing for emergencies and disasters that may affect the community, including earthquakes, rail incidents, severe weather events, and other natural or human-caused hazards that threaten lives, property, and critical infrastructure; and

WHEREAS, the City Council seeks to increase public awareness of local hazards, identify available resources, and support mitigation actions that reduce risk and strengthen long-term community resilience; and

WHEREAS, the 2025 Salt Lake County Multi-Jurisdictional Hazard Mitigation Plan ("MJHMP") meets all federal requirements and reflects a coordinated, countywide effort to reduce hazard-related risks; and

WHEREAS, the MJHMP provides a comprehensive framework for assessing vulnerabilities, prioritizing mitigation strategies, and identifying potential local, state, and federal funding sources to assist with implementation; and

WHEREAS, the MJHMP is intended to promote effective public policy and reduce the vulnerability of Midvale's residents, infrastructure, critical facilities, private property, and natural resources; and

WHEREAS, after review and consideration, the Midvale City Council has determined that adopting the amended City of Midvale Jurisdictional Annex to the MJHMP is in the best interest of the health, safety, and welfare of the community.

NOW THEREFORE BE IT RESOLVED, that the Midvale City Council hereby adopts and implements the Amended City of Midvale Jurisdictional Annex to the 2025 Salt Lake County Multi-Jurisdictional Hazard Mitigation Plan, attached hereto as Exhibit A.

PASSED AND ADOPTED by the City Council of Midvale City, State of Utah, this 3rd day of February, 2026.

_____
Dustin Gettel, Mayor

ATTEST:

_____
Rori L. Andreason, MMC
City Recorder

Voting by the City Council	"Aye"	"Nay"
Bonnie Billings	_____	_____
Paul Glover	_____	_____
Heidi Robinson	_____	_____
Bryant Brown	_____	_____
Denece Mikolash	_____	_____

Exhibit A

City of Midvale Jurisdictional Annex to the Salt Lake County Hazard Mitigation Plan

City of Midvale

Jurisdictional Annex to the
Salt Lake County Hazard Mitigation Plan

December 2025

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City of Midvale Annex

To participate in this multi-jurisdictional hazard mitigation plan (MJHMP) update for Salt Lake County (SLCo), the governing body of the city of Midvale passed a formal resolution, a copy of which is maintained at the local government offices.

Planning Process Contact Information

Table 1 provides information on the point of contact during the updating of the MJHMP.

Table 1: Contact Information for the City of Midvale

Name	Contact Information
Matt Dahl	**Phone:** 801-567-7262; **email:** mdahl@midvaleut.gov

The city of Midvale has a fully integrated approach to hazard mitigation planning and program implementation. During the 2024 update process, the MJHMP participation roles in Table 2 were recorded.

Table 2: Participant List for the City of Midvale

Name	Title	Jurisdiction
Matt Dahl	City Manager	City of Midvale
Brad Jewett	Intel Specialist	Unified Fire Authority
Brian Buckhout	Municipal Emergency Planner	Unified Fire Authority

Jurisdiction Profile

Date of Incorporation

1909.

Location and Description

The city of Midvale is located south of Salt Lake City in the middle of the Salt Lake Urbanized Metropolitan Area, comprising the Wasatch Front. It is just 12 miles south of downtown Salt Lake City and some 20 miles from four mountain resorts. The city is approximately 5.9 square miles in area and has an elevation of 4,383 feet. The city of Midvale is known for its historical significance, especially its role in the Mormon migration of the 19th century.

Population

The 2020 U.S. Census records the population of the city of Midvale as 36,028 people.

Demographics

According to the U.S. Census Bureau, 48.8% of the population is female. Individuals under the age of 18 make up 21.8% of the population, while 9.4% are 65 years or older. The population is composed of 70.2% White and 17.5% Hispanic residents.

Brief History

In the early 1870s and 1900s, the establishment of smelters at Bingham Junction marked a significant development in Midvale's history, driven by the burgeoning mining activities in nearby canyons. These smelters processed ores from Bingham Canyon and other mines, transforming the area into an industrial hub. The influx of industry spurred the growth of hotels, boarding houses, saloons, schools, and other establishments, making the city's Old Town a vibrant community center.

The smelting operations continued until 1958, when the last facility ceased operations. This closure led to a period of economic contraction for Midvale. However, since the early 2000s, the city has experienced remarkable growth, in part due to the redevelopment of the former smelting sites. These areas have been transformed into thriving commercial and residential zones, contributing to Midvale's revitalization and economic resurgence.

Today, Midvale stands as a testament to resilience and adaptability, evolving from its industrial roots into a dynamic city with a rich heritage and a promising future.

Climate

According to data from Weather Spark, average high temperatures for the summer range from 78°F to 86°F and the winter average low temperatures are around 27°F. Rain each year is approximately 13.7 inches, and snowfall averages 12.5 inches.

Public Services

Midvale participates in several strategic partnerships for community services. The Unified Fire Authority (UFA) provides fire, EMS, and emergency management services. The Unified Police Department (UPD) provides law enforcement, and Salt Lake County Animal Services addresses concerns for animal welfare and safety. The city's Public Works Department provides many other essential functions.

Midvale City launched the Community Building Community Initiative in 1998 to address critical health and social challenges, growing from a small dental chair in City Hall to a 3,000-square-foot facility near the 7200 South transit stop. Since becoming a 501(c)(3) nonprofit in 2014, dedicated volunteers and supporters have helped expand its impact, particularly within the Hispanic/Latino community across the Salt Lake Valley and Summit County.

Governing Body

The city of Midvale's governing body consists of a mayor and five-member City Council, and it has the power to create and enforce laws including the authority to levy taxes.

Development Trends

Midvale City is over 100 years old but has experienced hundreds of millions of dollars in new investment in the past few years. In the 5.9 square miles of Midvale, there is a lot of activity. It is home to a growing population of approximately 36,028 residents and some 1,300 businesses. There are many retailers who take advantage of the city's strategic location with its unparalleled access to the regional transportation system and established trade areas. It is home to many top-performing locations, mom and pop shops, and one-of-a-kind locations.

Jurisdiction-Specific Hazards and Risk

The Calculated Priority Risk Index (CPRI) is a comprehensive assessment tool for evaluating and prioritizing risks in a given context. It considers various factors, such as probability, impact, and urgency, to determine the level of risk associated with events or situations. The results for each hazard, including its risk factor (RF) value, are shown in Table 3. The results are based on the criteria in Table 4 and the equation that follows it. The CPRI helps organizations and individuals make informed decisions about risk management and mitigation strategies. It provides a systematic approach to identifying and addressing potential issues, allowing for a more efficient allocation of resources and proactive risk prevention. With the CPRI, stakeholders can prioritize their focus on the most critical risks, leading to more effective risk management and, ultimately, better outcomes.

Table 3: Calculated Priority Risk Index Values for the City of Midvale

Type of Hazard Event	Probability of Future Events	Spatial Extent	Severity of Life/ Property Impact	Warning Time	Duration	Response Capacity	Risk Factor Value
Avalanche	1	1	1	4	1	3	1.4
Drought	2	4	1	1	4	4	2.2
Earthquake	2	4	2	4	4	1	2.5
Extreme Heat	2	4	1	1	2	3	1.9
Extreme Cold	2	4	1	1	3	3	2
Flooding	2	2	1	3	3	2	1.9
Landslide/ Slope Failure	1	1	1	1	1	3	1.2
Radon	3	2	2	1	1	1	2.0
Heavy Rain	2	4	1	1	1	4	1.9
High Wind	2	4	1	1	1	4	1.9
Lightning	1	1	1	2	1	4	1.4

Type of Hazard Event	Probability of Future Events	Spatial Extent	Severity of Life/ Property Impact	Warning Time	Duration	Response Capacity	Risk Factor Value
Severe Winter Weather	3	4	1	1	3	2	2.2
Tornado	2	2	1	4	1	1	1.7
Wildfire	2	2	1	2	4	1	1.8
Dam Failure	1	1	1	2	2	3	1.4
Civil Disturbance	2	2	1	4	1	1	1.7
Cyberattack	2	2	1	4	4	4	1.9
Hazardous Materials Incident (Transportation & Fixed Facility)	2	2	1	4	3	1	1.9
Public Health Epidemic/ Pandemic	2	4	1	1	4	3	2.1
Terrorism	1	1	1	1	2	1	1.1

Table 4: Criteria for the Calculated Priority Risk Index

Risk Index Factor	Degree of Risk Level		Criteria	Factor Weight for Degree of Risk Level
Probability of Future Events	1	Unlikely	Less than 1 percent probability of occurrence in the next year or a recurrence interval of greater than every 100 years.	30%
	2	Occasional	1 to 10 percent probability of occurrence in the next year or a recurrence interval of 11 to 100 years.	
	3	Likely	11 to 90 percent probability of occurrence in the next year or a recurrence interval of 1 to 10 years.	
	4	Highly Likely	91 to 100 percent probability of occurrence in the next year or a recurrence interval of less than 1 year.	
Spatial Extent	1	Limited	Less than 10% of the planning area could be impacted.	10%
	2	Small	10%–25% of the planning area could be impacted	
	3	Significant	25%–50% of the planning area could be impacted.	

Risk Index Factor	Degree of Risk Level		Criteria	Factor Weight for Degree of Risk Level
	4	Extensive	50%–100% of the planning area could be impacted.	
Severity of Life/Property Impact	1	Negligible	Less than 5% of the affected area's critical and non-critical facilities and structures are damaged/ destroyed. Only minor property damage and minimal disruption of life. Temporary shutdown of critical facilities.	30%
	2	Limited	More than 5% and less than 25% percent of property in the affected area is damaged/ destroyed. Complete shutdown of critical facilities for more than one day but less than one week.	
	3	Critical	More than 25% and less than 50% of property in the affected area was damaged/ destroyed. Complete shutdown of critical facilities for over a week but less than one month.	
	4	Catastrophic	Over 50% of critical and non-critical facilities and infrastructures in the affected area are damaged/ destroyed. Complete shutdown of critical facilities for more than one month.	
Warning Time	1	Self-defined	More than 24 hours	10%
	2	Self-defined	12 to 24 hours.	
	3	Self-defined	6 to 12 hours.	
	4	Self-defined	Less than 6 hours.	
Duration	1	Brief	Up to 6 hours.	10%
	2	Intermediate	Up to one day.	
	3	Extended	Up to one week.	
	4	Prolonged	More than one week.	
Response Capacity	1	High	Significant resources and capability to respond to this kind of event; staff are trained, experienced, and ready.	10%
	2	Medium	Some resources and capability to respond to this kind of staff; some staff may be trained, experienced, and ready while others may need additional support.	
	3	Low	Limited resources and capability to respond to this kind of event; additional staff or staff training needed.	
	4	None	No resources and capability to respond this kind of event; additional outside support would be required.	

RISK FACTOR (RF) EQUATION

RF Value = [(Probability x 0.30) + (Spatial Extent x 0.10) + (Severity of Life/Property Impact x 0.30) + (Warning Time x 0.10) + (Duration x 0.10) + (Response Capacity x 0.10)]

Hazards with an RF value greater than or equal to 2.5 are considered high risk. Those with RF values of 2.0 to 2.4 are considered moderate risk hazards, and those with an RF value less than 2.0 are considered low risk. The highest possible RF value is 4.

Hazard Event History

Examining hazard event histories provides valuable insights to inform decision-making and help prioritize resources for risk prevention and response efforts. Table 5 lists the hazard events impacting the city of Midvale since the 2019 plan update, as recorded in the Storm Events Database from the National Centers for Environmental Information.

Table 5: History of Hazard Events in the City of Midvale[1]

Type of Hazard Event	FEMA Disaster #	Date(s)	Damage or Impacts	Description
Avalanche		N/A	No historical risk but there could be traffic impacts if an avalanche occurs in the surrounding area	Midvale borders Cottonwood Heights and is close to the mountains in unincorporated SLCo.
Drought		2020–present	Minimal risk, minimal response. The state has been in a drought over the last few years.	The state has been in a drought over the last few years.
Earthquake		March 18, 2020	Earthquake in Magna caused power outages and extensive damage throughout the county. It caused road and infrastructure damage.	The USGS database shows that there is a 48.65% chance of a major earthquake within 50km of the city of Midvale in the next 50 years.
Extreme Heat		Summers of 2020-present	Extreme heat is becoming more of a concern in the summers, especially with global warming.	The county opens cooling shelters in the summer that residents can use.
Extreme Cold		N/A	There have been Code Blue days each winter.	Shelters expand their capacity to assist those who need shelter from the cold during Code Blue days.
Flooding		N/A	There is flood risk near the Jordan River.	People experiencing homelessness have been setting up camps near the Jordan River. This has been a

[1] SLCo = Salt Lake County, USGS = United States Geological Survey, WHO = World Health Organization.

Type of Hazard Event	FEMA Disaster #	Date(s)	Damage or Impacts	Description
				safety and public health concern, especially if debris clogs up the waterway.
Landslide/ Slope Failure		N/A	No historical risk but there is concern about structure collapse and injuries/fatalities	
Radon		N/A	Concerns about public health, especially those who have access and functional needs.	52% of households in Midvale are at or above WHO's mitigation threshold for radon.
Heavy Rain		June 13, 2016	Heavy rain caused flooding in homes.	Around 70 people were displaced, and there were a few traffic accidents.
High Wind		Sept 2020	Impacted travel with debris in roads.	High winds recorded up to 90 mph.
Lightning		N/A	Potential injuries or fatalities at outdoor community events	
Severe Winter Weather		Winters in 2022 and 2023	Traffic accidents and power outages.	Heavy snow could have risk over a short duration
Tornado		N/A	Minimal risk with rare historical risk	1999 Salt Lake City tornado caused extensive damage, which could happen in Midvale.
Wildfire		July 2, 2022	Brush fire spread to a carport and two sheds	Brush fires are a concern in Midvale especially being close to the mountains in unincorporated SLCo. Wildfires coming in from other areas is a concern with the population density of Midvale.
Dam Failure		N/A	No historical risk but there is concern of future occurrence. Dam inundation boundaries show potential in Midvale.	Midvale is in the dam inundation zone for Flat Iron Mesa and Red Pine dams. There are high and significant hazard dams surrounding Midvale.
Civil Disturbance		N/A	No historical risk but there have been protests throughout the county.	There were violent protests in Salt Lake City in 2020 that had local impacts as far as crime and infrastructure damage.
Cyberattack		N/A	No historical risk. Potential of risk to increase as events are on the rise.	A cyberattack could impact government operations and essential functions.

Type of Hazard Event	FEMA Disaster #	Date(s)	Damage or Impacts	Description
Hazardous Materials Incident (Transportation & Fixed Facility)		July 17, 2017 and June 4, 2015	Hazmat teams responded to a synthetic opioid operation.	Midvale has an industrial train transit system that runs straight through the city and runs the risk of a derailment of a train carrying hazardous materials. An acid spill blocked road access until cleanup was completed.
Public Health Epidemic/ Pandemic	COVID 2020–2021 DR-4525-UT	January 20, 2020	Historical risk from COVID-19 as far as the local economy, public health, and societal unrest.	School and business closures, strain on public health resources for testing, long-term economic impacts. Unknown how many residents experienced the illness.
Terrorism		N/A	No historical risk but concern about the rise in social media and potential propaganda.	

National Flood Insurance Program Summary

The city of Midvale participates in the National Flood Insurance Program (NFIP). Table 6 displays statistics related to the NFIP. The city of Midvale does not participate in the Community Rating System (CRS).

Table 6: National Flood Insurance Program Status for the City of Midvale[2]

Initial FHBM Identified	Initial FIRM Identified	Current Effective Map Date	Adopted Date	Date Joined NFIP	Tribal
12/18/85	12/18/1985	09/25/2009	2009	06/03/2020	No

Table 7: National Flood Insurance Overview for the City of Midvale

Community ID	Number of Losses	Total Net Payment	Active Policies	Total Coverage
490211	0	$0	27	$5,756,000

The city of Midvale has designated the city manager or designee as the Floodplain Administrator. The Building & Safety Department supports the duties of the floodplain administrator. The current Flood Damage Prevention Ordinance was adopted 9/22/2009. The current effective FIRMs are dated 9/25/2009. The city requires development permits for structures in the SFHA. The Building & Safety Department is responsible for reviewing building permits. Substantial damage/substantial improvement

[2] FIRM = Flood Insurance Rate Map, FHBM = Flood Hazard Boundary Map.

determinations would be made through the permitting and pre-construction building inspection requirements which are accomplished by the Building & Safety Department.

Jurisdiction-Specific Vulnerabilities and Impacts

Table 8 provides information on the vulnerable assets in the city of Midvale, including its critical facilities, highlighting the city's vulnerability to identified hazards. It also describes the potential impacts to the community arising from those vulnerabilities. By understanding the risks associated with these assets, local authorities can develop proactive strategies to mitigate vulnerabilities and ensure the safety and functionality of these important assets during hazard events. This data is invaluable for decision-making and prioritizing resources for emergency response and preparedness efforts, ultimately contributing to more effective risk management and greater resilience in the community.

Community assets at risk include critical facilities such as two fire stations, one police station, one emergency operations center, and nine schools. The Midvale Senior Center, Ruth Vine Tyler Library, and Copperview Community Center are other important facilities in the community. The Salt Lake County Public Works Complex, Sanitation Building & Shop, and Fleet, Sanitation, and Operations facilities are located in Midvale. Midvale City Park, Union Park, Bingham Junction Park, Midvale Museum and the Jordan River Parkway Trail are among the recreation assets in the city. Major transportation routes include I-15, I-215, 7200 South/Fort Union Boulevard, State Street/US 89, Bingham Junction Boulevard, 900 East, and Union Park Avenue. The city is served by Utah Transit Authority Trax Red and Blue lines. The city has invested in revitalizing historic Main Street as Midvale Main Arts and Culture District to increase pedestrian traffic, support businesses, and improve aesthetic appeal with murals. The Connie Crosby Family Resource Center, operated by the Road Home, serves families experiencing homelessness in Salt Lake County.

Table 8: Jurisdiction-Specific Vulnerabilities and Impacts in the City of Midvale

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
Avalanche	People	*Vulnerability:* While Midvale is not typically located in a high-risk avalanche zone, individuals who engage in recreational activities in nearby mountainous areas, such as the Wasatch foothills to the east, could face avalanche dangers. *Impacts:* Hikers, backcountry skiers, and snowmobilers unfamiliar with avalanche forecasting or safety practices are particularly at risk. Residents who frequently travel to nearby canyons during winter months may also be indirectly impacted by access closures or transportation hazards.
	Structures	*Vulnerability:* Structures within Midvale itself are unlikely to be directly affected by avalanches due to the city's flat terrain. *Impacts:* Buildings in the foothill interface or along major travel corridors leading into mountainous areas could experience secondary impacts from snow slides that block access or utility service.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Economic Assets	*Vulnerability:* While Midvale does not rely directly on mountain tourism, winter road closures due to avalanche control in neighboring areas can affect commuter patterns and commercial deliveries. *Impacts:* Businesses dependent on regional recreation traffic may see disruptions. Additionally, utility disruptions caused by avalanches outside the city could have cascading effects on local commerce and services.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Vegetation and historic sites are vulnerable to avalanches. *Impacts:* Nearby avalanche events can lead to deforestation, erosion, and ecosystem disruption in adjacent recreational lands used by Midvale residents. Historic trails or landmarks in the canyons may be threatened by slides, especially if not protected or maintained seasonally.
	Critical Facilities and Infrastructure	*Vulnerability:* Roads and utilities are vulnerable to avalanches. *Impacts:* Avalanche-related road closures or power line damage near canyons may hinder access to healthcare or disrupt emergency response routes for those commuting into Midvale. Though infrastructure in Midvale is not located in avalanche zones, its connectivity to affected regions can pose indirect risks.
	Community Activities	*Vulnerability:* Outdoor recreation activities are vulnerable to avalanche conditions. *Impacts:* Outdoor winter recreation, including hiking, sledding, and backcountry activities by Midvale residents, may be impacted by avalanche conditions in adjacent areas. Community safety campaigns should emphasize avalanche awareness for residents traveling to higher elevations.
Drought	People	*Vulnerability:* All Midvale residents are vulnerable to drought. *Impacts:* Prolonged drought conditions in Midvale can disproportionately affect individuals with limited financial means, especially when utility costs rise due to water scarcity. Seniors, young children, and people experiencing homelessness may face additional health challenges related to water access and heat exposure. Residents with disabilities may struggle with compliance with water restrictions without adequate support.
	Structures	*Vulnerability:* Landscaping around structures is vulnerable to drought. *Impacts:* Drought does not typically damage buildings directly but may increase maintenance costs due to landscaping restrictions. Older homes with inefficient plumbing and irrigation systems may see increased utility bills. Fire risk in dry conditions also threatens homes near dry vegetation.
	Economic Assets	*Vulnerability:* All businesses, particularly those dependent on water, are vulnerable to drought. *Impacts:* Businesses reliant on water may experience cost increases and operational limits. Drought can impact economic growth, particularly in sectors related to landscaping, recreation, and hospitality, which may face watering restrictions and customer service constraints.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Natural, Historic, and Cultural Resources	*Vulnerability:* Parks and historic and cultural sites are vulnerable to drought. *Impacts:* Local parks and green spaces may suffer from reduced irrigation, leading to dying vegetation and loss of recreational value. Drought-induced dust and poor air quality may harm sensitive historic buildings, while cultural centers may see decreased attendance due to outdoor discomfort.
	Critical Facilities and Infrastructure	*Vulnerability:* Water systems and emergency response services are vulnerable to drought. *Impacts:* Drought can strain Midvale's water distribution and fire suppression systems. Emergency services may face challenges related to wildfire management, and prolonged dry conditions can degrade soil structure around underground infrastructure.
	Community Activities	Drought: Parks and recreation activities are vulnerable to drought. *Impacts:* Water conservation mandates may limit public park use, community gardening, or water-intensive sports like swimming. Events scheduled during extreme heat or poor air quality days may require cancellation or relocation to indoor, climate-controlled venues.
Earthquake	People	*Vulnerability:* Midvale lies within the Wasatch Front, a known seismically active region. Residents in older, non-retrofitted buildings are at significant risk during a seismic event. *Impacts:* People can be injured by falling objects or trapped under collapsed structures. Residents may be displaced from homes. Vulnerable populations may face difficulty evacuating or accessing emergency services post-event. Households without preparedness kits or emergency communication plans are more likely to be adversely affected.
	Structures	*Vulnerability:* All Midvale structures are vulnerable. The entire city has a moderate to high liquefaction potential, which increases the risk of structural damage. *Impacts:* Many buildings in Midvale predate modern seismic safety codes. Unreinforced masonry buildings and homes with shallow foundations are particularly vulnerable to damage. Commercial properties and multi-family residences that have not been seismically upgraded may suffer major structural damage or collapse during a strong earthquake.
	Economic Assets	*Vulnerability:* All Midvale businesses are vulnerable to earthquakes. *Impacts:* Retail centers, small businesses, and industrial facilities are vital to Midvale's economy and may face prolonged closure or loss if significantly damaged. Disruption of utility services and transportation corridors could limit business operations and recovery timelines. Lack of insurance or retrofitting further increases economic vulnerability.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Historic and cultural sites, as well as Jordan River vegetation, are vulnerable to earthquakes. *Impacts:* Earthquakes may damage historic buildings such as schools, religious sites, or older civic structures. Additionally, ground movement may alter landscapes, affect soil stability, and impact urban tree cover or wetlands near the Jordan River corridor.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Critical Facilities and Infrastructure	*Vulnerability:* All critical facilities and infrastructure are vulnerable to earthquakes. *Impacts:* All city facilities are vulnerable to damage and disruption of services from an earthquake. Key infrastructure are vulnerable if not retrofitted to modern seismic standards. Damage to roads and bridges can impede travel through the city. Water and sewer lines may rupture, and utility poles or substations could be compromised. Communication systems may go down, affecting public information flow during a crisis.
	Community Activities	*Vulnerability:* Community events are vulnerable to earthquakes. *Impacts:* Large gatherings in Midvale could be hazardous during a seismic event if structural protections are lacking. Emergency plans must prioritize evacuation routes, sheltering locations, and continuity of community operations.
Extreme Heat	People	*Vulnerability:* All residents are exposed to extreme heat. Some populations may have higher risks due to socioeconomic or health conditions. *Impacts:* Extreme heat can cause illness such as dehydration, heat exhaustion, and heat stroke. Vulnerable populations during extreme heat include adults over 65, individuals with pre-existing health conditions, and young children, as they may struggle to regulate body temperature. Socioeconomically disadvantaged individuals may lack access to cooling resources, while outdoor workers are at higher risk of heat-related illnesses due to physical labor without adequate hydration and rest. Extreme heat can hinder students' learning.
	Structures	*Vulnerability:* Structures with inadequate cooling or insulation are vulnerable to extreme heat. *Impacts:* Residential buildings with inadequate insulation and ventilation and commercial buildings lacking reflective roofing and proper shading may be vulnerable to extreme heat. Materials like metal and glass can amplify heat retention, while areas with limited green space typically experience higher temperatures.
	Economic Assets	*Vulnerability:* All businesses in Midvale are vulnerable to extreme heat. *Impacts:* All businesses face increased energy costs for cooling systems. The outdoor recreation industry may see decreased participation during heat waves, affecting local businesses that rely on visitors. In addition, the energy infrastructure could face strain from increased cooling demands, leading to outages.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Plants, wildlife, parks, and historic structures are vulnerable to extreme heat. *Impacts:* Local plant species and wildlife habitats can suffer from extreme heat, leading to reduced biodiversity. Historic buildings may degrade due to high temperatures, causing materials to deteriorate and paint to peel. In addition, parks and recreational areas may experience overuse and risk their preservation, as residents seek relief from the heat.
	Critical Facilities and Infrastructure	*Vulnerability:* Emergency response and healthcare, transportation, and power infrastructure are vulnerable to extreme heat.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		Impacts: Healthcare facilities may experience increased demand because of heat-related medical issues, while schools can suffer from the strain on cooling resources. Transportation systems are at risk of damage, such as buckling roads and warped train tracks. Power grids may be strained by higher demands for electricity for cooling, leading to potential outages.
	Community Activities	*Vulnerability:* Outdoor events and recreation are vulnerable to extreme heat. *Impacts:* Activities like outdoor sports and fairs are vulnerable to extreme heat. These events can pose risks, particularly for participants such as youth athletes and elderly residents, who may suffer from heat-related illnesses.
Extreme Cold	People	*Vulnerability:* All Midvale residents are exposed to extreme cold. Residents who are elderly, living with chronic health conditions, or experiencing housing insecurity face heightened risks during periods of severe cold. Children may also be vulnerable if they lack adequate winter clothing or live in underheated homes. *Impacts:* Low-income households may struggle to afford increased heating costs, putting their health and safety at risk. Exposure to freezing temperatures can lead to hypothermia, frostbite, and the exacerbation of existing medical conditions.
	Structures	*Vulnerability:* Older homes and other structures are vulnerable to extreme cold. *Impacts:* Buildings in Midvale constructed prior to modern energy-efficiency standards may experience significant heat loss during cold snaps, particularly if insulation is inadequate or windows and doors are poorly sealed. Frozen pipes can burst, leading to water damage and costly repairs. Detached or unheated structures such as garages and storage sheds are especially vulnerable. Prolonged cold can also damage road surfaces and bridge decks through freeze-thaw cycles.
	Economic Assets	*Vulnerability:* All Midvale businesses are vulnerable to extreme cold. *Impacts:* Cold weather can disrupt supply chains and business operations, particularly for sectors that rely on transportation or energy. Delivery delays, increased heating costs, and utility outages may reduce profitability for local businesses. Small-scale agriculture or garden centers may experience crop losses if frost protection systems are overwhelmed. Energy-dependent operations, including manufacturing and healthcare facilities, may face higher operational costs during extreme cold events.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Plants, ecosystems, parks, and historic and cultural sites are vulnerable to extreme cold. *Impacts:* Extended cold periods can damage native plant species, reduce food availability for wildlife, and disrupt ecosystems in local parks or along the Jordan River corridor. Historic buildings and older community landmarks in Midvale may suffer from weathering or internal damage due to poor insulation and moisture intrusion from melting ice. Public art installations and monuments are also at risk of degradation during freeze-thaw conditions.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Critical Facilities and Infrastructure	*Vulnerability:* Water, power, and transportation infrastructure, as well as emergency response services, are vulnerable to extreme cold. *Impacts:* Cold temperatures may affect the performance of critical infrastructure such as water treatment facilities, which are susceptible to frozen lines or equipment malfunctions. Power lines and substations may be burdened by increased demand or ice buildup, raising the potential for outages. Emergency services may face access issues due to icy roads, while public buildings may struggle to maintain safe indoor temperatures if heating systems fail. Public facilities may see an increased demand for warming centers and other services.
	Community Activities	*Vulnerability:* Community activities are vulnerable to extreme cold. *Impacts:* Outdoor programming can be canceled or poorly attended during extreme cold, reducing community engagement. Vulnerable populations may avoid public events if adequate heating or indoor shelter is unavailable. Community centers and gathering spaces without reliable heating infrastructure may become uncomfortable or unsafe for group activities.
Flooding (and Heavy Rain)	People	*Vulnerability:* Flooding primarily affects residents in low-lying areas near rivers and streams, especially during heavy rainfall or snowmelt. In Midvale, there is a known 1% annual chance of flood along the Jordan River and a small area in eastern Midvale where Big Cottonwood Creek passes through the city. *Impacts:* Individuals without reliable transportation may struggle to evacuate quickly, while low-income families often lack resources for flood-prevention measures. The elderly and those with disabilities may face mobility challenges, increasing their risk during emergencies. Overall, factors such as geographic location, economic status, and physical ability contribute to the community's varying levels of vulnerability to flooding.
	Structures	*Vulnerability:* Structures vulnerable to flooding primarily include those in low-lying areas, in dam inundation areas, or near the Jordan River. *Impacts:* Residential properties in flood plains and commercial buildings without proper drainage systems or flood-resistant designs face significant risks during heavy rain or snowmelt. Older structures may be more susceptible due to outdated construction standards. Overall, a combination of location and construction features contributes to their vulnerability to flooding.
	Economic Assets	*Vulnerability:* Commercial properties, especially retail centers and warehouses near rivers or low-lying areas, are at high risk during heavy rainfall or high runoff. *Impacts:* Commercial and residential developments in flood-prone zones can suffer damage, impacting property values. Public infrastructure, such as roads and utilities, may experience disruptions, leading to costly repairs. Agricultural land can be affected by excess water, reducing crop yields.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Habitat near the Jordan River, as well as historic and cultural sites, are vulnerable to flooding. *Impacts:* Natural areas like wetlands and streams are at risk of habitat destruction, while historic sites and landmarks may sustain structural damage. Cultural resources, such as parks and public spaces, can

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		become unusable, affecting community events. Factors contributing to their vulnerability include inadequate flood management, urban development that alters water flow, and the increasing frequency of extreme weather events due to climate change.
	Critical Facilities and Infrastructure	*Vulnerability:* No critical facilities were identified within the 1% annual chance of flood zone, but utilities and roads are vulnerable. *Impacts:* Healthcare facilities, schools, and transportation networks may be vulnerable to localized flooding due to their proximity to rivers and low-lying areas, which can overflow during heavy rain or snowmelt. Flooding can disrupt emergency services, require schools to evacuate, block transportation routes, and isolate communities. In addition, inadequate drainage systems and urban development encroaching on floodplains increase these risks.
	Community Activities	*Vulnerability:* Outdoor events and parks are vulnerable to flooding. *Impacts:* Due to the area's geography and infrastructure, outdoor events, sports, and farmers' markets are vulnerable to flooding. Parks and open spaces can quickly become inundated during heavy rainfall or rapid snowmelt. Residential neighborhoods near rivers, roads, and bridges are at risk of flash floods, which can disrupt transportation and emergency services.
Landslide/ Slope Failure	People	*Vulnerability:* Residents in Midvale's eastern neighborhoods, particularly those near the Wasatch foothills, are at increased risk of landslides and slope failures. *Impacts:* Heavy rainfall or rapid snowmelt can saturate soils, leading to instability. Individuals living in areas with inadequate drainage or older infrastructure may face heightened vulnerability. Limited awareness of landslide warning signs and insufficient emergency preparedness further exacerbate risks. Residents could be displaced if homes are damaged.
	Structures	*Vulnerability:* Homes and commercial buildings situated on or near steep slopes are susceptible to damage from ground movement. *Impacts:* Homes and other structures could be damaged by landslide or other slope movement. Poor construction practices, lack of erosion control measures, and inadequate drainage systems can contribute to structural vulnerabilities. Infrastructure such as roads and bridges may also be compromised during slope failures.
	Economic Assets	*Vulnerability:* Businesses have indirect vulnerability to landslides. *Impacts:* Landslides can disrupt transportation networks, affecting commerce and daily commutes. Damage to utility lines and pipelines can lead to service interruptions, impacting businesses and residents alike. Repair and mitigation efforts can impose significant financial burdens on the community.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Soil and water, as well as historic sites, are vulnerable to slope failures. *Impacts:* Slope failures can lead to soil erosion, negatively affecting local ecosystems and water quality. Historic sites and cultural landmarks located near vulnerable slopes may suffer structural damage or loss, diminishing Midvale's cultural heritage.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Critical Facilities and Infrastructure	*Vulnerability:* Essential services such as water supply lines, power grids, and emergency response routes are at risk from landslides. *Impacts:* Landslide can damage distribution lines for power and water. Roads can be damaged and may be impassable. Disruptions to these services can impede emergency response efforts and daily operations.
	Community Activities	*Vulnerability:* Recreation and community events are vulnerable to slope failures. Impacts: Recreational areas and trails on or near slopes may become hazardous during periods of instability, limiting community engagement and outdoor activities. Public events may face cancellations or relocations due to safety concerns.
Radon	People	*Vulnerability:* Fifty-two percent of homes tested in Midvale have dangerous levels of radon. *Impacts:* Radon is the second leading cause of lung cancer after smoking. There is a higher risk for certain populations such as children, the elderly, and those with respiratory conditions.
	Structures	*Vulnerability:* All structures in Midvale are vulnerable to radon exposure. *Impacts:* Radon enters buildings and homes through cracks in foundations, basements, and crawl spaces, which exposes occupants to health risks.
	Economic Assets	*Vulnerability:* Healthcare costs are vulnerable to radon exposure. *Impacts:* Long-term exposure can lead to increased medical expenses for lung cancer treatment and respiratory issues.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Historic sites and older homes are vulnerable to radon exposure. *Impacts:* Older structures may lack modern radon-resistant designs, making mitigation more difficult and expensive.
	Critical Facilities and Infrastructure	*Vulnerability:* Water sources are vulnerable to radon exposure. *Impacts:* Radon can dissolve into groundwater, potentially affecting well water sources.
	Community Activities	*Vulnerability*: Community events *Impacts*: Residents may choose to go to community activities in areas with reduced radon levels or choose not to go at all. This can impact attendance and revenue for the city.
High Wind	People	*Vulnerability:* High wind can affect the entire city and all Midvale residents are potentially vulnerable. *Impacts:* People can be injured or killed by blowing debris or falling trees. High wind events in Midvale can pose dangers to residents, particularly the elderly, children, and individuals with mobility challenges. Outdoor workers and those without access to sturdy shelter are at increased risk of injury from flying debris.
	Structures	*Vulnerability:* Structures throughout Midvale are exposed to high winds. *Impacts:* Buildings with flat roofs, large windows, or lightweight construction materials are susceptible to wind damage. Structures can also be damaged by trees uprooted by high wind. Mobile homes and

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		temporary structures may be particularly vulnerable. Proper anchoring and reinforcement can mitigate risks.
	Economic Assets	*Vulnerability:* All businesses are vulnerable to high winds. *Impacts:* Commercial properties may suffer damage to signage, awnings, and inventory during windstorms. Power outages resulting from downed lines can disrupt business activities.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Trees, parks, historic buildings, and murals are vulnerable to high winds. *Impacts:* High winds can uproot trees, damage landscaping, and harm outdoor art installations. Historic buildings may experience structural stress, leading to deterioration over time.
	Critical Facilities and Infrastructure	*Vulnerability:* Utility lines, communication towers, transportation networks, critical facilities, and public buildings are at risk during high wind events. *Impacts:* Damage to these systems can impede emergency response and daily operations. Critical facilities and other public buildings may experience structural damage.
	Community Activities	*Vulnerability:* Outdoor events, markets, and recreational activities are vulnerable to high winds. *Impacts:* Outdoor events may be canceled or pose safety risks during high wind conditions. Ensuring access to shelter and timely weather information is essential for public safety.
Lightning	People	*Vulnerability:* Residents participating in outdoor activities during thunderstorms are at risk of lightning strikes. *Impacts:* Lightning can cause injury or death to those in close proximity to a strike. Children, athletes, and outdoor workers may be particularly vulnerable. Awareness of and adherence to lightning safety protocols is crucial to prevent injuries.
	Structures	*Vulnerability:* Tall buildings, communication towers, and structures with inadequate grounding systems are susceptible to lightning damage. *Impacts:* Fires and electrical surges resulting from strikes can cause significant property damage.
	Economic Assets	*Vulnerability:* All Midvale businesses are vulnerable to lightning-induced damage. *Impacts:* Businesses may experience equipment damage and data loss due to lightning-induced power surges. Outdoor venues and recreational facilities face operational disruptions during thunderstorms.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Trees, vegetation, and historic sites are susceptible to lightning-related damage. *Impacts:* Lightning can ignite wildfires, threatening natural habitats and historic sites. Trees and vegetation struck by lightning may pose additional hazards due to falling limbs or fire spread.
	Critical Facilities and Infrastructure	*Vulnerability:* Power grids, water treatment plants, and emergency services facilities are vulnerable to lightning strikes and require protection systems to maintain functionality during storms.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		Impacts: Failure to safeguard these infrastructures can lead to service interruptions.
	Community Activities	*Vulnerability:* Outdoor recreation and events are at risk during lightning storms. *Impacts:* Outdoor community events and sports activities may need to be postponed or canceled during lightning storms to ensure public safety. Access to real-time weather alerts and designated shelter areas is essential.
Severe Winter Weather	People	*Vulnerability:* All Midvale residents are vulnerable to severe winter weather. *Impacts:* Heavy snow can increase the risk of injuries due to slips and falls, along with illnesses and other health consequences from exposure to cold. People can be injured in car accidents while driving in severe winter weather conditions. Severe winter conditions in Midvale can pose risks to the elderly, young children, and individuals with health conditions. Limited mobility and inadequate heating can lead to hypothermia and other cold-related illnesses.
	Structures	*Vulnerability:* All structures are vulnerable to severe winter weather. *Impacts:* Heavy snow accumulation can strain roofs, leading to potential collapses, especially in older buildings. Frozen pipes and ice dams can cause water damage and structural issues.
	Economic Assets	*Vulnerability:* All businesses are vulnerable to disruptions caused by severe winter weather. *Impacts:* Retail businesses may experience decreased foot traffic during snowstorms. Transportation delays can disrupt supply chains, affecting local commerce. Increased heating demands can strain energy resources and budgets.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Trees and historic buildings are vulnerable to damage from severe winter weather. *Impacts:* Prolonged snow cover can damage vegetation and disrupt local ecosystems. Historic buildings may suffer from moisture intrusion and freeze-thaw cycles, leading to deterioration.
	Critical Facilities and Infrastructure	*Vulnerability:* Transportation networks and utility networks are vulnerable to disruptions caused by severe winter weather. *Impacts:* Transportation networks like roads and bridges can become impassable, hindering emergency responses. Snow and ice can impede access to emergency services, schools, and healthcare facilities. Power outages resulting from winter storms can disrupt essential services.
	Community Activities	*Vulnerability:* Community events and outdoor facilities are at risk during severe winter weather. *Impacts:* Community events and outdoor activities may be canceled or limited during severe winter weather. Ensuring accessible warming centers and clear communication about weather conditions is vital for public safety.
Tornado	People	*Vulnerability:* While tornadoes are less common in Midvale, residents should remain vigilant. If a tornado were to occur in the city, all residents would be at risk.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		Impacts: Residents are vulnerable to serious injury from blowing debris, uprooted trees, and structural collapse. Individuals in mobile homes or temporary structures are at higher risk. Timely access to weather alerts and designated shelters is crucial for safety.
	Structures	*Vulnerability:* All structures are vulnerable to tornado damage. *Impacts:* Buildings not constructed to withstand high winds may suffer significant damage during tornado events. Proper anchoring and reinforcement can mitigate structural vulnerabilities.
	Economic Assets	*Vulnerability:* All Midvale businesses are susceptible to tornado-related disruptions. *Impacts:* Tornadoes can cause extensive damage to commercial properties, leading to business interruptions and financial losses. Infrastructure repairs can impose additional economic burdens on the community.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Midvale parks, mature trees, and historic buildings are vulnerable to tornado-related damage. *Impacts:* High winds can uproot trees and damage natural landscapes. Historic sites and cultural landmarks may suffer structural damage, affecting their preservation.
	Critical Facilities and Infrastructure	*Vulnerability:* Power lines, water supply systems, and roads are vulnerable to tornado impacts. *Impacts:* Essential services such as power lines, water supply, and emergency response routes are vulnerable to tornado damage. Ensuring these infrastructures are resilient is key to maintaining community functions.
	Community Activities	*Vulnerability:* Outdoor events and recreation are at risk during tornadoes. *Impacts:* Outdoor festivals, sports events, and markets are vulnerable to tornadoes in Midvale due to their open spaces and limited options to provide shelter. Temporary structures, such as tents, can be easily damaged by high winds. Schools and recreational facilities with large glass windows or weak roofs also face significant risks.
Wildfire	People	*Vulnerability:* In Midvale, residents who live near the city's interface along the Jordan River may be more exposed to wildfire risks. *Impacts:* Individuals with limited mobility, such as seniors or those with health conditions, could have difficulty evacuating in a timely manner during a fast-moving fire. Households with limited financial resources may also lack the ability to implement fire safety improvements or emergency preparedness measures. These vulnerabilities are intensified during dry months when fire danger increases.
	Structures	*Vulnerability:* Homes constructed with combustible materials and those located near dense vegetation or undeveloped land are more susceptible to fire damage. *Impacts:* Midvale neighborhoods lacking sufficient defensible space face increased risk. Inadequate roofing materials and homes not built with fire-resistant features may struggle to withstand ember storms or direct flame contact during wildfire incidents.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Economic Assets	*Vulnerability:* Businesses near open spaces along Jordan River are at risk from wildfires. *Impacts:* Wildfires near Midvale could result in substantial economic disruption. Residences in fire-prone zones could lose value or require expensive retrofitting to meet fire resilience standards. Retail and commercial districts may suffer smoke or heat damage, especially if evacuation disrupts business operations. Additionally, power outages or damaged utility systems could interrupt daily services. While Midvale is not a major agricultural center, community gardens, landscaping businesses, and utilities may still experience losses due to wildfire impacts.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Vegetated open spaces and river ecosystems on the west side of Midvale are vulnerable to fire, especially in dry seasons or drought years. *Impacts:* Wildfires can significantly damage wildlife habitats, trees, and soil health. Cultural and historic buildings may also face elevated risks if not adequately protected. As Midvale expands toward previously undeveloped areas, the encroachment into fire-prone zones increases the exposure of important community assets.
	Critical Facilities and Infrastructure	*Vulnerability:* Power infrastructure, roads, and emergency response services are vulnerable to wildfire impacts. *Impacts:* Essential services such as fire stations and healthcare clinics near the WUI (wildland–urban interface) may experience higher demand for services. Power infrastructure, including overhead lines, can both spark and be damaged by fires, disrupting electricity for homes and emergency response operations. Road closures due to fire conditions may impede evacuation routes or delay emergency services.
	Community Activities	*Vulnerability:* Outdoor events and recreational activities are at risk during periods of high fire danger. *Impacts:* Community gatherings such as outdoor concerts, farmers markets, and sports events can be disrupted or canceled during periods of high fire risk. Activities like hiking and biking in the foothills also carry additional danger during dry and windy conditions. Moreover, landscaping choices using flammable vegetation increase the exposure of public facilities such as schools, libraries, and recreation centers to wildfire-related damage during the fire season.
Dam Failure	People	*Vulnerability:* Residents of Midvale who live near flood-prone zones along the Jordan River and Big Cottonwood Creek, or within proximity to upstream water infrastructure like the Red Pine, White Pine, Willow Creek, and Flat Iron Mesa dams, may face increased risks if a dam breach occurs. *Impacts:* Dam failure can cause flooding and property damage. People can be injured by fast-moving floodwaters or may be displaced from their homes. Vulnerable populations may encounter challenges evacuating quickly. Delayed warning systems or unfamiliarity with emergency plans could further hinder response and increase risk to life and safety.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Structures	*Vulnerability:* Structures near the Jordan River corridor, Big Cottonwood Creek, or in low-lying areas of the city are at risk of flooding should a dam fail upstream. *Impacts:* Dam failure may cause damage to residential homes, bridges, roadways, and essential community facilities such as schools, fire stations, and healthcare clinics. The age and resilience of these structures can impact their ability to withstand inundation and debris flows.
	Economic Assets	*Vulnerability:* Businesses in dam inundation zones are at risk. *Impacts:* Key infrastructure and business assets in Midvale, including retail centers, utilities, and service-based industries, could be disrupted by floodwaters resulting from dam failure. Roads like State Street or I-15 may become impassable, disrupting commerce and daily activities. Water-dependent businesses could face prolonged downtime, and any agricultural zones or community gardens could experience loss of crops or irrigation capabilities. These disruptions could have a ripple effect across the local economy.
	Natural, Historic, and Cultural Resources	*Vulnerability:* Riparian zones and historic buildings are vulnerable to flooding from a dam breach. *Impacts:* A dam breach could harm natural areas such as wetlands or riparian zones along the Jordan River, which serve as important ecological buffers. Floodwaters could erode habitats, impact water quality, and disrupt wildlife corridors. Historic or cultural landmarks, including older public buildings or park installations, may be damaged if situated in flood pathways, especially if they were not designed for high water resilience.
	Critical Facilities and Infrastructure	*Vulnerability:* Although no critical facilities were identified within dam inundation zones, they may be indirectly affected by flooding. Power, communication, and road infrastructure are vulnerable to damage in the event of a dam failure. *Impacts:* Vital services in Midvale, such as water treatment facilities, emergency operations centers, and schools, may be compromised in the event of a dam failure. Utilities like power lines, water mains, and telecommunications networks could suffer damage or go offline. Inundation may overwhelm emergency response systems, reducing the city's capacity to provide aid during and after a flood event. Infrastructure lacking redundancy or floodproofing is particularly at risk.
	Community Activities	*Vulnerability:* Community events and recreational activities are at risk from flooding caused by a dam breach. *Impacts:* Community life in Midvale could be disrupted significantly if floodwaters reach public parks, trails, or recreational venues. Events hosted at locations like Midvale City Park or the Jordan River Trail could be canceled or postponed due to damage or accessibility issues. Public confidence in infrastructure safety may also decline, affecting attendance at outdoor gatherings or activities in areas perceived to be vulnerable.
Civil Disturbance	People	Low-income individuals may lack the resources for safety, while the elderly or disabled may struggle to navigate emergencies. Young people, particularly teenagers, may be drawn into unrest, influenced

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		by social dynamics. In addition, marginalized individuals may feel targeted or compelled to participate. A lack of community cohesion and trust in authorities can further heighten tensions.
	Structures	Government buildings, commercial properties, and infrastructure, such as bridges and transportation hubs may be vulnerable. Government buildings may be targeted for their symbolic authority, while retail stores can attract crowds during protests. Residential neighborhoods also can be affected, especially in areas with heightened tensions. The vulnerability of these structures stems from their visibility and importance to the community, combined with factors such as location and ongoing social issues.
	Economic Assets	Retail establishments, especially shopping centers, are at risk as they often become focal points for protests. Transportation systems can be disrupted by blockades, hindering access to services. Financial institutions may face vandalism or theft, while critical service providers, such as healthcare facilities, could experience strain during unrest. Several economic assets are vulnerable to civil disturbances, primarily due to their visibility and reliance on foot traffic.
	Natural, Historic, and Cultural Resources	Parks and open spaces may suffer from vandalism or destruction during uncontrolled events. Historic sites can become targets, as they symbolize authority or cultural significance. Cultural resources, such as community centers and places of worship, also may be affected, as they play a vital role in community identity. Their vulnerability lies in the potential for damage during protests.
	Critical Facilities and Infrastructure	Governmental buildings, schools, and healthcare facilities may be at risk, since they often symbolize authority and serve as community hubs, making them targets during unrest. Utility infrastructure, such as water and power facilities, is also at risk of disruption. Its visibility and essential services contribute to its vulnerability during civil disturbances.
	Community Activities	Public demonstrations, parades, and local government meetings are particularly vulnerable to civil disturbances. These events often attract large crowds and can become tense, especially around contentious social or political issues. Factors such as the local demographic, economic conditions, and recent events can heighten these vulnerabilities, making it easier for conflicts to arise during passionate public gatherings.
Cyberattack	People	Older adults often lack familiarity with technology and online security, making them easy targets for phishing scams. Individuals engaging in online banking or shopping without strong security measures also face heightened risks. Families with children may be less vigilant about internet safety, allowing cybercriminals to exploit personal information. In addition, small business owners without robust cybersecurity practices are prime targets for attacks that can disrupt operations.
	Structures	Critical infrastructure, such as power plants, water treatment facilities, and transportation systems, often lack robust cybersecurity measures. Commercial businesses, especially financial institutions and healthcare providers, also are at risk due to weaker data protection and employee training. Educational institutions may be vulnerable because of limited funding for cybersecurity and outdated software.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		Obsolete technology and insufficient training enhance the susceptibility of these structures to cyber threats.
	Economic Assets	Financial institutions, such as banks and credit unions, are at risk of data theft and service disruption. Small and medium-sized businesses often lack robust cybersecurity measures, making them attractive targets. In addition, local government agencies and critical infrastructure, such as water treatment facilities, might have outdated security protocols, posing threats to public safety. The rise of remote work further exacerbates vulnerabilities, as employees accessing networks from home can unintentionally expose systems to risks. Overall, the combination of outdated technology and insufficient cybersecurity practices increases the vulnerability of an area's economic assets.
	Natural, Historic, and Cultural Resources	Natural resources like water management systems and wildlife databases can be compromised, disrupting ecosystems. Historic sites and museums that digitize collections are at risk of losing valuable artifacts and data. In addition, cultural organizations managing events may face threats if their systems lack adequate security. The limited resources of smaller organizations further increase this vulnerability
	Critical Facilities and Infrastructure	Energy and utility services, such as electricity and water systems, which often rely on outdated technology, may be vulnerable. Transportation infrastructure, such as traffic management and public transit, is also at risk due to networked systems. Healthcare facilities that use electronic records and connected medical devices face vulnerabilities that can compromise patient safety.
	Community Activities	Online registration for events, local government services, and educational programs that rely on digital tools may be targeted due to inadequate security measures, outdated software, and insufficient staff training.
Hazardous Materials Incident (Transporta-tion & Fixed Facility)	People	Individuals with pre-existing health conditions, such as respiratory issues, and the elderly are at higher risk due to their compromised health. Children also are more susceptible. Those living near industrial areas or transport routes for hazardous materials face increased exposure risk, while low-income families may lack resources and information to effectively prepare for incidents.
	Structures	Industrial facilities, such as manufacturing plants and warehouses, often store hazardous chemicals which may leak. Residential buildings, schools, and healthcare facilities also are at risk, particularly if located along transportation routes for hazardous materials. Older buildings may lack modern safety features, increasing their vulnerability.
	Economic Assets	Industrial facilities, transportation infrastructure, and nearby commercial properties may be affected. Industrial facilities handling chemicals are at risk of spills or leaks, while roads and railways used for transporting hazardous materials can lead to accidents and contamination. In addition, nearby commercial and residential areas face potential health risks and economic losses.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Natural, Historic, and Cultural Resources	Waterways and habitats are vulnerable to hazardous materials incidents, which can disrupt ecosystems. Historic sites and structures may suffer damage from toxic exposure, leading to degradation over time. In addition, cultural landmarks risk losing their significance due to contamination events. The proximity of these resources to industrial areas or transport routes exacerbates their risk.
	Critical Facilities and Infrastructure	Chemical manufacturing plants, waste treatment facilities, and transportation networks, such as highways and railroads may be at risk. Their vulnerability stems from factors such as proximity to residential areas, aging infrastructure, and inadequate safety measures. Natural hazards, such as flooding and earthquakes, can further increase risks by damaging containment systems.
	Community Activities	Local markets, school events, and outdoor gatherings are vulnerable to hazardous materials incidents if they are near industrial zones and transport corridors. This risk is heightened by inadequate emergency preparedness, lack of public awareness, and the potential for spills during transport. Large crowds at events can complicate evacuation efforts, increasing the risks for participants and nearby residents.
Public Health Epidemic/ Pandemic	People	Individuals with pre-existing health conditions like asthma and heart disease and adults over 65 may be vulnerable. Low-income families may struggle to access healthcare and vaccinations, increasing their risk. Marginalized communities with limited access to information and those living in high-density conditions also are at greater risk due to the rapid spread of diseases and the challenges in implementing preventive measures.
	Structures	Several structures are vulnerable to public health epidemics or pandemics, particularly due to their ability to facilitate the spread of disease. High-density residential areas, such as apartment complexes, are at risk, as close living quarters can lead to faster transmission. Public gathering spaces, such as schools and community centers, also pose significant threats because large groups are in confined spaces. Healthcare facilities can become hotspots for infections if infection control measures are insufficient. In addition, workplaces with high foot traffic, such as retail stores, contribute to vulnerability.
	Economic Assets	Small businesses in retail, hospitality, and food service are particularly vulnerable to public health epidemics or pandemics. These sectors face risks from fluctuating consumer demand and potential operational restrictions. The tourism industry also is affected, as travelers may avoid high-risk areas. Healthcare facilities can become overwhelmed, straining resources and impacting operations. In addition, local supply chains may experience disruptions, leading to shortages and inflation. Overall, the direct effects of illness, along with prolonged shutdowns and consumer hesitance, leave these economic assets exposed to significant downturns.
	Natural, Historic, and Cultural Resources	Natural resources like wildlife and ecosystems can be disrupted by increased human activity, raising the risk of zoonotic diseases. Historic sites may deteriorate due to reduced visitor access and funding, while cultural resources, such as community events, face cancelations, impacting social connections.

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
	Critical Facilities and Infrastructure	Public health epidemic or pandemic incidents can affect healthcare facilities, nursing homes, public transportation systems, schools, and food supply chains. healthcare facilities and clinics may become overwhelmed with patients, while vulnerable populations in nursing homes are at higher risk. Public transportation can facilitate the spread of disease, and schools gather large groups, thereby increasing transmission potential. These facilities often lack adequate resources, including medical supplies and testing capabilities, making them more susceptible to the impacts of a health crisis.
	Community Activities	Large gatherings like festivals and sporting events can facilitate the rapid spread of diseases due to close contact. Public transportation also is at risk, as it serves many people in confined spaces. Schools and childcare facilities are particularly susceptible, given that children can easily transmit infections. In addition, food-related events, such as farmers' markets, can pose risks if hygiene practices are not followed. The interconnectedness of community members and varying adherence to health guidelines further exacerbate these vulnerabilities.
Terrorism	People	Young children and newcomers may lack awareness of potential threats, while the elderly and individuals with disabilities may struggle to respond quickly in emergencies. Marginalized communities often face bias, making them more susceptible to targeting. In addition, those with lower socioeconomic status may lack access to security measures and emergency preparedness resources.
	Structures	Government buildings, transportation hubs, commercial centers, and public spaces are particularly vulnerable to terrorism incidents. Government buildings are symbolic targets, while transportation hubs and commercial centers are attractive due to their potential for high casualties and crowd presence. Public spaces also are at risk due to their open nature and lack of security. Their vulnerability is heightened by inadequate security measures, high occupancy rates, and their locations in densely populated areas, which can amplify the impact of incidents.
	Economic Assets	Infrastructure, commercial establishments, and community facilities may be vulnerable. Critical infrastructure, such as transportation networks and power grids, could disrupt the economy if targeted. Commercial establishments, especially those with high foot traffic, and community facilities like schools and healthcare facilities also are at risk, as they can provoke widespread concern and disruption. Their accessibility and interconnectivity increase vulnerability, meaning that damage to one asset can have a broader economic impact and hinder recovery efforts.
	Natural, Historic, and Cultural Resources	Natural resources like water supplies and parks could be targeted for their significance to the community. Historic sites and cultural resources, such as museums or community centers, also are at risk due to their accessibility and importance to local identity. Their vulnerability is often heightened by inadequate security measures.
	Critical Facilities and Infrastructure	Public transportation systems, healthcare facilities, schools, and utility services like water and power plants may be affected. Their vulnerability arises from high accessibility and the potential impact of

Hazard	Vulnerable Assets	Description of Vulnerability and Impacts
		an attack, as crowded transportation and public spaces can lead to mass casualties and panic. Attacking utility services could disrupt the town's essential functions, creating chaos.
	Community Activities	Festivals, parades, and sporting events are particularly vulnerable to terrorism incidents. These events attract large crowds, making it easier for perpetrators to inflict harm and instill fear. In addition, community centers and places of worship serve as social hubs, increasing their risk. Factors such as limited security measures and open access to public spaces, contribute to this vulnerability.

Jurisdiction-Specific Changes in Vulnerability

Hazard events can impact communities, infrastructures, and ecosystems. The severity of these impacts can be influenced by climate change, population patterns, and land use development. Understanding these factors is crucial for the city of Midvale to develop a resilient community and minimize the impacts of hazards. Table 9 displays the unique changes within the community and the related effects on each identified hazard affecting the city of Midvale.

Table 9: Jurisdiction-Specific Changes in Vulnerability in the City of Midvale

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
Avalanche	Higher temperatures can lead to more rain, destabilizing snowpack and increasing the risk of wet avalanches. In addition, changes in snowfall can cause denser snow layering on slopes, making them more prone to sliding.	Avalanches can influence population patterns by deterring people from moving to or remaining in high-risk areas, leading to decreased density in these locations. The threat of avalanches prompts many to seek safer environments in urban or lower-risk regions. In addition, when avalanches occur, they can disrupt infrastructure, causing residents to relocate.	Development in Midvale has not increased the risk of avalanches.	Same
Drought	Climate change affects drought incidents by altering precipitation patterns and increasing temperatures. Warmer weather can lead to longer dry periods and more severe droughts, while changes in rainfall can reduce snowpack in nearby mountains, crucial for summer water supply. Higher temperatures also increase evaporation rates, further straining local water resources.	Drought can significantly influence population patterns by impacting economic opportunities and the quality of life. Water scarcity often leads to reduced agricultural productivity, prompting residents to migrate to areas with more stable job prospects. Increased water costs can make living less affordable, driving some residents away. Conversely, efforts to address drought, such as sustainable development or improved water management, may attract newcomers, resulting in changes in the community's demographic composition over time.	Increasing population and development will continue to put a strain on Midvale's water sources.	Increased
Earthquake	Rising temperatures can lead to glacial melting, which affects pressure on tectonic plates and may trigger seismic activity through isostatic rebound. In addition, increased rainfall and flooding can erode soils, weakening structural integrity and	Earthquakes can significantly alter population patterns by prompting residents to leave for safer areas after a seismic event. This migration can lead to changes in population density and attract new residents and businesses during the rebuilding	Developments in transportation across the city, particularly around TRAX stations, might be vulnerable to damage during an earthquake.	Stayed the same

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	heightening vulnerability during earthquakes. Although the direct links between climate change and earthquakes are still under investigation, environmental effects may impact the region's seismic risk.	process. The perception of the area as a safe place to live may shift, impacting long-term demographics, as some residents return to rebuild while others relocate permanently.		
Extreme Heat	Climate change significantly impacts extreme heat by increasing the frequency and intensity of heat waves. Rising global temperatures lead to longer and hotter summers, affecting residents and local infrastructure while heightening health risks, especially for vulnerable populations. Urban heat islands from reduced vegetation and extensive pavement further amplify these effects.	By causing residents to relocate due to damaged homes or safety concerns. Some may move to areas perceived as safer or seek better job opportunities elsewhere. The economic impact and infrastructure damage can also make certain neighborhoods less desirable, leading to shifts in demographics and the socioeconomic landscape as new residents with different backgrounds move in.	Increased density, particularly in downtown Midvale and around TRAX stations, can lead to increased temperatures during extreme heat events.	Increased
Extreme Cold	By increasing the intensity of winter storms. Higher atmospheric temperatures allow for more moisture, resulting in heavier snowfall and potentially lower temperatures during these events. In addition, fluctuations in weather patterns may disrupt seasonal cycles, leading to unpredictable periods of extreme cold mixed with warmer spells.	By driving some residents to relocate to warmer areas. Harsh winters can hinder economic activities and deter new residents and businesses, influencing housing demand and the attractiveness of certain neighborhoods. This may disproportionately affect lower-income families, leading to changes in demographics and socioeconomic stratification in the community.	Increased growth of commercial and residential developments in Midvale increases energy demand during extreme cold events, stressing the electrical grid.	Increased
Flooding	Higher temperatures increase the frequency and intensity of extreme weather events and alter precipitation patterns. They lead to more intense rainstorms and accelerated snowmelt from nearby mountains, raising water	Flooding can significantly alter population patterns by displacing residents from affected areas, leading them to seek shelter elsewhere. This may cause a population decline where flooding occurs, as individuals might	Development in Bingham Junction abuts the 0.2% annual chance flood zone. Increased impervious surfaces due to development across	Decreased

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	levels in rivers and streams. This combination raises the risk of flooding, especially in areas with inadequate drainage and urban development in flood-prone zones, heightening the potential for damage to homes and infrastructure.	hesitate to return due to ongoing risks or property damage. As neighborhoods become less desirable, people may migrate to safer areas, changing demographic trends and putting pressure on housing in those regions. Over time, these shifts can influence urban planning and development, as local governments address flooding risks and changing population needs.	Midvale could contribute to ponding and other pluvial flooding.	
Landslide/ Slope Failure	Climate change increases the risk of landslides through heavier rainfall and temperature fluctuations. Intense rain saturates soil, destabilizing slopes, while freeze–thaw cycles weaken the ground. Changes in vegetation can also reduce stability, leading to a higher potential for landslides.	Landslides and slope failures can impact population patterns by making some areas unsafe, leading to displacement and lower property values. This prompts residents to move to safer regions, thereby increasing density in more stable areas. Concerns about future landslides may also deter newcomers from high-risk zones, shaping long-term demographic trends.	Development in Midvale has not increased the risk of landslides.	Increased
Radon	Climate change can affect radon levels by altering soil temperatures and moisture conditions. Higher temperatures may increase radon emissions from the ground, while heavy rainfall can change groundwater and soil saturation, impacting radon migration into buildings.	Radon exposure can influence population patterns as increased health awareness may drive families to move away from areas with high radon levels. This shift could particularly affect vulnerable groups, changing demographics and demand in the housing market. Homes with lower radon levels may become more sought after, and public health campaigns can encourage community action, making previously undesirable areas more attractive once mitigation measures are implemented.	Development in Midvale has not increased the risk of radon impacts.	Decreased

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
Heavy Rain	Climate change increases the frequency and intensity of heavy rain, as higher temperatures allow the atmosphere to hold more moisture. This leads to stronger storms, flash flooding, and overwhelmed drainage systems.	Heavy rain can shift population patterns by pushing residents out of flood-prone areas and attracting them to safer neighborhoods. Frequent flooding may lead to evacuations and economic disruptions, prompting relocations. Over time, ongoing heavy rains can affect housing demand and community stability, altering the town's population distribution.	Increased impervious surfaces due to development across Midvale could contribute to ponding and other pluvial flooding.	Increased
High Wind	Climate change affects high winds by altering atmospheric patterns and increasing extreme weather events. Rising temperatures may lead to more substantial, unpredictable winds and more frequent thunderstorms, posing risks to infrastructure and air quality.	High winds can alter population patterns by making certain areas less desirable. Frequent damage may drive residents to safer neighborhoods, deter newcomers, and slow growth in affected regions.	Development in Midvale has not increased the risk of high wind events.	Increased
Lightning	Climate change increases temperatures and alters precipitation, leading to more intense thunderstorms and frequent lightning strikes. Urbanization can enhance this effect, posing risks to public safety and infrastructure.	Lightning can influence population patterns by causing property damage and wildfires, leading some residents to relocate. Areas with higher lightning activity may deter new residents, while safer locations could increase migration as people seek protection from severe weather.	Increased development, including multistory buildings, slightly increases the risk of lightning damage in Midvale.	Increased
Severe Winter Weather	Climate change impacts heavy snow and blizzards by altering precipitation patterns. Higher temperatures can lead to more rain than snow, affecting snowpack levels. In addition, increased storm intensity results in heavier, more unpredictable snowfall.	Increased population equals an increased number of people needing to get to work and quicker snow removal. Heavy snow or blizzards can impact population patterns by influencing where people live and work. Transportation disruptions may lead residents to seek housing closer to jobs, increasing density in some areas	As new developments and transportation infrastructure (bike lanes, walking paths, roads) have been constructed, there are new risks to the city during extreme winter weather. The city takes on more responsibility for clearing	Increased

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
		while depopulating others. Families might also avoid regions with frequent heavy snowfall, shifting demand to milder areas. Over time, these trends can alter community demographics and economic activity, prompting adjustments in city planning and resource allocation.	these developments and infrastructure, as well as rescues and evacuations during heavy snow events.	
Tornado	Climate change may increase the frequency and intensity of tornadoes. Higher temperatures lead to more moisture in the air, creating conditions for severe thunderstorms. Changes in wind patterns and precipitation can also heighten tornado risks, resulting in more destructive storms and greater threats to infrastructure and communities.	Tornadoes can influence population patterns by prompting residents to move to safer areas after damage occurs. This can decrease density in affected neighborhoods while increasing the demand for housing in safer regions. New residents may also move in for recovery opportunities, altering demographics. Over time, repeated tornado threats might push long-term residents to areas with better disaster preparedness, reshaping the city's population distribution.	Increased development slightly increases the risk of tornado damage in Midvale.	Increased
Wildfire	By raising temperatures and creating drier conditions, prolonged droughts lead to more dry vegetation, which serves as fuel for fires. Erratic seasons extend the growing period, while more lightning strikes can ignite wildfires. These factors heighten the threat to ecosystems and community safety.	Displaced individuals often seek safer areas, shifting demographics. Declining property values might deter newcomers. Conversely, some may be drawn to rebuilding efforts, impacting long-term growth and community dynamics.	Development in Midvale does not clearly increase or decrease wildfire risk.	Increased
Dam Failure	Climate change raises the risk of dam failure by causing heavier rainfall and rapid snowmelt. These changes can overwhelm dams and compromise their integrity, highlighting the need	Dam failure can impact population patterns by displacing residents and altering demographics. Evacuations can lead to an influx in safer areas, while destruction may deter new	Development in Midvale has not increased the risk of dam failure.	Increased

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	for urgent safety assessments and upgrades to protect communities downstream.	residents and contribute to population decline. Fear of future disasters may also prompt remaining individuals to relocate, changing the community's composition and affecting population density and economic activity.		
Civil Disturbance	Climate change can increase civil disturbances by intensifying environmental stresses and social tensions. Rising temperatures may lead to droughts, wildfires, and poor air quality, particularly affecting vulnerable communities. Resource scarcity, especially water, can spark conflicts and protests. In addition, an influx of migrants from harder-hit areas may strain local resources, further escalating tensions. This cycle of unrest is driven by the impacts of climate change on the environment and community dynamics.	By encouraging residents to move for safety, leading to outflows and new arrivals. These events can reveal social issues, impacting community dynamics, employment, and property values, ultimately reshaping demographics and social cohesion.	Development in Midvale has not increased the risk of civil disturbances.	Increased
Cyberattack	Possible attack on the industry, which is seen as producing large amounts of greenhouse gases and burning fossil fuels. Climate change can heighten cyberattack risk by increasing vulnerabilities during extreme weather. Disruptions like power outages offer cybercriminals opportunities, but focusing on emergency responses can weaken cybersecurity measures. As organizations adopt new technologies to cope with climate impacts, they	Cyberattacks can change population patterns by eroding trust in essential services. Compromised systems may cause residents to leave due to safety concerns, while high-profile incidents can deter businesses, leading to job losses. This perception of vulnerability may also make the city less appealing to newcomers, resulting in demographic shifts and affecting local development.	Development in Midvale has not increased the risk to cyberattacks.	Increased

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	may unintentionally introduce additional vulnerabilities.			
Hazardous Materials Incident (Transporta-tion & Fixed Facility)	Climate change elevates the risk of hazardous materials incidents by increasing extreme weather events like heavy rain and wildfires. These events can breach storage tanks and heighten material volatility. Vulnerable infrastructure can lead to more spills or accidents, while climate shifts may also introduce new challenges for managing hazardous substances and public health.	By causing evacuations and temporary declines in density. In the long run, unsafe areas may deter new residents, affecting growth and diversity. In addition, negative perceptions can lower property values and economic prospects, leading families to relocate which impacts local demographics.	Development in Midvale has not increased the risk of a hazardous materials incident.	Increased
Public Health Epidemic/ Pandemic	By increasing the spread of vector-borne diseases and raising the risk of waterborne illnesses due to flooding or drought. Worsening air quality can also exacerbate respiratory conditions like asthma, especially in vulnerable populations.	By prompting migration for safety and better healthcare. Vulnerable groups may move to areas with improved services, while economic instability can drive people to seek new employment opportunities. In addition, restrictions like quarantine measures can limit movement and social interactions, reshaping the community's demographics and impacting local economies.	Development in Midvale has not increased the risk of an epidemic/pandemic event.	Increased
Terrorism	Terroristic activity is sometimes centered around climate change. Climate change impacts terrorism incidents by creating conditions of resource scarcity and social unrest. Increased competition for essential resources, such as water, can fuel tensions, making communities more vulnerable to extremist ideologies. Extreme weather events may disrupt social order and infrastructure,	Terrorism incidents can alter population patterns by instilling fear and prompting residents to relocate to perceived safer areas, resulting in demographic shifts and potential declines in property values. Some neighborhoods may see an outflow of residents, while others could experience an influx of people seeking refuge from violence. In addition, increased security measures may deter	Development in Midvale has not increased the risk of terrorism.	Increased

Type of Hazard Event	Effects of Climate Change	Changes in Population Patterns	Changes in Land Use and Development	Overall Vulnerability
	offering terrorist groups opportunities to exploit crises. In addition, climate-driven population displacement can heighten tensions in receiving areas, raising the risk of domestic terrorism. Law enforcement's focus on climate-related challenges can also limit its capacity to address terrorism threats. Ultimately, while climate change may not directly cause terrorism, its effects can create an environment conducive to extremist activities.	businesses and residents from certain locations, leading to long-term changes in population density and urban development patterns.		

Additional Public Involvement

The city of Midvale provided several opportunities for public participation. Figure 1 and Figure 2 are examples of public outreach.

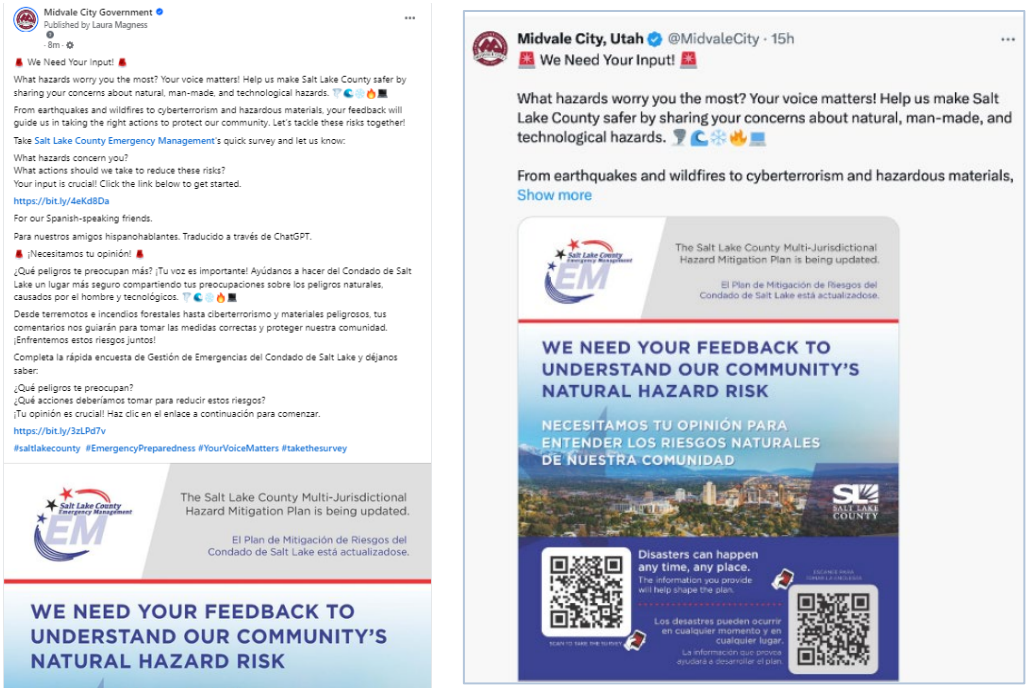

Figure 1: Social Media Post for Public Participant (*left*) and Plan Participant (*right*)

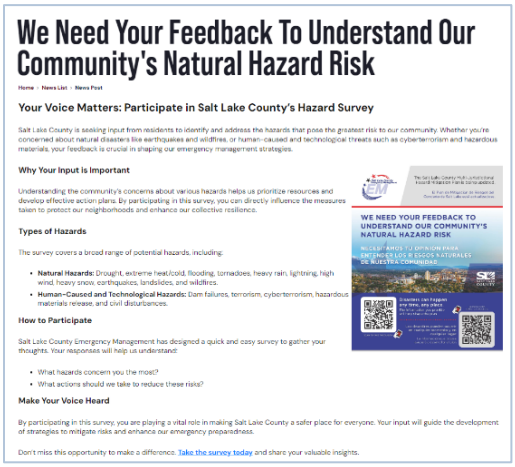

Figure 2: City Website Announcement for Plan Participations

Plan Integration

Incorporating the underlying principles of the Hazard Mitigation Plan and its recommendations into other plans is a highly effective and low-cost way to expand their influence. All plan participants will use existing methods and programs to implement hazard mitigation actions where possible. As previously stated,

mitigation is most successful when it is incorporated into the day-to-day functions and priorities of government and public service. This plan builds on the momentum developed through previous and related planning efforts and mitigation programs, and it recommends implementing actions where possible through these other program mechanisms. These existing mechanisms include the following:

- Regularity Capabilities
- Administrative Capabilities
- Fiscal Capabilities

Respective planning stakeholders will conduct implementation and incorporation into existing planning mechanisms and will be done through the routine actions of:

- Monitoring other planning/program agendas
- Attending other planning/program meetings
- Participating in other planning processes; and
- Monitoring community budget meetings for other community program opportunities.

The successful implementation of this plan will require constant and vigilant review of existing plans and programs for coordination and multi-objective opportunities that promote a safe, sustainable community. Regular efforts should be made to monitor the progress of mitigation actions implemented through other planning mechanisms. Where appropriate, priority actions should be incorporated into planning updates. Table 10 lists existing planning mechanisms in which the Hazard Mitigation Plan has been integrated. Table 11lists the opportunities for integrating elements of this plan into other plans

Table 10: Integration of Previous Plans by the City of Midvale

Plan	Description
None	N/A

Table 11: Opportunities for Integration with Future Plans of the City of Midvale

Plan	Description
General Plan	Overview of long-term goals and strategies for Midvale
Stormwater Management Plan	Addresses stormwater runoff and limits discharge of pollutants in storm drain system
Water Conservation Plan	Sets goals to conserve water to maintain water supply in the region
Transportation Master Plan	Focused on guiding future transportation investments and ensuring a coordinated approach to managing the city's transportation network
Midvale Center and Fort Union Station Plan	Provides 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
Main Street Small Area Plan	Addresses challenges in historic area of Midvale.

Plan	Description
Midvale/West Jordan Station Area Plan	Transportation planning partnership between West Jordan, Midvale City, Wasatch Front Regional Council, and Utah Transit Authority

Capability Assessment

Local mitigation capabilities are existing authorities, policies, programs, and resources that reduce hazard impacts or could help carry out hazard mitigation activities.

Planning and Regulatory Capabilities

Planning and regulatory capabilities are the plans, policies, codes, and ordinances that prevent and reduce the impacts of hazards.

Table 12: Assessment of the Planning Capabilities of the City of Midvale[3]

Plan	Does it address hazards? (Y/N)	How can it be used to implement mitigation actions?	When was the last update? When is the next update?
General Plan	Y	Yes	2024
Capital Improvement Plan	Y	Can be used to identify funding sources for mitigation actions	Capital improvement projects are reviewed regularly.
Climate Change Adaptation Plan	N – have Water Conservation Plan	Can be used to incorporate sustainability measures into mitigation actions, provide funding sources	2025
Community Wildfire Protection Plan	Y	Can be used to identify wildfire mitigation actions	2021
Economic Development Plan	Y – in General Plan	Improve public transportation to facilitate moving people and supplies in an emergency	2016
Land Use Plan	Y – in General Plan	Provide information on wildfire or flooding mitigation actions	2016
Local Emergency Operations Plan	Y	The city plans to have annexes with actions to mitigate loss of life and property damage. The CEMP can be used to identify responsible departments for mitigation actions.	2024 but a CEMP was promulgated in 2025.
Stormwater Management Plan	Y	Can be used to identify flood mitigation actions	July 2021
Transportation Plan	Y	Can be used to map or identify traffic areas of concern, which can be incorporated into mitigation actions	December 2024

[3] CEMP = Comprehensive Emergency Management Plan.

Plan	Does it address hazards? (Y/N)	How can it be used to implement mitigation actions?	When was the last update? When is the next update?
Substantial Damage Plan	N – have Debris Management Plan	Can inform clean-up efforts that correspond to mitigation actions	2021
Other? (Describe)	Continuity Plan	Ensure municipal operations continue during an incident; supports the response plan with adequate staff	2021

Table 13: Assessment of the Regulations and Ordinances of the City of Midvale

Regulation/ Ordinance	Does it effectively reduce hazard impacts?	Is it adequately administered and enforced?	When was the last update? When is the next update?
Building Code	Y - Building codes ensure that structures are built to standard and brought up to code when remodeling occurs. Midvale has several commercial buildings. Midvale has adopted the Utah State Construction Code as its building code, which includes the International Building Code (IBC 2021) with amendments.	Y	2020
Flood Insurance Rate Maps	Y	Y	2024
Floodplain Ordinance	Y	Y	2009
Subdivision Ordinance	Varies	Y	2022
Zoning Ordinance	Varies	Y	2022
Natural Hazard-Specific Ordinance (Stormwater, Steep Slope, Wildfire)	Y	Y	2020
Acquisition of Land for Open Space and Public Recreation Use	Midvale is built out to its boundaries in all directions. New growth is only when land is rezoned/purposed.	Y	2022
Prohibition of Building in At-Risk Areas	Y	Y	2022
Other? (Describe)			

Administrative and Technical Capabilities

Administrative and technical capabilities include staff and their skills. They also include tools that can help you carry out mitigation actions.

Table 14: Assessment of the Administrative Capabilities of the City of Midvale

Administrative Capability	In Place? (Y/N)	Is staffing adequate?	Are staff trained on hazards and mitigation?	Is coordination between agencies and staff effective?
Chief Building Official	Y	Y	Y	Y
Civil Engineer	Y	Y	Y	Y
Community Planner	Y	Y	Y	Y
Emergency Manager	Y	Y	Y	Y
Floodplain Administrator	Y	Y	Y	Y
Geographic Information System (GIS) Coordinator	Y	Y	Y	Y
Planning Commission	Y	Y	N	Y
Fire Safe Council	N/A	N/A	N/A	N/A
CERT (Community Emergency Response Team)	N	N/A	N/A	There are active CERTs in the surrounding area.
Active VOAD (Voluntary Agencies Active in Disasters)	Y	Y	Y	Y
Other? (Please describe.)				

Table 15: Assessment of the Technical Capabilities of the City of Midvale[4]

Technical Capability	In Place? (Y/N)	How has it been used to assess/mitigate risk in the past?	How can it be used to assess/mitigate risk in the future?
Mitigation Grant Writing	Y	Capital improvement projects	Funding for mitigation projects
Hazard Data and Information	Y	Identification of at-risk areas for prioritization	Help generate future CEMP annex per hazard
GIS	Y	Identification and mapping of high-risk areas to reduce vulnerabilities and address mitigation projects	Leveraging GIS for data analysis and to identify evacuation zones in evacuation plans and data analysis.
Mutual Aid Agreements	Y	Coordination with SLCo Public Works, UFA, and UPD	Additional formal MOUs required
Other? (Please describe.)			

[4] CEMP = Comprehensive Emergency Management Plan, MOU = memorandum of understanding, SLCo = Salt Lake County, UFA = Unified Fire Authority, UPD = Unified Police Department.

Financial Capabilities

Financial capabilities are the resources to fund mitigation actions. Talking about funding and financial capabilities is important to determine what kinds of projects are feasible, given their cost. Mitigation actions like outreach programs are lower cost and often use staff time and existing budgets. Other actions, such as earthquake retrofits, could require substantial funding from local, state, and federal partners. Partnerships, including those willing to donate land, supplies, in-kind matches, and cash, can be included.

Table 16: Assessment of the Financial Capabilities of the City of Midvale

Funding Resource	In Place? (Y/N)	Has it been used in the past and for what types of activities?	Could it be used to fund future mitigation actions?	Can it be used as the local cost match for a federal grant?
Capital Improvement Project Funding	Y	Utilities Transportation, facility improvement and Road projects	Y	Y
General Funds	Y	General operations of the city	Y	Y
Hazard Mitigation Grant Program (HMGP/404)	Y	Has not been used yet	Y	N
Building Resilient Infrastructure & Communities (BRIC)	Y	Has not been used yet	Y	N
Flood Mitigation Assistance (FMA)	Y	Has not been used yet	Y	N
Public Assistance Mitigation (PA Mitigation/406)	Y	Has not been used yet	Y	N
Community Development Block Grant (CDBG)	Y	Community infrastructure projects	N	N
Natural Resources Conservation Services (NRCS) Programs	N	Has not been used yet	Y	N
U.S. Army Corps (USACE) Programs	N	Has not been used yet	Y	N
Property, Sales, Income, or Special Purpose Taxes	Y	Used to fund General Purpose including Municipal Emergency Planner position	Y	Y
Stormwater Utility Fee	Y	Operations, maintenance	Y	N

Funding Resource	In Place? (Y/N)	Has it been used in the past and for what types of activities?	Could it be used to fund future mitigation actions?	Can it be used as the local cost match for a federal grant?
Fees for Water, Sewer, Gas, or Electric Services	Y	Operations, maintenance, and capital improvements	Y	Y
Impact Fees from New Development and Redevelopment	N	Used to fund fire service	Y	Y
General Obligation or Special Purpose Bonds	Y	Capital Improvements	N	N
Federal-funded Programs (Please describe)	Y	EPA grant	Yes, mitigates superfund site	N
Private Sector or Nonprofit Programs	Y	Has not been used yet	Y	Y
Other?				

Education and Outreach Capabilities

Education and outreach capabilities are programs and methods that could communicate about and encourage risk reduction. These programs may be run by a participant or a community-based partner. Partners, especially those who work with underserved communities, can help identify additional education and outreach capabilities.

Table 17: Assessment of the Education and Outreach Capabilities of the City of Midvale[5]

Education and Outreach Capability	In Place? (Y/N)	Does it currently incorporate hazard mitigation?	Could it be used to support mitigation in the future?
Community Newsletter(s)	Y	Public safety information distributed by City PIO	Y
Hazard Awareness Campaigns (such as Firewise, Storm Ready, Severe Weather Awareness Week, School Programs)	Y	Y	Y
Public Meetings/Events (Please describe.)	Y	Y	Y
Emergency Management Listserv	Y	Y	Y
Local News	Y	Y	Y

[5] SLCo EM = Salt Lake County Emergency Management, UFA = Unified Fire Authority.

Education and Outreach Capability	In Place? (Y/N)	Does it currently incorporate hazard mitigation?	Could it be used to support mitigation in the future?
Distributing Hard Copies of Notices (e.g., public libraries, door-to-door outreach)	Y – at City Hall	Y	Y
Insurance Disclosures/ Outreach	N	N	Y
Organizations that Represent, Advocate for, or Interact with Underserved and Vulnerable Communities (Please describe.)	Y	Y	Y
Social Media (Please describe.)	Y	Y - Facebook, Instagram, and X	Y
Other? (Please describe.)			

Opportunities to Expand and/or Improve Capabilities

Actions that can expand and improve existing authorities, plans, policies, and resources for mitigation include budgeting for mitigation actions, passing policies and procedures for mitigation actions, adopting and implementing stricter mitigation regulations, approving mitigation updates, and making additions to existing plans as new needs are recognized. Table 18 lists the opportunities for the city of Midvale.

Table 18: Opportunities to Expand and/or Improve the Capabilities of the City of Midvale

Capability	Opportunity to Expand and/or Improve
Planning and Regulations	Midvale can more thoroughly document how substantial damage determinations (including data sources, tools, resources, and staffing) will be made by developing a Substantial Damage Plan or procedure. The procedure could be incorporated into the Flood Damage Prevention Ordinance.
Administrative and Technical	The Planning Commission could receive additional information on hazard risks and mitigation measures, such as through presentations on hazard mitigation, plan maintenance, and mitigation projects.
Financial	The city has grant writing capabilities but has not been awarded any Hazard Mitigation Assistance grants yet. Successfully applying for the Hazard Mitigation Grant Program (HMGP), Flood Mitigation Assistance (FMA), or other pre-disaster mitigation funding could expand the city's funding capabilities.
Education and Outreach	The city can consider connecting with stakeholders such as real estate professionals and developers to promote disclosure of flood risk and understanding of hazard risk reduction development requirements.

Mitigation Strategy

Mitigation strategies provide proactive measures that are designed to minimize the impacts of hazards on the city of Midvale. Table 19 shows mitigation action alternatives, and Table 20 shows the status of previous mitigation activities. Actions that are not complete or ongoing are being carried forward in the

new plan. Those that are not carried forward due to changes in priority or lack of feasibility have been identified as deleted. Table 21 is the 2025 mitigation action plan for the city of Midvale.

Table 19: Mitigation Action Alternatives for the City of Midvale

Action	Type of Action	Selected for inclusion in the plan?	If not selected, why not?
Public education	Education and awareness programs	Y – refined this mitigation action to be more specific.	
Severe weather that shuts down roads/access for residents	Natural systems protection	Y – refined this mitigation action to be more specific.	
Security	Structure and infrastructure projects	Y – refined this mitigation action to be more specific.	

Table 20: Status of Prior Mitigation Actions of the City of Midvale[6]

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Ensure that city emergency communication systems (radios, signal boosters, etc.) are functioning and ready for use.	All hazards	Midvale IT	Public Works, UPD, UFA	Ongoing. Midvale has ordered new radios and the supporting equipment. Anticipate full implementation by the end of FY25.
Gather and update GIS data on city infrastructure to ensure smooth operations during emergency operations.	All hazards	Engineering/ GIS	Midvale Public Works and Community Development	Ongoing. Progress has been made in collecting infrastructure data. Data gathering is ongoing and will focus on data required to complete upcoming utility master plans.
Update and ensure that mutual aid agreements and contacts are in place for emergency response operations. This includes other government agencies, private businesses, etc. so that resources are available and ready when needed.	All hazards	City Manager	City Attorney	Ongoing. Private contracts for pallets of water have been made. Bilateral mutual aid agreements and agreements for other resources are still needed.

[6] EM = Emergency Management, IT = Information Technology, NWS = National Weather Service, JVWCD = Jordan Valley Water Conservancy District, SCADA = Supervisory Control and Data Acquisition, UDNR = Utah Department of Natural Resources, UDPH = Utah Department of Public Health, UFA = Unified Fire Authority, UPD = Unified Police Department, VECC = Salt Lake Valley Emergency Communications Center

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
SCADA system for water and sewer system readings and backup generator systems for sewer lift stations.	All hazards	Midvale Public Works Department	Midvale IT	Complete. SCADA system has been implemented, tested, and is operational.
Separate stormwater from irrigation ditches.	Flooding, Hazardous Materials	City Engineer	Public Works	Ongoing. Several areas where stormwater and irrigation systems were connected have been separated. Additional separation is required. Midvale is currently working on a stormwater master plan, which will include plans for future stormwater improvements.
Develop a robust cyber security program, incorporating components of the NIST Cybersecurity Framework	Cyberattack	Midvale IT		Ongoing. Midvale IT has implemented robust cybersecurity. IT is also intent on constantly improving the program as new threats and opportunities present themselves.
Increase adult influenza vaccination rates to the Healthy Salt Lake target rate. Currently the rate is 70%	Cyberattack Public Health Epidemic/ Pandemic	Midvale EM	SLCo Public Health	Deleted. The city does not manage flu vaccinations for the community.
Establish redundancy for dispatch centers and other critical communications	All hazards	Midvale EM	VECC	Ongoing. Covered by UPD and UFA.
Provide education regarding all natural hazards through live trainings and web-based, print, and broadcast media	All hazards	Midvale EM	FEMA	Ongoing. Midvale periodically provides education on natural hazards. In the last year, Midvale hosted an Emergency Planning Open House and has information online for residents. In addition, Midvale staff have provided training for community groups upon request.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Incorporate information about cascading effects of hazards in education programs	All hazards	Midvale EM		Completed – The county makes hazard-specific public information available at City Hall.
Develop education programs to target specific groups including homeowners, developers, schools and people with special needs	All hazards	Midvale EM	Local School Districts	Ongoing. Educational opportunities have targeted the community broadly and neighborhood groups.
Utilize maps and similar products on County EM website and other media to educate public on areas at risk of hazards	All hazards	Midvale EM, GIS, and Engineering	County EM GIS	Ongoing. Maps have been used to provide information to the public regarding flooding during the spring runoff.
Coordinate with existing public education programs, such as the American Red Cross, Utah Living with Fire, be Ready Utah, the National Weather Service, etc.	All hazards	Midvale EM	American Red Cross	Ongoing. The city is actively working with the American Red Cross, NWS, and public information programs.
Establish and enforce appropriate planning, zoning, and building code ordinances	All hazards	Midvale EM and Zoning/ Code		Ongoing. Zoning code is constantly updated to reflect legislative changes and local land use planning.
Utilize inundation maps to identify potential evacuation areas and routes	Dam Failure	Midvale EM and GIS	SLCo EM GIS	Ongoing. Midvale is working with SLCo EM to develop their all-hazards evacuation zones, which will be educated to the public in 2026.
Continue to encourage water conservation, using outreach material from all water districts in the county	Drought	Midvale EM and Water Department		Complete. Midvale has adopted a water conservation plan and ordinance that is in line with policies established by JVWCD. As these changes have been made, they have been promoted on social media.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Emergency Managers will coordinate with local water districts/ public utilities to support ongoing conservation efforts	Drought	Midvale EM and Public Works	Midvale City Engineer sits on the Drought Committee of the JVWCD	Ongoing. Local emergency managers meet monthly to discuss projects and other pertinent items for awareness.
Investigate feasibility of implementing an incentive program to encourage the use of low-flow appliances and fixtures in homes and businesses	Drought	Midvale EM and Water Department		Deleted. Midvale has adopted Water Conservation Standards developed by the JVWCC.
Implement water-saving devices and practices in public facilities	Drought	Midvale EM, Public Works – Parks and Facilities Divisions		Ongoing. Changes have been made to irrigation and internal appliances to conserve water. Additional changes will be made as opportunities present themselves.
Repair, maintain and improve water distribution infrastructure to prevent loss from leakage, breaks, etc.	Drought	Midvale EM and Water Department		Ongoing. Midvale has bonded to fund the repairs to significant portions of the water distribution system. Improvements are currently in the design phase, with construction to occur in 2025. Improvements will continue as part of an ongoing maintenance plan.
Coordinate public safety water use, such as hydrant testing	Drought	Midvale EM and Water Department		Ongoing. UFA's Fire Prevention Division coordinates with the city and JVWCD.
Provide information on landscaping alternatives for persons subject to green area requirements	Drought	Midvale EM		Complete. Midvale has partnered with the JVWCD to provide the public with landscaping ideas and programs. Midvale recently adopted the district's water conservation guidelines by ordinance.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Provide educational materials to unreinforced masonry home and business owners	Earthquake	Midvale EM and Building Department		Ongoing. Preparedness pamphlets are available at City Hall.
Procure Engineering Consultant to perform the nonstructural design and geotechnical assessment and review.	Earthquake	Engineering		Deleted. This information could not clarified. Earthquake-specific mitigation actions for Midvale were more clearly defined.
Assist Cities with NFIP application	Flooding	Engineering/ State	FEMA	Ongoing. The floodplain administrator coordinates with state partners and the county to align standards.
Encourage Communities to actively participate in NFIP	Flooding	Engineering/ State	FEMA	Ongoing. Midvale participates in the NFIP.
Identify and assess structures for deficiencies	Flooding	Engineering		Ongoing. Currently happening for new structures.
Modify structures as needed to address deficiencies	Flooding	Building Department.		Ongoing. Capital improvement funding is used for projects.
Maintain Hazardous Weather Operations Plan according to StormReady requirements	Severe Weather	Midvale EM		Ongoing. Midvale is updating its plans to address different emergency that might impact the city.
Maintain Contact with NWS before reapplication	Severe Weather	Midvale EM	NWS	Deleted. Midvale has a good relationship with NWS and continues to work with them for event planning protocols, emergency plans, and other projects as needed.
Meet with NWS representative on an annual basis to receive information on new services and alerts available	Severe Weather	Midvale EM	NWS	Ongoing. The municipal emergency planner for Midvale attends the monthly valley EM meeting to discuss upcoming events and projects.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Assist NWS in making other agencies and departments aware of available resources	Severe Weather	Engineering, Water, and City EM	NWS	Ongoing. The city has the NWS contact information when resources are requested.
Work with NWS to develop large event venue weather safety and evacuation procedures	Severe Weather	Engineering, Water, and City EM	NWS	Ongoing. City Event IAP involves NWS spot weather forecasts and monitoring conducted by the NWS duty officer.
Midvale will implement the "Firewise" program in conjunction with the UFA.	Wildland Fire	EM and Fire	UFA	Ongoing. UFA coordinates with the city for any program information.
Midvale has a large number of unreinforced brick residences that poses a large problem in the event of a major earthquake.	Earthquake	Midvale EM		Deleted. This does not identify a specific action.
Canal Mapping will be discussed at the yearly Emergency Managers Meeting and a subcommittee will be formed on earthquake impacts.	Flooding	Midvale EM		Ongoing. City GIS has maps of the canals and irrigation lines in Midvale. A committee to discuss earthquake impacts has not been formed.
Our jurisdiction will implement the "Fire is everyone's Fight" program through community outreach.	Severe Weather	Midvale EM		Deleted UFA and SLCo EM provide hazard-specific outreach materials. They are pursuing different wildfire education programs and "Fire is Everyone's Fight" is removed from in 2025 actions.
Midvale Emergency Management will work with the County Health Department to assist them in designing their mitigation programs for dealing with pandemics.	Pandemic	Midvale EM	County and UDPH	Ongoing. City will coordinate with the County Health Department when pandemic programs are offered by the county.

Action	Hazard(s)	Agency Lead	Support Agency(ies)	Status Update
Emergency Management will conduct a special presentation on "Slow the Flow" to encourage residents to take advantage of the free "Water Check" program.	Drought	Midvale EM	JVWCD	Ongoing. Midvale has taken several steps to implement water conservation policies and programming. However, Midvale has not provided these specific presentations and programs.
Midvale Emergency Management will educate citizens in procuring radon testing kits. A presentation from the Health department will be made. **EM will provide Public Info on home radon test**	Radon	Midvale EM		Ongoing. The city provides information about radon risk but has not done formal presentations to staff or residents.
Midvale Emergency Management will participate in a half-day seminar with the authors of the book *Geologic Hazards of the Magna Quadrangle, Utah,* Jessica J. Castleton, Ashley Elliott, and Greg N. McDonald, to determine testing and mitigation techniques that can be implemented.	Earthquake	Midvale EM	UDNR, Geological Survey Division	Deleted. Midvale coordinates with SLCo EM and state partners to get information on earthquake risk and mitigation measures.

Table 21: 2025 Mitigation Action Plan for the City of Midvale[7]

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
1	Provide public education regarding floods, earthquakes, extreme cold/heat and heavy rain events.	Floods, Earthquakes, Extreme Cold, Extreme Heat, Heavy Rain	Midvale EM	Midvale PIO, UFA, SLCo EM, NWS, SLCo Public Works, Midvale Public Works	Provide educational benefits to underserved populations. Identifies ways to reduce risk, such as elevating electrical systems, installing sump pumps, understanding flood maps, completing home retrofits, and completing home weatherization projects.	Low	Midvale general funds	Long-term	High	These issues involve ongoing education for the public.
2	Conduct an inventory and assessment of communications equipment and systems and identify needs.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire	Midvale EM	Midvale Public Works, SLCo EM, VECC, Midvale Communications	Enhances interoperability. Early notification of impending disasters to decrease loss of life. Improved relationships with the public and stakeholders. Faster delivery of information.	Low	Midvale general funds	Short-term	Low	
3	Conduct training and awareness activities on communications equipment, tools, and systems.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire	Midvale EM	SLCo EM, SLCo Public Works, Midvale Communications, Midvale Public Works	Enhances interoperability. Early notification of impending wildfires to decrease loss of life. Improved relationships with the public and stakeholders. Faster delivery of information.	Low	Midvale general funds, BRIC grant, HMGP	Short-term	Low	
4	Establish redundancy for dispatch centers and other critical communications.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire	Midvale EM	VECC, UCA, SLCo EM, UFA, UPD	Ensure communications lifelines remain functional during a disaster.	High	Midvale general funds, BRIC grant, HMGP, EOC grant	Medium term	Medium	
5	Provide education regarding all natural hazards through live trainings and web-based, print, and broadcast media.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health	Midvale EM	SLCo EM, UDEM, Midvale Public Works, Midvale Communications, MSD	Increased awareness of potential secondary effects of hazards can help residents reduce their risk. For example, rain-on-snow events, dam failures following landslides, or flooding post-wildfire. Inform residents about steps they can take to protect their homes and	Low	Midvale general funds, HMGP, BRIC grant	Short term	Medium	

[7] BRIC = Building Resilient Infrastructure and Communities, CDBG = Community Development Block Grant, EM = Emergency Management, EPA – Environmental Protection Agency, FD = Fire Department, FFSL = Division of Forestry, Fire, and State Lands, HMA = Hazard Mitigation Assistance, JVWCD = Jordan Valley Water Conservancy District, MSD = Municipal Services District, NGO = Nongovernmental Organization, NWS = National Weather Service, pCi/L = Picocuries per Liter, PIO = Public Information Officer, SLCo EM = Salt Lake County Emergency Management, UDEM = Utah Division of Emergency Management, UDEQ = Utah Department of Environmental Quality, UDWR = Utah Division of Water Resources, UFA = Unified Fire Authority, UPD = Unified Police Department, VECC = Salt Lake Valley Emergency Communications Center, WUI = Wildland–Urban Interface, WUIPPM = Wildland Urban Interface Prevention, Preparedness, and Mitigation Fund.

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
		Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire			businesses, such as elevating electrical equipment and implementing other flood mitigation measures.					
6	Incorporate information about the cascading effects of hazards in education programs.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire	Midvale EM	SLCo EM, Midvale Public Works, Midvale Communications	Increased awareness of potential secondary effects of hazards can help residents reduce their risk.	Low	Midvale general funds	Short term	Medium	
7	Develop education programs to target specific groups, including homeowners, developers, schools, and people with special needs.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire	Midvale EM	SLCo EM, school districts, NWS, Midvale Public Works, Midvale Communications	Provides educational benefits to underserved populations to increase awareness and improve safety.	Low	Midvale general funds, BRIC grant, HMGP	Short term	Medium	
8	Use maps and similar products on the county EM website and other media to educate the public on areas at risk of hazards.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire	Midvale EM	SLCo EM, Midvale Communications, Midvale Public Works, Midvale Community Development, Midvale GIS, and Engineering, MSD			Midvale general funds	Short term		
9	Coordinate with existing public education programs, such as the American Red Cross, Be Ready Utah, and the National Weather Service.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon, Severe Winter Weather, Terrorism, Tornado, Wildfire	Midvale EM	NGO partners, SLCo EM, NWS, UFA, UPD	Increased awareness of potential secondary effects of hazards can help residents reduce their risk.	Low	Midvale general funds, NWS staff time	Short term	Medium	Revising plan
10	Establish and enforce appropriate planning, zoning, and building code ordinances.	Avalanche, Civil Disturbance, Drought, Earthquake, Extreme Heat, Extreme Cold, Flooding, Hazardous Materials Incident, Heavy Rain, High Wind, Landslide/Slope Failure, Lightning, Public Health Epidemic/ Pandemic, Radon,	Midvale EM	Midvale Public Works, Midvale Community Development, SLCo EM, UFA, UPD, Midvale Zoning, MSD	Reduces potential damage to buildings and infrastructure and reduces risk of injury to occupants.	Low	Midvale general funds	Short term	Medium	Revising plan

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
		Severe Winter Weather, Terrorism, Tornado, Wildfire								
11	Use inundation maps to identify potential evacuation areas and routes.	Dam Failure	Midvale EM	UDWR, SLCo EM, SLCo Flood Control, SLCo Public Works, Midvale Public Works, Midvale Communications, UFA, UPD, SLCo Sheriff, Midvale GIS	Identify structures and residents at risk and preserve life through safe evacuation if a dam fails.	Low	Midvale general funds, FMA, HMGP	Short term	Medium	
12	Continue to encourage water conservation, using outreach materials from all water districts in the county.	Drought	Midvale EM	JVWCD, SLCo EM, Midvale EM, Midvale Community Development, Midvale Public Works	Conserves water supply and reduces costs.	Low	Midvale general funds, JVWCD general funds	Short term	Medium	
13	Emergency Managers will coordinate with local water districts/public utilities to support ongoing conservation efforts.	Drought	Midvale EM	JVWCD, SLCo EM, Midvale Communications, Midvale Community Development, Midvale Public Works	Conserves water supply and reduces costs.	Low	Midvale general funds, JVWCD general funds	Short term	Medium	Revising plan
14	Implement water-saving devices and practices in public facilities.	Drought	Midvale EM	JVWCD, SLCo EM, Midvale Community Development, Midvale Public Works	Conserves water supply and reduces costs.	High	Midvale City budget, capital improvement funds, CDBG grant	Medium term	Medium	Water department
15	Repair, maintain, and improve water distribution infrastructure to prevent loss from leakage, breaks, etc.	Drought	Midvale EM	JVWCD, sewer district, local utilities, SLCo Public Works, Midvale Community Development	Conserves water supply and reduces costs.	Medium	Midvale capital improvement funds, HMA funds	Medium term		
16	Coordinate public safety water use, such as hydrant testing.	Drought	Midvale EM	UFA, Midvale Public Works, Midvale Community Development	Conserves water supply and reduces costs.	Low	Midvale general funds, UFA staff time	Short term	Medium	Working on public education campaign.
17	Provide information on landscaping alternatives for persons subject to green area requirements.	Drought	Midvale EM	SLCo EM, Midvale Public Works, Midvale Community Development, UFA	Reduced cost of landscape irrigation, decreased water use.	Low	Midvale general funds, Utah Water Savers program	Short term	Medium	Coordinate with City Mission.
18	Provide educational materials to unreinforced masonry home and business owners.	Earthquake	Midvale EM	Midvale Community Development, Midvale Building Department, UFA, SLCo EM	Better educated businesses and homeowners can reduce their risk of injury and damage to their homes.	Low	Midvale general funds, BRIC grant, HMGP	Short term	Medium	
19	Identify and assess structures for deficiencies.	Flooding, Heavy Rain	Midvale Engineering	Midvale Public Works, Midvale Community Development, SLCo Flood Control, SLCo EM	Reduce damage to buildings from flooding and heavy rain.	High	Midvale general funds, BRIC grant, HMGP	Short term	High	

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
20	Modify structures as needed to address deficiencies identified via action 19.	Flooding, Heavy Rain	Midvale Building Department	Midvale Public Works, SLCo EM, SLCo Flood Control, Midvale Community Development	Reduce damage to buildings from flooding and heavy rain.	High	HMA, Midvale city capital improvement funds, EOC grant	Medium term	High	Revisions ongoing.
21	Maintain Hazardous Weather Operations Plan according to StormReady Requirements.	Heavy Rain, High Wind, Lightning, Extreme Heat, Extreme Cold, Severe Winter Weather	Midvale EM	NWS, SLCo EM, Midvale Community Development, Midvale Communications, Midvale Public Works	Reduce structural damage and reduce personal injuries from severe weather.	Low	Midvale general funds, HMGP, BRIC	Short term	High	Revisions ongoing.
22	Meet with an NWS representative on an annual basis to receive information on new services and alerts available.	Heavy Rain, High Wind, Lightning, Extreme Heat, Extreme Cold, Severe Winter Weather	Midvale EM	NWS, SLCo EM, Midvale Public Works, Midvale Communications, Midvale Community Development	Reduce structural damage and reduce personal injuries from severe weather.	Medium	Midvale general funds, NWS staff time	Short term	High	The Midvale Municipal Planner and NWS both attend monthly county-wide EM meetings that assist with accomplishing this action.
23	Assist NWS in making other agencies and departments aware of available resources.	Heavy Rain, High Wind, Lightning, Extreme Heat, Extreme Cold, Severe Winter Weather	Midvale Engineering	NWS, SLCo EM, Midvale Communications, Midvale Community Development, Midvale Stormwater, Midvale EM	Reduce structural damage and reduce personal injuries from severe weather.	Low	Midvale general funds, NWS staff time	Short term	Medium	
24	Work with NWS to develop large event venue weather safety and evacuation procedures.	Heavy Rain, High Wind, Lightning, Extreme Heat, Extreme Cold, Severe Winter Weather	Midvale Engineering	NWS, SLCo EM, Midvale Community Development, Midvale Stormwater, Midvale EM	Reduce structural damage and reduce personal injuries from severe weather.	Medium	Midvale general funds, HMA funds, NWS staff time, SHSP grant	Short term	High	
25	Implement the “Firewise” program in conjunction with the UFA.	Wildland Fire	Midvale EM	Utah State Fire Marshal, UDEM, FFSL, SLCo EM, Midvale Communications, UFA	Protect structures from damage from wildfires, reduce the risk of loss of life.	Low	CWDG grant, WUIPPM fund, Midvale general funds	Short term	High	
26	Provide resources to reduce the vulnerability of damage to residences with unreinforced masonry (URM) from an earthquake.	Earthquake	Midvale EM	Midvale Public Works, Midvale Community Development, local jurisdictions, SLCo EM	Reduce risk of damage to URMs during an earthquake and reduce injuries to occupants.	Low	Midvale general funds, BRIC grant, HMGP grant	Short term	High	Midvale Emergency Management will present the “Fix the Bricks” program. This program is part of the Salt Lake City and State of Utah effort to mitigate the effects of a large-scale earthquake by minimizing post-earthquake personal injury and the need for outside assistance.
27	Discuss canal mapping at the yearly Emergency Managers meeting and form a subcommittee on earthquake impacts.	Flooding	Midvale EM	Water districts, SLCo EM, Midvale Public Works, Midvale Community Development, SLCo Flood Control, UFA	Reduce the potential for canal failures and subsequent flooding and damage to structures and infrastructure.	Low	Midvale general funds	Short term	High	Midvale Emergency Management will apply for grants for flood mitigation assistance. As each jurisdiction has already identified its flood-prone areas through Hazus and Risk MAP, Midvale EM will use existing reports to help prepare plans for mitigation and application for funding.

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
28	Midvale Emergency Management will work with the county health department in designing its mitigation programs for dealing with pandemics.	Public Health Epidemic/Pandemic	Midvale EM	Utah DHHS, SLCo EM, SLCo Health Department, Midvale Communications	Maintain awareness of potential health consequences from an epidemic/pandemic.	Low	Midvale general funds, BRIC grant	Short term	High	The Salt Lake County Health Department (SLCo HD) continues to improve its emergency response capacity by planning, training, exercising and working with partners and municipalities throughout the county. The SLCo HD Emergency Management Bureau takes the lead in the department and involves all health department staff through planning, training, drills, and exercises. The health department follows the principles of emergency management: to plan for, respond to, recover from, and mitigate natural and man-made emergencies and disasters. Our goal is to do the most good for the most people in the shortest amount of time.
29	Emergency Management will provide educational materials such as “Slow the Flow” to encourage residents to take advantage of the free “Water Check” program.	Drought	Midvale EM	JVWCD, UDWR, Midvale Public Works, Midvale Community Development	Conserves water supply and reduces costs.	Low	Midvale general funds	Short term	High	Midvale is prone to cyclical droughts, which have been severe enough to require water rationing.
30	Midvale Emergency Management will provide information to educate citizens in procuring radon testing kits.	Radon	Midvale EM	UDEQ, SLCo Health Department, Midvale Communications, SLCo EM, SLCo Aging and Adult Services	Fewer radon-caused cancer deaths. Increased engagement/understanding with the public on what the city can do or help with.	Low	Midvale general funds, UDEQ grant, SLCo Health Dept general fund, SLCo EM general fund	Short term	High	When radon becomes trapped in buildings and homes, people breathe the radon into their lungs and the gas becomes trapped. The Environmental Protection Agency (EPA) has determined that a 4.0 pCi/L action level of radon is dangerous for human health. Utah radon levels are at or above this level, on average.
31	Ensure that city emergency communication systems (radios, signal boosters, etc.) are functioning and ready for use.	Flooding, Severe Winter Weather, Wildfire, Earthquake, High Wind, Heavy Rain	Midvale EM	Public Works, UPD, UFA	Enhanced communication and coordination during a disaster.	Low	Midvale general funds	Short term	High	

#	Action	Hazard(s)	Lead Agency	Potential Partners	Benefits (Losses Avoided)	Cost Estimate	Funding Source(s)	Time-frame	Priority	Comments
32	Gather and update GIS data on city infrastructure to ensure smooth operations during emergency operations.	Flooding, Severe Winter Weather, Wildfire, Earthquake, High Wind, Heavy Rain, Drought, Extreme Temperatures	Midvale EM	Midvale Engineering/GIS	A better understanding of these hazards allows for enhanced planning and quicker reaction time when a disaster occurs.	Medium	Midvale general funds	Medium term	Medium	
33	Update and ensure that mutual aid agreements and contacts are in place for emergency response operations. This includes other government agencies, private businesses, etc. so that resources are available and ready when needed.	Flooding, Severe Winter Weather, Wildfire, Earthquake, High Wind, Heavy Rain, Drought, Extreme Temperatures	Midvale EM	City Attorney	Support from regional partners reduces the risk of impacts from disasters.	Low	Midvale general funds	Short term	High	
34	Separate stormwater from irrigation ditches.	Flooding, Hazardous Materials	Midvale City Engineer	Midvale Public Works	Allows better control over stormwater during heavy rain events to control potential flooding	High	Midvale capital improvement funds	Long term	Medium	
35	Develop a robust cyber security program, incorporating components of the NIST Cybersecurity Framework.	Cyberattack	Midvale IT		Protect Midvale data from infiltration that causes disruption and delay of critical services.	Medium	Midvale general funds	Short term	High	
36	Provide educational materials to public in dam inundation areas.	Dam Failure	Midvale EM	UDWR, SLCo EM, SLCo Flood Control, SLCo Public Works, Midvale Public Works, Midvale Communications, UFA, UPD, SLCo Sheriff, Midvale GIS. Dam owners (Sandy City, Salt Lake City Corp, South Despain Ditch Co)	Preserve life by informing residents of actions they can take to reduce risk if a dam fails.	Low	Midvale general funds	Short term	Medium	
37	Coordinate with dam owners and neighboring jurisdictions to support efforts to implement repairs or other rehabilitation for HHPDs.	Dam Failure	Midvale EM	Dam owners (Sandy City, Salt Lake City Corp, South Despain Ditch Co), SLCo EM, SLCo Flood Control, SLCo Public Works, Utah DWR Dam Safety	Use dam inspection reports and other evaluations to implement measures to reduce potential losses from dam failure.	Low	Midvale general funds, HHPD grant	Short term	Medium	

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MIDVALE CITY COUNCIL SUMMARY REPORT

Meeting Date: February 3, 2026

ITEM TYPE: Discussion

SUBJECT: Discuss Proposed Amendments to the FY2026 General Fund Budget and other funds as Necessary

SUBMITTED BY: Mariah Hill, Administrative Services Director

SUMMARY:
Staff recommends amendments to the Fiscal Year 2026 budget for the General Fund, Public Safety Fund, Capital Projects Fund, Water Fund, Sewer Fund, Streetlight Fund, Fleet Fund, and Information Technology Fund.

General Fund
Revenue and Expense Budget Adjustments $2,887,862 – Staff identified several FY2026 budget adjustments, detailed in the attached document. A summary by department is provided below:

- **Administration – $34,625 –** Merit and updates to salary/benefit actuals; addition of coalition intern salary; increased costs for RRJ and Capstone consulting.
- **Community/Intergovernmental – $20,849 –** Merit and updates to salary/benefit actuals; addition of coalition administrative expenses.
- **City Attorney – ($10,284) –** Merit and updates to salary/benefit actuals.
- **Communications – $1,435 –** Merit and updates to salary/benefit actuals.
- **Human Resources – ($19,458)** – Merit and updates to salary/benefit actuals; removal of one-time recruitment funds.
- **Recorder - $8,700** – Merit and updates to salary/benefit actuals; increased codification costs related to code changes.
- **Administrative Services - $4,792 –** Merit and updates to salary/benefit actuals; one-time training.
- **Finance – ($15,983)** – Reallocation of Utility Billing Clerk; reduction in audit budget.
- **Juctice Court – $11,526 -** Merit and updates to salary/benefit actuals.
- **Information Technology – ($1,440) -** Merit and updates to salary/benefit actuals.
- **Public Works Administration – $8,818 -** Merit and updates to salary/benefit actuals; overlapping Public Works Director position.
- **Facilities - $18,309 -** Merit and updates to salary/benefit actuals; increased overtime; higher utility rates and costs.
- **Parks - $84,834 -** Merit and updates to salary/benefit actuals; re-budgeted parks employee; increased overtime.
- **Streets - $9,981 -** Merit and updates to salary/benefit actuals.
- **Community Development Administration – ($77,632) –** Partial employee reallocations to the Building Department.
- **Engineering - $1,009 -** Merit and updates to salary/benefit actuals.
- **Planning - $7,690 -** Merit and updates to salary/benefit actuals.

- **Building - $76,091 -** Merit and updates to salary/benefit actuals; increased overtime.
- **Contributions - $2,724,000 –** ARPA funding for the Capital Projects Fund and LVT trailer for UPD.

Public Safety Fund
The total requested increase to the Public Safety Fund is $24,000 to fund an LVT Trailer that UPD is utilizing.

Capital Projects Fund
The total requested increase to the Capital Projects Fund budget is $470,000. This includes carryovers and adjustments to projects from FY2025.

Water Fund
The total requested increase to the Water Fund expenditures is $5,296,468 which includes merit and updates to actuals for salaries and benefits, increasing overtime, an increase in meter costs due to development, an increase in utility costs, funding for a source protection plan, and a carryover of bond proceeds to continue to work on Water Master Plan projects in FY2026.

Sewer Fund
The requested increase for the Sewer Fund expenditures is $2,949,765, which includes merit and updates to actuals for salaries and benefits and a carryover of bond proceeds to continue to work on Sewer Master Plan projects in FY2026.

Streetlight Fund
The requested increase for the Sewer Fund expenditures is $190,000 which includes an increase for repairs required due to accidents and funding for a streetlight master plan.

Fleet Fund
The total requested increase to the Fleet Fund budget is $774,690. This includes merit and updates to actuals for salaries and benefits, increasing overtime, rebudgeting for outside repairs and carryovers for vehicle purchases from FY2025 that didn't occur until FY2026.

Information Technology Fund
The total requested increase to the Information Technology Fund budget is $20,251. This includes merit and updates to actuals for salaries and benefits and the addition of a part-time, temporary IT intern.

PLAN COMPLIANCE: N/A

FISCAL IMPACT:
General Fund – Increase in budgeted revenues and expenditures of $2,887,862.

Public Safety Fund – Increase in budgeted revenues and expenditures of $24,000.

Capital Projects Fund – Increase in budgeted revenues and expenditures of $470,000.

Water Fund – Increase in budgeted revenues of $4,721,187 and budgeted expenditures of $5,296,468.

Sewer Fund – Increase in budgeted revenues of $2,557,810 and budgeted expenditures of $2,949,765.

Streetlight Fund – Increase in budgeted expenditures of $190,000.

Fleet Fund – Increase in budgeted revenues and expenditures of $774,690.

Information Technology Fund – Increase in budgeted revenues and expenditures of $20,251.

Attachments:
FY2026 Amendment 1

Midvale City
FY2026 Proposed Budget Amendment 1

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
General Fund						
Revenues						
Property tax	3,504,944	1,607,406	3,468,094	23,000	3,491,094	Main Street RDA Tax Increment
Building permits	1,023,812	469,281	505,580	51,090	556,670	Increased to meet Building Expenditures
Class C Road Funds	1,570,759	498,155	1,126,000	8,860	1,134,860	Increased to meet Street Expenditures
Plan check fees	684,910	273,579	160,000	25,000	185,000	Increased to meet Building Expenditures
Use of Fund Balance	-	-	126,576	2,779,912	2,906,488	Increased use of fund balance
TOTAL RECOMMENDED REVENUE BUDGET ADJUSTMENTS - GENERAL FUND	**$ 29,191,087**	**$ 12,512,350**	**$ 27,171,559**	**$ 2,887,862**	**$ 30,059,421**	
Expenditures						
Administration						
Salaries	624,136	323,755	664,288	25,650	689,938	Merit & Update to Actuals, Addition of Coalition Intern
Benefits	259,078	126,463	295,178	(7,525)	287,653	Update to Actuals
Communications/Telephones	2,217	1,178	966	1,500	2,466	Change in City cell phone selections
Professional Services	129,996	68,335	115,000	15,000	130,000	Actual cost of Capstone and RRJ Consultants
Administration Department Total	**$ 1,045,239**	**$ 541,045**	**$ 1,113,695**	**$ 34,625**	**$ 1,148,320**	
Community/Intergovernmental						
Salaries	39,812	21,689	40,653	679	41,332	Merit & Update to Actuals
Benefits	8,962	4,754	9,244	170	9,414	Merit & Update to Actuals
Youth Violence Coalition Admin	7,656	4,368	-	20,000	20,000	Coalition Admin Expenditures - Grant Funded
Community/Intgovernmental Department Total	**$ 424,606**	**$ 220,146**	**$ 234,977**	**$ 20,849**	**$ 255,826**	
City Attorney						
Salaries	518,338	330,059	629,435	8,812	638,247	Merit & Update to Actuals
Benefits	209,806	125,012	258,454	(19,096)	239,358	Merit & Update to Actuals
City Attorney Department Total	**$ 980,097**	**$ 510,706**	**$ 1,065,442**	**$ (10,284)**	**$ 1,055,158**	
Communications						
Salaries	108,383	64,125	120,133	1,435	121,568	Merit & Update to Actuals
Communications Department Total	**$ 234,196**	**$ 141,270**	**$ 264,967**	**$ 1,435**	**$ 266,402**	
Human Resources						
Salaries	81,600	44,693	83,913	856	84,769	Merit & Update to Actuals
Benefits	48,588	26,432	49,968	(314)	49,654	Merit & Update to Actuals
Professional services	3,588	1,443	24,000	(20,000)	4,000	Removing One-Time Recruitment Funds
Human Resources Department Total	**$ 150,775**	**$ 81,378**	**$ 175,941**	**$ (19,458)**	**$ 156,483**	
Recorder						
Salaries	248,382	134,007	251,533	2,498	254,031	Merit & Update to Actuals
Benefits	74,519	39,757	76,534	402	76,936	Merit & Update to Actuals
Codification	9,558	13,786	14,200	5,800	20,000	Increase in Code Changes
Recorder Department Total	**$ 352,326**	**$ 204,490**	**$ 400,501**	**$ 8,700**	**$ 409,201**	
Administrative Services						
Salaries	151,088	86,076	161,427	1,792	163,219	Merit & Update to Actuals
Education and Travel	1,289	-	1,500	3,000	4,500	One-Time GFOA ACFR Training
Administrative Services Department Total	**$ 217,089**	**$ 125,169**	**$ 234,677**	**$ 4,792**	**$ 239,469**	

Finance						
Salaries	231,404	133,117	227,962	(6,604)	221,358	Reallocation of UB Clerk
Benefits	149,061	80,563	111,193	(1,379)	109,814	Reallocation of UB Clerk
Professional services	31,430	12,950	36,530	(8,000)	28,530	Extra audit services not needed
Finance Department Total	**$ 432,303**	**$ 251,744**	**$ 406,593**	**$ (15,983)**	**$ 390,610**	
Justice Court						
Salaries	613,770	355,105	632,271	42,827	675,098	Merit & Update to Actuals, Removal of PT Wage GL, Increase PT Hours
Part-time wages	13,362	-	24,198	(24,198)	-	Removal of PT Wage GL
Benefits	315,253	164,601	311,338	(7,103)	304,235	Update to Actuals
Justice Court Departement Total	**$ 1,068,812**	**$ 594,776**	**$ 1,128,396**	**$ 11,526**	**$ 1,139,922**	
Information Technology						
Salaries	337,884	183,039	354,841	4,740	359,581	Merit & Update to Actuals
Benefits	148,621	79,387	162,686	(6,180)	156,506	Merit & Update to Actuals
Information Technology Department Total	**$ 806,285**	**$ 507,715**	**$ 905,233**	**$ (1,440)**	**$ 903,794**	
Public Works Admin						
Salaries	240,980	131,996	237,077	2,433	239,510	Merit & Update to Actuals, 6 Weeks New PW Director
Benefits	119,728	64,650	119,557	6,385	125,942	Merit & Update to Actuals, 6 Weeks New PW Director
Public Works Admin Depatment Total	**$ 457,851**	**$ 229,084**	**$ 398,363**	**$ 8,818**	**$ 407,181**	
Facilities						
Salaries	257,251	133,359	247,225	(9,375)	237,850	Merit & Update to Actuals
Overtime	668	934	900	300	1,200	Update to Overtime Usage/Needs
Benefits	149,789	81,136	155,016	(12,116)	142,900	Merit & Update to Actuals
Electricity	72,589	41,442	65,000	27,500	92,500	Increase in Rates
Natural gas	25,927	7,071	35,000	(10,000)	25,000	Decrease in Rates
City-Owned Utilities	103,206	97,378	126,370	22,000	148,370	Consumption greater than estimated
Facilities Department Total	**$ 820,051**	**$ 506,077**	**$ 850,742**	**$ 18,309**	**$ 869,051**	
Parks						
Salaries	237,269	142,763	236,378	62,565	298,943	Merit & Update to Actuals, Rebudgeting Parks Employee
Overtime	10,016	9,411	10,200	7,000	17,200	Update to Overtime Usage/Needs
Benefits	129,325	75,229	129,804	15,269	145,073	Merit & Update to Actuals, Rebudgeting Parks Employee
Parks Department Total	**$ 802,340**	**$ 433,140**	**$ 849,069**	**$ 84,834**	**$ 933,903**	
Streets						
Salaries	320,138	181,123	343,043	4,478	347,521	Merit & Update to Actuals
Benefits	194,394	109,519	198,702	5,503	204,205	Merit & Update to Actuals
	$ 960,450	**$ 714,456**	**$ 1,124,879**	**$ 9,981**	**$ 1,134,860**	
Community Development Admin						
Salaries	340,088	162,956	353,677	(48,734)	304,943	Reallocation of partial employees to Building
Benefits	148,395	76,915	164,436	(28,898)	135,538	Reallocation of partial employees to Building
Community Development Admin Department Total	**$ 558,849**	**$ 334,223**	**$ 606,604**	**$ (77,632)**	**$ 528,972**	
Engineering						
Salaries	111,906	47,969	90,028	**886**	90,914	Merit & Update to Actuals
Benefits	29,664	16,790	31,346	**123**	31,469	Merit & Update to Actuals
Engineering Department Total	**$ 198,468**	**$ 112,696**	**$ 188,938**	**$ 1,009**	**$ 189,947**	
Planning						
Salaries	262,151	132,567	269,481	2,747	272,228	Merit & Update to Actuals
Benefits	145,545	80,503	153,014	4,943	157,957	Merit & Update to Actuals
Planning Department Total	**$ 437,220**	**$ 237,350**	**$ 464,196**	**$ 7,690**	**$ 471,886**	

Building						
Salaries	109,230	149,291	247,679	44,655	292,334	Merit & Update to Actuals, Reallocation of partial employees to Building
Overtime	1,392	839	-	1,500	1,500	Update to Overtime Usage/Needs
Benefits	60,708	60,259	122,739	29,936	152,675	Merit & Update to Actuals, Reallocation of partial employees to Building
Building Department Total	**$ 430,843**	**$ 261,671**	**$ 665,580**	**$ 76,091**	**$ 741,670**	
Contributions						
Transfer to Capital Projects	3,700,000	-	-	2,700,000	2,700,000	ARPA Funds to Captial Projects
Transfer to Public Safety Fund	-	-	13,690,975	24,000	13,714,975	LVT Trailer
Contributions Department Total	**$ 5,506,195**	**$ -**	**$ 15,445,669**	**$ 2,724,000**	**$ 18,169,669**	
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - GENERAL FUND	**$ 30,674,326**	**$ 6,370,710**	**$ 27,171,559**	**$ 2,887,862**	**$ 30,059,421**	

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
Public Safety Fund						
Revenues						
Transfer from General Fund	-	-	(13,690,975)	(24,000)	(13,714,975)	LVT Trailer
TOTAL RECOMMENDED REVENUE BUDGET ADJUSTMENTS - PUBLIC SAFETY FUND	**$ -**	**$ 1,235,591**	**$ (14,631,536)**	**$ (24,000)**	**$ (14,655,536)**	
Expenditures						
Miscellaneous supplies	-	-	-	24,000	24,000	LVT Trailer
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - PUBLIC SAFETY FUND	**$ 14,149,738**	**$ 8,633,968**	**$ 14,631,536**	**$ 24,000**	**$ 14,655,536**	

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
Capital Projects Fund						
Revenues						
TRCC Grant	-	-	-	(220,000)	(220,000)	Receiving TRCC Grant Revenue
Transfer from General Fund	(3,700,000)	-	-	(2,700,000)	(2,700,000)	Transfer of ARPA Funds from GF
Use of Fund Balance	-	-	(6,078,500)	3,390,000	(2,688,500)	Decreased Use of Fund Balance
TOTAL RECOMMENDED REVENUE BUDGET ADJUSTMENTS - CAPITAL PROJECTS FUND	**$ (5,671,950)**	**$ (1,530,127)**	**$ (32,198,200)**	**$ 470,000**	**$ (31,728,200)**	
Expenditures						
Parks master plan/impact fee	40,000	-	-	20,000	20,000	Carryover from FY2025
City entryway signs	1,719	-	-	110,000	110,000	Carryover from FY2025
UDOT canal trails study	33,868	117,384	890,000	(600,000)	290,000	Reducing - no construction plan
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - CAPITAL PROJECTS FUND	**$ 8,106,792**	**$ 3,655,620**	**$ 32,198,200**	**$ (470,000)**	**$ 31,728,200**	

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
Water Fund						
Revenues						
Use of Fund Balance	-	-	-	(4,721,187)	(4,721,187)	Use of Fund Balance - 2023 Bond
TOTAL RECOMMENDED REVENUE BUDGET ADJUSTMENTS - WATER FUND	**$ (8,547,414)**	**$ (5,088,629)**	**$ (8,519,391)**	**$ (4,721,187)**	**$ (13,240,578)**	
Expenditures						
Salaries	809,368	413,049	800,415	4,079	804,494	Merit & Update to Actuals
Overtime	26,134	18,772	30,200	(19,447)	10,753	Update to Overtime Usage/Needs
Meters and related supplies	202,513	53,388	55,000	30,000	85,000	Increase in needed meters due to development
Electricity	217,761	149,242	211,000	55,000	266,000	Increase in Rates
Professional Services	7,462	22,008	27,600	40,000	67,600	Source Protection Plan
Water Master Plan Projects	72,567	-	-	5,186,836	5,186,836	Carryover - Water Master Plan Projects - 2023 Bond
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - WATER FUND	**$ 7,368,566**	**$ 5,020,268**	**$ 7,944,110**	**$ 5,296,468**	**$ 13,240,578**	

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
Sewer Fund						
Revenues						
Use of Fund Balance	-	-	-	(2,557,810)	(2,557,810)	Use of Fund Balance - 2023 Bond
TOTAL RECOMMENDED REVENUE BUDGET ADJUSTMENTS - SEWER FUND	**$ (4,484,508)**	**$ (2,701,992)**	**$ (4,351,256)**	**$ (2,557,810)**	**$ (6,909,066)**	
Expenditures						
Salaries - full time	549,859	280,892	523,927	(1,673)	522,254	Merit & Update to Actuals
Benefits	293,223	161,271	307,896	(1,996)	305,900	Merit & Update to Actuals
Sewer Master Plan Projects	83,747	326,511	-	2,953,434	2,953,434	Carryover - Sewer Master Plan Projects - 2023 Bond
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - SEWER FUND	**$ 3,741,162**	**$ 2,604,612**	**$ 3,959,301**	**$ 2,949,765**	**$ 6,909,066**	

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
Streetlight Fund						
Revenues						
TOTAL REVENUE BUDGET - STREETLIGHT FUND	**$ (427,603)**	**$ (236,793)**	**$ (424,263)**	**$ -**	**$ (424,263)**	
Expenditures						
Equipment, supplies & maint	98,411	96,692	81,200	40,000	121,200	Accident Repairs
Professional Services	-	-	-	150,000	150,000	Streetlight Master Plan
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - STREETLIGHT FUND	**$ 191,119**	**$ 170,659**	**$ 197,872**	**$ 190,000**	**$ 387,872**	

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
Fleet Fund						
Revenues						
Use of Fund Balance	-	-	(374,105)	(774,690)	(1,148,795)	Use of Fund Balance - Carryover FY2025 Vehicle Purchases
TOTAL RECOMMENDED REVENUE BUDGET ADJUSTMENTS - FLEET FUND	**$ (1,712,965)**	**$ (1,500,311)**	**$ (2,036,913)**	**$ (774,690)**	**$ (2,811,603)**	
Expenditures						
Salaries	161,139	81,033	166,232	(19,599)	146,633	Merit & Update to Actuals
Overtime	2,232	3,150	2,800	700	3,500	Update to Overtime Usage/Needs
Benefits	65,833	36,367	81,333	(10,889)	70,444	Merit & Update to Actuals
Outside Repairs	30,766	21,061	5,000	20,000	25,000	Accidental Removal in FY26 Budget
Vehicle purchase - Facilities	-	37,502	-	37,502	37,502	Carryover - FY2025 Vehicle Purchase
Vehicle purchase - Storm Water	-	37,502	588,444	37,502	625,946	Carryover - FY2025 Vehicle Purchase
Vehicle purchase - Engineering	-	112,506	38,444	112,506	150,950	Carryover - FY2025 Vehicle Purchase
Vehicle purchase - Bldg Inspec	-	28,278	-	28,278	28,278	Carryover - FY2025 Vehicle Purchase
Vehicle purchase - Sewer	-	540,411	-	540,411	540,411	Carryover - FY2025 Vehicle Purchase
Vehicle purchase - Dev Svcs	-	28,278	-	28,278	28,278	Carryover - FY2025 Vehicle Purchase
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - FLEET FUND	**$ 1,107,478**	**$ 1,266,940**	**$ 2,036,913**	**$ 774,689**	**$ 2,811,603**	

General Ledger Account Description	FY25 Actuals	FY26 Year-to-Date	FY26 Adopted Budget	Proposed Change	FY26 Proposed Amended Budget	Description
Information Technology Fund						
Revenues						
Use of Fund Balance	-	-	(255,568)	(20,251)	(275,819)	Use of Fund Balance
TOTAL RECOMMENDED REVENUE BUDGET ADJUSTMENTS - INFORMATION TECHNOLOGY FUND	**$ (306,856)**	**$ (335,056)**	**$ (577,329)**	**$ (20,251)**	**$ (597,580)**	
Expenditures						
Salaries	28,209	22,302	29,844	22,633	52,477	Merit & Update to Actuals, Addition of PT Temporary IT Intern
Benefits	11,540	6,562	15,924	(2,383)	13,541	Merit & Update to Actuals
TOTAL RECOMMENDED EXPENDITURE BUDGET ADJUSTMENTS - INFORMATION TECHNOLOGY FUND	**$ 296,656**	**$ 317,774**	**$ 577,329**	**$ 20,250**	**$ 597,580**	