

APPENDIX A

MAGNA METRO TOWNSHIP 2019 HOUSING PLAN

Exhibit A



MAGNA METRO TOWNSHIP 2019 Housing Plan



Planning and Development Services
Greater Salt Lake Municipal Services District
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Acknowledgements

Magna Metro Township

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Residents

Greater Salt Lake Municipal Services District

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Executive Summary

Highlights

- ❖ In 2017, Magna's population was 28,257.
- ❖ A significant portion of Magna's population is under 18-years old.
- ❖ 2,232 households in Magna are cost-burdened with their housing costs.
- ❖ Salt Lake County's 2017 median household income is \$67,922. For renter households, the median income is \$42,351.
- ❖ In 2017, Magna had a deficit of 154 housing units across targeted income groups.



Chapter One – Introduction

Plan Structure

This housing plan is organized into six major sections:

1. Introduction
2. Methodology
3. Demographic Summary
4. Housing Stock
5. Housing Availability and Affordability
6. Action Plan

The sections progress from an understanding of the plan’s impetus and the community’s existing conditions, to the methods used to make this plan, to an analysis of affordable housing in the community, to an action plan to accomplish Magna’s housing goals.

Planning Context

State code requires that general plans estimate the need for moderate-income housing. This plan estimates the current need and projects the future need in Magna Metro Township. The assessment of current conditions guided the development of goals and action items in the Moderate-Income Housing Plan. These goals address community needs regarding housing, including its connection to land-use and transportation. Our findings can inform on-the-ground decisions and township policies as well as General Plan updates and future planning. The housing plan will be reviewed biennially using the Department of Workforce Services’ Report Form. The review will evaluate Magna’s progress toward its goals and policies regarding housing as outlined in this plan.

Magna Metro Township and the Greater Salt Lake Municipal Services District understand that good planning encourages and includes public input. This assessment will be shared during public outreach events regarding the formation of the Moderate-Income Housing Plan. Additionally, the metro township council, metro township planning commission, and general plan steering committee will receive copies of this assessment via email and/or in-person at meetings.

Additionally, Magna Metro Township and the Greater Salt Lake Municipal Services District recognize the importance of regional cooperation, especially regarding housing. Magna’s planners are actively engaged in the Wasatch Front Regional Council committees, including the Technical Advisory Committee, the Active Transportation Committee, and the Regional Growth Committee. Expertise and information from the Utah Department of Workforce Services, Housing and Community Development Division; the Wasatch Front Regional Council; the Utah League of Cities and Towns; Zions Public Finance; and the Magna Water District all contributed to this assessment.

Purpose of the Plan

Based upon regulatory requirements by the State of Utah, existing conditions, future projections, community feedback, and planning best practices, the plan has the following objectives:

Meet regulatory requirements by reporting the current status of housing to the State of Utah and to provide a methodology to meet community needs. House Bill 295 (represented in Utah Code 10-9a-403 and 10-9a-408) and Senate Bill 34 state these regulatory requirements.

Provide Magna Metro Township with the necessary resources to inform residential development decisions to be beneficial, fair, equitable, and a good fit for the needs of residents. Decisions made regarding zoning, fees, land-use planning, and other choices can impact housing. These decisions are best made with full and detailed information regarding current and future conditions and needs.

Provide an action plan and tools for implementing community goals. The action plan is presented as broad goals with specific objectives, as well as with policies and work programs that support these goals and objectives. The action plan informs how to put ideas into practice.

Enhance quality of life in the community with a community-based, ground-truthed housing plan. Housing matters. Affordable, safe housing bolsters the well-being of its residents at all income levels. When people are housed affordably, crime rates drop, and poverty is reduced. Low-income households depend less on public assistance and are more self-reliant when housed safely, affordably, and stably. When the workforce can afford to live in the community, businesses have access to employees, which influences the wages employees are willing to work for and thus impacts the number of well-paying jobs that local businesses offer. Furthermore, housing is directly tied to transportation, land-use, and community cohesion. Well-planned neighborhoods with balanced housing options improve traffic congestion, are compatible with community open-space needs, and keep “eyes on the street,” which encourages walkability and neighborliness. Overall, the presence of decent, affordable housing supports and bolsters the long-term character of the Magna community and the County as a whole.

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The following legislative information is provided for context regarding the requirements of the Moderate-income Housing Plan. From this context, the reasons for the information included in this assessment of current conditions become apparent.

Moderate-Income Housing Planning Requirements

In 1996, the Utah Legislature passed House Bill 295 to address the availability of moderate-income housing in response to a rapid increase in housing prices. Under threats to the dream of homeownership, as well as to community strength and stability, House Bill 295 (represented in Utah Code 10-9a-403 and 10-9a-408) requires municipalities to consider affordable housing concerns and housing needs of residents as part of their general plans and other planning efforts. The Code requires an estimate of the “need for the development of additional moderate-income housing within the city, and a plan to provide a realistic opportunity to meet estimated needs” to “(A) meet the needs of people desiring to live there; and (B) to allow persons with moderate incomes to benefit from and fully participate in all aspects of neighborhood and community life.” In 2018, House Bill 259 was passed to reiterate the importance of planning for moderate-income housing in Utah. In February 2019, Senate Bill 34 was passed. The new legislation “modifies provisions related to a municipality’s and a county’s general plan related to moderate-income housing.” It defines terms, requires general plans to integrate affordable housing with the transportation and land-use elements, and requires municipalities of a certain population size to have a moderate-income housing element in the general plan. Senate Bill 34 states that, for qualifying municipalities, the general plan must “provid[e] a realistic opportunity to meet the need for additional moderate-income housing” by including at least three of 23 listed strategies.

The Wasatch Front Regional Council and the Utah League of Cities and Towns produced a summary of the current legal requirements (and changes to previous requirements) for municipalities and counties regarding planning and moderate-income housing. They summarize:

Land Use element: Must now consider location of land for housing for residents of various income levels in addition to the other categories of public and private uses of land (line 481 for municipalities; 1172 for counties).

Transportation and Traffic Circulation element: “Provide the general location and extent” of active transportation facilities in addition to freeways, arterial and collector streets, public transit, and other modes of transportation (491; 1182).

Plan residential and commercial development around “major transit investment corridors” to improve connections between housing, employment, education, recreation, and commerce (494; 1185).

Defines “major transit investment corridor” as public transit service that uses or occupies: (a) public transit rail right-of-way; (b) dedicated road right-of-way for the use of public transit, such as bus rapid transit; or (c) fixed-route bus corridors subject to an interlocal agreement or contract between a municipality or county and (i) a public transit district as defined in Section 17B-2a-802, or (ii) an eligible political subdivision as defined in Section 59-12-2219 (246; 858).

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Municipalities without a major transit investment corridor must plan for residential and commercial development in areas that maintain and improve these connections (498).

Correlate the transportation plan with population and employment projections, and the proposed land use element (502, 1188).

Consider the regional transportation plan developed by the region’s metropolitan planning organization (MPO); if outside an MPO, consider the long-range transportation plan developed by UDOT (575; 1258).

Moderate-Income Housing (MIH) element: Municipalities/counties covered: Utah Code has long required municipalities and counties to plan for moderate-income housing growth. SB34 requires, by December 1, 2019, the following municipalities and counties to update and adopt the moderate-income housing element of their general plan (444; 1074), and annually report on implementation (614; 1296):

all municipalities of the 1st, 2nd, 3rd, and 4th class;

cities of the 5th class with a population of 5,000 or more that are located in counties of the 1st, 2nd, and 3rd class;

metro townships with a population of 5,000 or more; and

all counties must plan and adopt a MIH element including strategies from the ‘menu’ (see below) but only counties of the 1st, 2nd, and 3rd class with an unincorporated population of 5,000 or more must annually report on implementation.

Facilitate a reasonable opportunity for a variety of housing including MIH and shall now 1) meet the needs of people of various income levels living, working, or desiring to live or work in the community (509; 1198); 2) “allow people with various incomes to benefit from and participate in all aspects of neighborhood and community life” (511; 1200); 3) towns may and cities shall analyze how they will provide a realistic opportunity for the development of MIH within 5 years for cities (513) and within the planning horizon for counties (1203).

Menu: Shall include a recommendation to implement 3 or more of the following strategies, aka the ‘menu’ (518; 1205):

(A) rezone for densities necessary to assure the production of MIH

(B) facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH

(C) facilitate the rehabilitation of existing uninhabitable housing stock into MIH

(D) consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city

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- (E) create or allow for, and reduce regulations related to, accessory dwelling units in residential zones
- (F) allow for higher density or moderate-income residential development in commercial and mixed-use zones, commercial centers, or employment centers
- (G) encourage higher density or moderate-income residential development near major transit investment corridors
- (H) eliminate or reduce parking requirements for residential development where a resident is less likely to rely on their own vehicle, e.g. residential development near major transit investment corridors or senior living facilities
- (I) allow for single room occupancy developments
- (J) implement zoning incentives for low to moderate income units in new developments
- (K) utilize strategies that preserve subsidized low to moderate-income units on a long-term basis
- (L) preserve existing MIH
- (M) reduce impact fees, as defined in Section 11-36a-102, related to low and MIH
- (N) participate in a community land trust program for low or MIH
- (O) implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality
- (P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH
- (Q) apply for or partner with an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity
- (R) apply for or partner with an entity that applies for affordable housing programs administered by the Department of Workforce Services
- (S) apply for or partner with an entity that applies for programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act [not in county list of recommendations]
- (T) apply for or partner with an entity that applies for services provided by a public housing authority to preserve and create MIH
- (U) apply for or partner with an entity that applies for programs administered by a metropolitan planning organization or other transportation agency that provides technical planning assistance
- (V) utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency

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(W) any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80% of the area median income

In addition to the recommendations required above, municipalities that have a "fixed guideway public transit station" shall include a recommendation to implement either "G" or "H" (568) [not required for counties].

Annual reporting and review of the moderate-income housing plan: The municipal/county legislative body shall annually review their MIH plan and implementation of that plan; prepare and post a report of their findings on their website; and send the report to Dept. of Workforce Services, AOG, and MPO if applicable (612; 1294).

The report shall include: a) revised estimate of the need for MIH in the next 5 years; b) description of progress made to provide MIH by analyzing and publishing data on the # of housing units that are at or below 80%, 50%, and 30% adjusted median family income; c) description of efforts to utilize a MIH set-aside from community reinvestment agency, redevelopment agency, or community development and renewal agency; d) description of the implementation of the MIH recommendations aka 'menu'.

Requires the DWS Division of Housing and Community Development to (i) assist in the creation of the MIH reports, and (ii) evaluate the reports for purposes of determining eligibility for state transportation funds. Gives DWS rulemaking authority to develop the evaluation process (1414).

Revisions to Olene Walker Housing Loan Fund (1325): SB34 did not provide any additional funding for housing. Revises Olene Walker Housing Loan Fund board to add one member with expertise in transit-oriented development and one member who represents rural interests. The board must hold two public input meetings each year, once in a rural area. Allows fund money to be used to purchase land for low-income housing (1388).

Revisions to state transportation funding: Adds access to educational facilities and MIH to the prioritization process for new transportation capacity projects administered by the Utah Transportation Commission (1749). State Transportation Investment Fund (TIF) or Transit Transportation Investment Fund (TTIF) funds may not be used in a municipality or unincorporated county that has failed to adopt a MIH plan or has failed to report on implementation of their MIH plan as determined by DWS. TIF funds can still be used for a limited-access facility, but not for construction, reconstruction, or renovation of an interchange. TTIF funds can still be used for a multi-community fixed-guideway public transportation project, but not for the construction, reconstruction, or renovation of a station (1808).

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Utah Fair Housing Act

In accordance with state and federal laws, Magna Metro Township exercises the authority to plan, zone, and regulate land-use in promoting the community's health, safety, and welfare. The moderate-income housing element of this plan acknowledges and upholds the Utah Fair Housing Act by promoting the equal protection and equitable treatment of all people who lawfully seek to rent, lease, purchase, or develop real property within its jurisdiction. Its housing policies and plans strictly prohibit discrimination based on color, disability, ethnicity, familial status, gender identity, national origin, race, religion, sex, sexual orientation, source of income, or any other suspect classification. It is the policy of Magna Metro Township to report housing discrimination to the Utah Antidiscrimination Labor Division immediately. It is the goal of Magna Metro Township to prevent, eliminate, and/or mitigate any unfair housing practices that may result from its plans, policies, regulations, and ordinances. It is also the goal Magna Metro Township to affirmatively further fair and affordable housing by reviewing the housing needs of its moderate-income households and its vulnerable populations biennially, and by proactively planning to meet their needs.

Terminology

A variety of terms are used in this assessment in reference to housing. The following list defines and explains these terms:

Types of Housing and Development

Housing unit: a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters

Single-family residential: housing units that are individually assessed and can be bought and sold as a single unit. This includes single-family dwellings, townhomes, condos, and mobile homes.

Multi-family residential: housing units such as duplexes and apartments, that are typically rented

Workforce housing: housing for which gross monthly costs target working class households. Workforce housing aims to allow people gainfully employed in working class occupations to live and work in the same community. (Definition from ULCT "Housing Policy in Utah" 2018).

Fair housing: The Federal Fair Housing Act (Title VIII of the Civil Rights Act of 1968) protects people from discrimination when they are renting, buying, or securing financing for any housing. The prohibitions specifically cover discrimination because of race, color, national origin, religion, sex, disability, and children. In Utah, state law also recognizes source of income as a protected class. (Definition from ULCT "Housing Policy in Utah" 2018).

Transit-oriented development (TOD): type of development that maximizes the amount of mixed-use development that is built around quality transit hubs, including train and bus centers. Linking housing and transportation can give workers better access to jobs, and businesses better access to potential employees and customers. (Definition from ULCT "Housing Policy in Utah" 2018).

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Mixed-use development: pedestrian-friendly development that blends two or more residential, commercial, cultural, institutional, and/or industrial uses. A mixed-use development may have retail space on the bottom floor of a multi-story building with offices and apartments on the middle and top floors. It can provide for ample job opportunities, convenience amenities, and a high walkability score for individuals on residential floors or residing in nearby communities. (Definition from ULCT "Housing Policy in Utah" 2018).

Accessory dwelling unit (ADU): small, self-contained residential units located on the same lot as an existing, single-family home. These can be attached or detached units. (Definition from ULCT "Housing Policy in Utah" 2018).

Infill development: development of vacant or under-used parcels within existing urban centers that are otherwise built-out and fully developed. (Definition from ULCT "Housing Policy in Utah" 2018).

Regarding Income

Area median income (AMI): the median family income level for an area (in this report, Salt Lake County) as determined by the Federal Department of Housing and Urban Development, based on U.S. Census data. The median divides the income distribution into two equal parts: one-half of the cases fall below the median income and one-half above it. HUD uses the median income to calculate income limits for eligibility in a variety of housing programs. HUD estimates the median family income for an area and adjusts that amount for different family sizes. Referred to as AMI in this plan.

Target income groups: Low-income households are split into three groups based upon a percentage of the AMI. They are referred to as the Targeted Income Groups in this plan. The three groups include:

Moderate-income – 80 to 50 percent of AMI

Low-income – 50 to 30 percent of AMI

Very low-income – 30 percent of AMI and less

Monthly housing allowance: the maximum amount a household can spend on housing costs per month, including utilities and other fees. The monthly housing allowance represents the total housing costs affordable at 30 percent of gross income. (Definition from ULCT "Housing Policy in Utah" 2018).

Housing Cost-Burden: a household that spends 30% or more of their income on housing costs, including rent and utilities.

Affordability threshold: the maximum home price for each of the targeted income groups based on calculated monthly housing allowances

Housing gap: the difference between the number of housing units available at 30, 50, 80, and 100 percent AMI and the number of households at those income levels. If there are more households

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than available housing units, then households are forced to pay above or below their means for their housing.

Programs and Agencies

Affordable Housing Program (AHP): a federal competitive program of the Federal Home Loan Bank system that provides grants twice a year through financial institutions for investment in low- or moderate-income housing initiatives. This program is flexible: AHP funds can be used in combination with other programs and funding sources, helping make projects more feasible. (*Definition from ULCT "Housing Policy in Utah" 2018*).

American Community Survey (ACS): an annual survey administered by the U.S. Census Bureau that gathers demographic and economic data from a sample of the U.S. population.

Utah Department of Workforce Services (DWS): an agency that consolidates employment and public assistance programs to help people find jobs, to assist businesses in finding workforces, and to support housing needs.

Department of Housing and Urban Development (HUD): This agency develops and implements policies regarding housing and metropolises. The Utah branch offers programs to help provide affordable housing.

Low-income housing tax credit program (LIHTC): This program was formed in the Federal Tax Reform Act of 1986. Developer-owners of LIHTC properties can get credits for federal income tax liability, so the program incentivizes developers to invest in affordable housing projects. There are also state run LIHTC programs. The Utah Housing Corporation (UHC), made in 1975 by Utah legislation, creates an adequate supply of money available for mortgage loans at reasonable interest rates help provide affordable housing for low- and moderate-income persons. (*Definition from ULCT "Housing Policy in Utah" 2018*).

Olene Walker Housing Loan Fund (OWHLF): Created in 1987 by the State of Utah, the OWHLF supports quality affordable housing options to meet the needs of Utah's individuals and families. The fund partners with public and private organizations to develop housing that is affordable for moderate-income, low-income, and very low-income households. (*Definition from ULCT "Housing Policy in Utah" 2018*).

United States Census Bureau (USCB): a federal agency in charge of the decennial census and the yearly American Community Survey data on population and demographics throughout the United States.

Utah Non-Profit Housing Corporation (UNPHC): a non-profit that aims to help develop and provide affordable housing to families throughout Utah.

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Chapter Two – Methodology

Background Research

A variety of resources were used in the formation of this plan. Data were retrieved from the United States Census Bureau *American Community Surveys*, ESRI Business Analyst Online, and Salt Lake County Geographic Information Systems. The Utah Department of Workforce Services, Housing and Community Development Division, provides a database of resources to assist municipalities in the creation of their moderate-income housing plans. The following resources were particularly critical in this assessment's development:

- Moderate-income housing element outline
- Moderate-income plan writing guide
- DWS housing projection tool
- Model resolution for amending the general plan
- Affordable housing plan examples:
 - City of Meropis: Moderate-Income Housing Plan
 - Salt Lake County: Moderate-Income Housing Plan 2017
 - Sandy City General Plan: Section 3 Housing Needs
 - South Salt Lake City: Moderate-Income Housing Plan
 - State of Utah Affordable Housing Report 2018
 - Snyderville Basin and East Summit County: Housing Affordability Assessment

Consultation and Collaboration

Planning staff collaborated with and consulted various housing experts in researching and writing this plan. On 18 May 2019, staff attended SB 34 housing training sessions hosted by The Utah League of Cities and Towns. Staff consulted David Fields, Housing and Community Development, Utah Department of Workforce Services, regarding SB 34 requirements for the metro townships. Staff also corresponded with Meg Ryan, The Utah League of Cities and Towns, for her information and expertise on housing legislation. Planning staff met with Michael Gallegos and Jake Young, Salt Lake County, Department of Housing and Community Development to discuss housing opportunities for Magna. On 22 August 2019, staff attended the Salt Lake County Community Needs Assessment Meeting. Hosted by Salt Lake County, Department of Housing and Community Development, this meeting brought together stakeholders from throughout the Greater Salt Lake Municipal Services District to discuss community needs, including housing.

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Community Engagement

Greater Salt Lake MSD Planning staff focused on eliciting public desires and needs for housing with the goal of completing the Housing Element by the December 2019 deadline. Beginning early July, staff coordinated with Mayor Dan Peay about the required Moderate-Income Housing Plan. Staff developed and sent a timeline for accomplishing this Plan. In early August, staff surveyed the Metro Township Council, the Planning Commission, and the General Plan Steering Committee for a preferred Housing Element Open House date. From this feedback, planning staff scheduled a Housing Element Open House on 28 September 2019. The Open House included Magna, Kearns, White City Metro Townships, and Unincorporated Salt Lake County. Salt Lake County Department of Housing and Community Development also participated in the Open House.

Staff kept the Metro Township Council, Planning Commission, and General Plan Steering Committee updated on the Housing Element Open House agenda and asked that the Open House be promulgated by inviting friends and neighbors. Stakeholders were provided the Housing Plan timeline, a summary of Senate Bill 34, and the Department of Workforce Services Moderate-Income Housing Plan Writing Guide. A flyer announcing the Open House was posted on Magna's Metro Township website. Staff also reached out to local and state agencies and non-profits concerned with housing and invited them to the Housing Element Open House. While coordinating with the Metro Township Councils, Planning Commission, and General Plan Steering Committee, planning staff sent drafts of Magna's Housing Assessment for their reference. A final draft of the assessment was prepared for the Housing Element Open House.

At the Housing Element Open House, Randy Jepperson from Salt Lake County Regional Development spoke about the Green and Healthy Homes Initiative. This exemplified the kind of program that Magna could partner with to strengthen its moderate-income housing supply. Following Randy's presentation, Christie Oostema from People + Place, LLC spoke with residents about community needs and informed them of the Consolidated Plan.

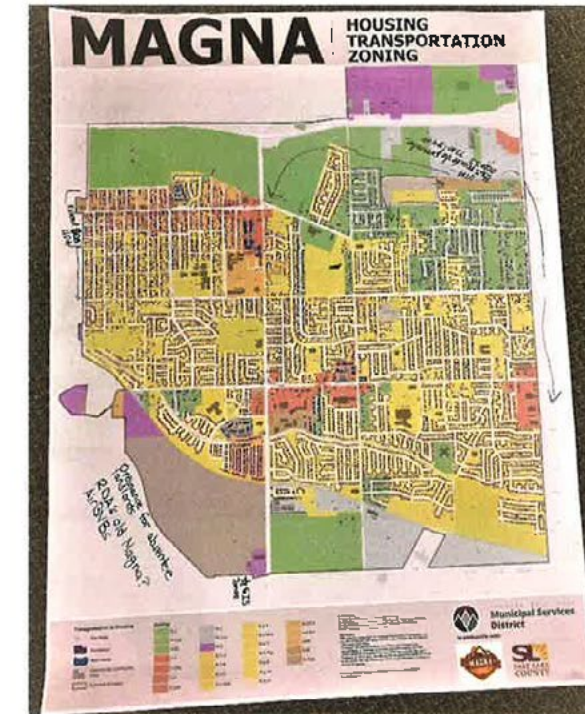


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As part of the Open House, participants were asked to provide community feedback. Planning staff worked with communities in break-out sessions. Large printed maps of current zoning, housing, and transportation systems were used as visual aids. Residents from Magna discussed many of the 23 Menu Items. They talked through what they thought could be implemented and what they thought would be effective.

When community members felt ready, they voted on their top three preferred Menu Items prescribed by SB 34. These items were listed in large print on easels. Each community was assigned a different color sticker for planning staff to record those items preferred by each community. Magna residents voted for nine of the 23 elements (Table 1). Additionally, a Comments Box was provided for the public to leave opinions not captured by the voting exercise.



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Table 1: Magna's Votes for SB 34 Menu Items

Menu Item	Number of Votes
B) Facilitate the rehabilitation or expansion of infrastructure that will encourage the construction of MIH	1
C) Facilitate the rehabilitation of existing uninhabitable housing stock into MIH	3
D) Consider general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the city	1
E) Create or allow for, and reduce regulations related to, accessory dwelling units in residential zones	1
K) Utilize strategies that preserve subsidized low to moderate-income units on a long-term basis	1
O) Implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality	1
P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH	4
V) Utilize a MIH set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency	4
W) Any other program or strategy implemented by the municipality to address the housing needs of residents of the municipality who earn less than 80 percent of the area median income	1 Habitat, 3D Houses

(P) apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of MIH



(O) implement a mortgage assistance program for employees of the municipality or of an employer that provides contracted services to the municipality



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Chapter Three - Demographic Summary

Population Size

In 2017, Magna had a population of 28,257 (ACS DP1). Household size averaged 3.48 people while family size averaged 3.84 people (ACS DP1 and DP2). According to the U.S. Census Bureau, the 1990 population numbered just under 18,000 people, while the 2000 population was 22,770 and the 2010 population was 26,505. Future population sizes were projected using 1990 and 2010 populations. Projections for Magna indicate population change rates hovering between 15 percent and 18 percent from 2020 through 2050. The population in 2050 is estimated at 49,949, which is 88.5 percent more than the 2010 population of 26,505. Compared to 2017's population, 2050's population is 76.8 percent higher. This population growth is important to remember as Magna considers its vision for its future.

Eight potential projections were calculated using five standard methods (linear, exponential, shift-share, share-of-growth, and constant-share). Growth rates from two baseline geographies were used: Salt Lake County and the United States. The averages of those projection results are shown below for every decade between 2020 and 2050 (Table 2). These projections show possible future scenarios for Magna and Salt Lake County. It is important to note that population projections are intended as planning guides. Projections for 2023 by ESRI Business analyst are also included. ESRI predicts a 2023 population of 30,564. ESRI calculated these projections using different methods, and they correspond well with our projections. The growth rates show the percent increase between consecutive decades. The exception is for 2023's growth rate, which was calculated from 2010 to 2023 (not 2020 to 2023).

Table 2: Historic and Future Population Totals

Year	Jurisdiction		Growth Rate	
	Magna	Salt Lake Co	Magna	Salt Lake Co
1990	17,829	619,066	—	—
2010	26,505	1,029,655	49%	66%
2020	31,374	1,245,161	18%	21%
2023	30,564	1,250,581	15%	21%
2030	36,814	1,488,420	17%	20%
2040	42,952	1,765,450	17%	19%
2050	49,949	2,083,841	16%	18%

Source: ACS DP1; S. Manson, J. Schroeder, D. Van Riper, & S. Ruggles. IPUMS NHIS: V13.0 [Database]. Minneapolis: University of Minnesota. 2018.

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Age

The median age was 29.9 years, which, while still three years younger than that of Salt Lake County, has risen by four years since 2000 (ACS DP1). Median age is projected to reach 30.1 years in 2023 (ESRI Business Analyst Online "Demographic and Income Profile"). Magna has a large population of children; in fact, **over 50 percent of households had one or more people under 18 years old** (ACS DP2). Only eight percent of the population is elderly, or 65 years or older (ACS DP4). ESRI Business Analyst Online predicts no significant changes in age distribution over the next five years ("Detailed Age Profile").

Race and Ethnicity

About **80 percent of the population identified as white**, while 15 percent identified as some other race (ACS S1903). The remaining five percent identified as either black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and other Pacific Islander, or two or more races (ACS S1903). **People who identified as Hispanic or Latino/a of any race comprised 27 percent of the population**, which equates to 4,182 people (ACS S1903). Both racial and ethnic diversity has increased over time and is predicted to continue increasing (ESRI Business Analyst Online "Demographic and Income Profile").

Disabled

Of Magna's 28,257 people, **2,919 people (or about ten percent of the population) had a disability in 2017**. About five percent had an ambulatory difficulty (ACS S1810). Five percent had an independent living difficulty while two percent had a self-care difficulty (ACS S1810). Two percent had a hearing difficulty; one percent had a vision difficulty; and five percent had a cognitive difficulty (ACS S1810).

Assuming this percentage (ten percent of total population) remains constant, Magna could have 3,137 people with disabilities in 2020; 3,681 in 2030; 4,295 in 2040; and 4,994 in 2050. People with disabilities face particular difficulties regarding housing, from affordability to specific structural needs (such as wheelchair ramps, easy access to public transit, etc.). Effective planning is needed to meet the needs of this group as its population grows.

Veterans

In 2017, **1,150 people (six percent of Magna's population) were veterans** (ACS S2101). Of this population of veterans, **115 people (ten percent of Magna veterans) had a service-connected disability rating** (ACS B21100). This means that 3.9 percent of people with disabilities in Magna in 2017 were veterans.

Carrying these percentages into the future, there may be 1,882 veterans in 2020; 2,209 in 2030; 2,577 in 2040; and 2,997 in 2050. This translates to 188, 221, 258, and 300 veterans with service-connected disabilities in these years.

Exhibit A

Income

There are three main measures of household income: mean, median, and per capita. *Mean household income* averages the income of all households in an area of consideration. Magna's 2017 mean household income was \$65,648 (ACS S1901). *Per capita income* is the total income divided by the total population; it conveys the income per person assuming an even distribution. Magna's 2017 per capita income was \$19,876 (ACS DP3). *Median household income* is the middle amount when listing all household incomes from low to high. MHI is a better indicator of the typical household income in a place than the mean household income if there are high or low outliers that artificially pull the average up or down. **Magna's median household income in 2010 was \$53,007; by 2017, median household income rose to \$58,137** (ACS DP3). Median household income for owner-occupied households was \$65,091 while median household income for renter households was \$42,816 (ACS B25119).

Area median income, AMI, is the median household income of the larger geography in which a municipality is located. Both state guidelines and federal programs require housing to consider targeted low- and moderate-income groups in relation to housing affordability by using an AMI calculation. The scale of consideration must be regional. This ensures a reasonable opportunity for moderate income households to move to the community. **Per Utah Senate Bill 34, the AMI used in this study is based on the AMI for Salt Lake County¹**. Salt Lake County's 2017 AMI was \$67,922. It is important to note that the median income for Magna, \$58,137, is significantly below that of Salt Lake County.

¹ Utah State Legislature 10-9a-103: 36 "Moderate income housing means housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located."

Exhibit A

Chapter Four - Housing Stock

Existing Housing

The number of owner-occupied housing units decreased between 2010 to 2017. Most of the drop occurred in units valued from \$50,000 to \$99,999 and \$150,100 to \$199,999 (Table 3). Median value increased from \$157,000 to \$160,500 over this timeframe. This marks two percent growth. From 2017 to 2023, ESRI Business Analyst Online predicts significant changes. They estimate a nine percent growth in total owner-occupied housing units. Additionally, they predict that the four lowest value categories will decrease while the four highest value categories will increase. This spurs a 48 percent increase in median owner-occupied housing value from \$160,500 in 2017 to \$237,500 in 2023.

Table 3: Housing Values in Magna

Owner-Occupied Housing Value	2010	2017	2023	Change 2010 - 2017	Change 2017 - 2023
Total Occupied Units	6,328	6,113	6,673	-3%	9%
Less than \$50,000	222	264	53	19%	-80%
\$50,000 to \$99,999	362	230	87	-36%	-62%
\$100,000 to \$149,999	2,193	2,125	736	-3%	-65%
\$150,000 to \$199,999	2,166	1,957	1,433	-10%	-27%
\$200,000 to \$299,999	1,131	1,296	2,307	15%	78%
\$300,000 to \$499,999	197	214	1,651	9%	671%
\$500,000 to \$999,999	38	20	323	-47%	1515%
\$1,000,000 or more	19	7	83	-63%	1086%
Median Value (dollars)	\$157,100	\$160,500	\$237,500	2%	48%

Data Source: ACS DP4; ESRI Business Analyst Online "Housing Profile"

In 2017, Magna held 8,430 occupied housing units (Table 4). The mode type of unit was detached single units, which numbered 6,924. There were also 556 attached single units, representing a 103 percent growth from 2010. There were 950 multi-unit housing types, ranging from 2 to more than 20 apartments per unit. Of the multi-unit housing options, only two-unit housing increased between 2010 and 2017. Housing decreased significantly in every category of housing with three or more units. About 43 percent of housing units have six or seven rooms (Table 5). Less than one percent have one or two rooms. Most housing units have three or four bedrooms (67 percent) and less than three percent of housing units have zero (studio) or one bedroom.

Exhibit A

Table 4: Housing Types in Magna

Housing Type	2010	2017	Percent Change
Total Occupied Units	8,013	8,430	5%
Single Units (detached)	6,463	6,924	7%
Single Units (attached)	274	556	103%
2 Units	103	148	44%
3 or 4 Units	144	122	-15%
5 to 9 Units	250	215	-14%
10 to 19 Units	169	34	-80%
20 or More Units	261	227	-13%
Mobile Home	349	204	-42%
Boat, RV, Van, etc.	0	0	0%

Data Source: ACS DP4

Table 5: Amount of Rooms and Bedrooms by Housing Unit in 2017

Rooms	Number	Percentage	Bedrooms	Number	Percentage
1	17	0.2%	None	17	0.2%
2	26	0.3%	1	226	2.7%
3	193	2.3%	2	1,287	15.3%
4	1,034	12.3%	3	2,924	34.7%
5	1,242	14.7%	4	2,740	32.5%
6	1,732	20.5%	5 or more	1,236	14.7%
7	1,897	22.5%			
8	1,127	13.4%			
9 or more	1,162	13.8%			

Data Source: ACS DP4

Despite the larger percentage increase in single units compared to multi-units from 2010 to 2017, owner-occupancy has increased at a slower rate than renter-occupancy (Table 6). Renter-occupancy has more than doubled (108 percent increase) while owner-occupancy increased by just nine percent. Housing vacancy oscillated from 3.5 percent in 2000 to 4.6 percent in 2010 to 3.9 percent in 2017. ESRI predicts that 561 more owner-occupied units and 139 more renter-occupied units will be available in Magna by 2023.

Table 6: Housing Occupancy in Magna

Year	Owner	Renter	Occupied	Vacant	Total
2000	5,603	959	6,562	237	6,799
2010	6,042	1,673	7,715	372	8,087
2017	6,113	1,992	8,105	325	8,430
2023	6,674	2,131	8,805	423	9,228

Note: Owner-occupied units plus Renter-occupied units equals Occupied units. Occupied units plus Vacant units equals Total units

Data Source: ACS DP4; ESRI Business Analyst Online "Housing Profile"

Exhibit A

Salt Lake County has specific and recent summations of residential housing projects. Based on Salt Lake County permitting records, between 2016 and 2018, 123 certificates of occupancy were issued for new residential construction (41 in 2016, 34 in 2017, 48 in 2018). An additional 70 certificates were issued for remodels or additions. The following projects occurred during the past five years (Table 7). From October 2014 through July 2019, projects included:

Table 7: Recent Residential Permits in Magna

New Construction	Changes to Existing Construction	Demolitions
6 Residential multi-family	13 Residential additions	28 Residential demolitions
33 Residential two family	52 Residential garages, detached or attached	
110 Residential townhomes	12 Residential living spaces	
182 Residential single family	135 Residential remodels	

Data Source: Salt Lake County "Residential Permits"

Magna's houses have reportedly adequate facilities. In 2017, 99.6 percent of housing units had complete plumbing facilities and 99.3 percent had complete kitchen facilities (Table 8). However, in 2010, 100 percent of houses had these conditions. While 98.2 percent of housing units had telephone services in 2010, that percentage improved to 98.6 percent by 2017. About half of the 8,105 houses (3,924) are at least 49 years old (built before 1980), and almost one quarter of houses were built in the 1970s (Table 9). Therefore, upkeep and maintenance costs for homeowners may be high.

Table 8: Housing Conditions by Percentage of Total and Number of Households

Condition	2010		2017	
Lacking complete plumbing facilities	0.0%	0	0.4%	30
Lacking complete kitchen facilities	0.0%	0	0.3%	26
No telephone service available	1.8%	141	1.4%	116

Data Source: ACS DP4

Table 9: Age of Housing Stock in Magna, as of 2017

Date when Built:	Number	Percentage
Built 2014 or later	16	0.2%
Built 2010 to 2013	65	0.8%
Built 2000 to 2009	1429	17.0%
Built 1990 to 1999	1383	16.4%
Built 1980 to 1989	1213	14.4%
Built 1970 to 1979	2003	23.8%
Built 1960 to 1969	526	6.2%
Built 1950 to 1959	827	9.8%
Built 1940 to 1949	228	2.7%
Built 1939 or earlier	740	8.8%

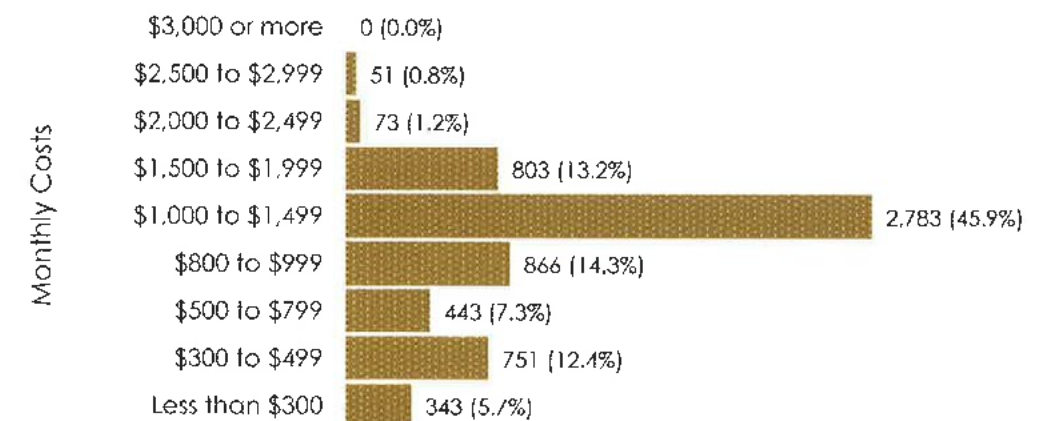
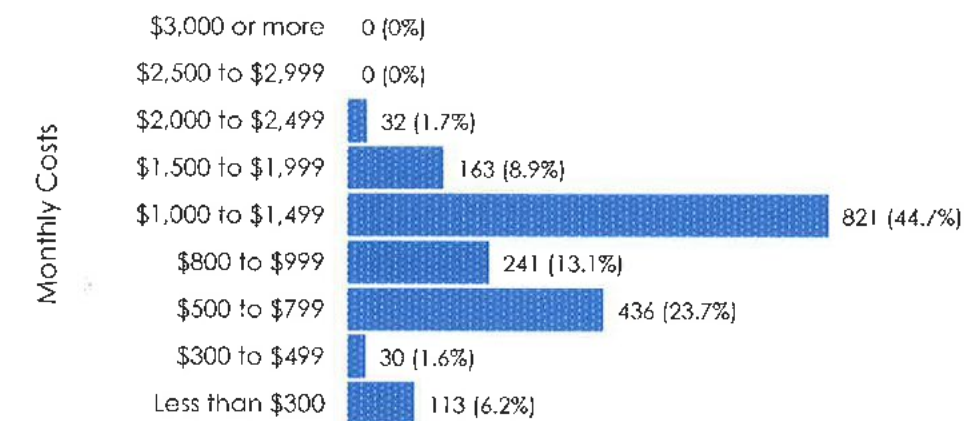
Data Source: ACS DP4

Exhibit A

Existing Housing Costs

Housing costs are divided into nine categories. They range from under \$300 to more than \$3,000 per month. About 45 percent of both renters and owners pay between \$1,000 and \$1,499 a month in housing costs (Figures 1 and 2). The distribution of costs for owners is wider than for renters: more owners pay above \$1,499 per month and more owners pay below \$500 than do renters. Almost one-quarter of renters pay between \$500 and \$799 per month. The second lowest cost category is \$300 to \$499. While over 12 percent of owners pay between \$300 and \$499 per month in household costs, less than two percent of renters do. Since median renter household income is significantly lower than median owner-occupied household income, this raises concern about rental unit affordability.

Figures 1 and 2: 2017 Monthly Renter-Occupied Household Costs (top) and Owner-Occupied Household Costs (bottom)



Data Source: ACS S2503 and DP4

Exhibit A

Cost-Burdened Housing

HUD considers an affordable monthly housing payment for either an owner-occupied dwelling or rented unit to be no greater than 30 percent of gross monthly income. This includes utilities and other housing costs such as mortgage and hazard insurance. When monthly housing payments cost more than 30 percent of gross monthly income, that household is said to be cost burdened. Households can be cost-burdened at any income level. The table below shows the current rate of cost-burden households in Magna (Table 10). 2,232 households are cost-burdened with housing, and some households at all income-brackets experience cost-burdened housing. The most cost-burdened group is households with income under \$20,000 per year. 714 households, 307 renters and 407 owners, in this income bracket are cost-burdened with housing. Between owners and renters, renters experience greater housing cost-burden across income levels (Table 11). In fact, about half of renters (45 percent, 891 renter households) experience cost-burdened housing across all income brackets. About 27 percent of renters who make between \$20,000 and \$34,999 are cost-burdened with their housing.

Table 10: Percentage of Income going toward Housing, 2017

Income Range	Not cost-burdened	Cost-burden risk	Cost-burdened
	< 20%	20% to 29%	> 30%
< \$20,000	0.5%	1.8%	8.8%
\$20,000 to \$34,999	2.5%	1.4%	7.3%
\$35,000 to \$49,999	2.9%	5.1%	8.0%
\$50,000 to \$74,999	9.9%	12.5%	3.3%
\$75,000 or more	26.5%	6.9%	0.1%

Data Source: ACS DP4

Table 11: Percentage and Number of Households by Income Bracket who are Cost-Burdened with Housing 2017

Income Range	Occupancy			
	Total	Owner	Renter	
< \$20,000	9% 714	6% 407	15% 307	
\$20,000 to \$34,999	7% 593	9% 256	27% 337	
\$35,000 to \$49,999	8% 648	11% 419	7% 229	
\$50,000 to \$74,999	3% 268	7% 250	3% 18	
\$75,000 or more	0% 9	2% 9	0% 0	

Data Source: ACS DP4

Exhibit A

Housing and Land-use

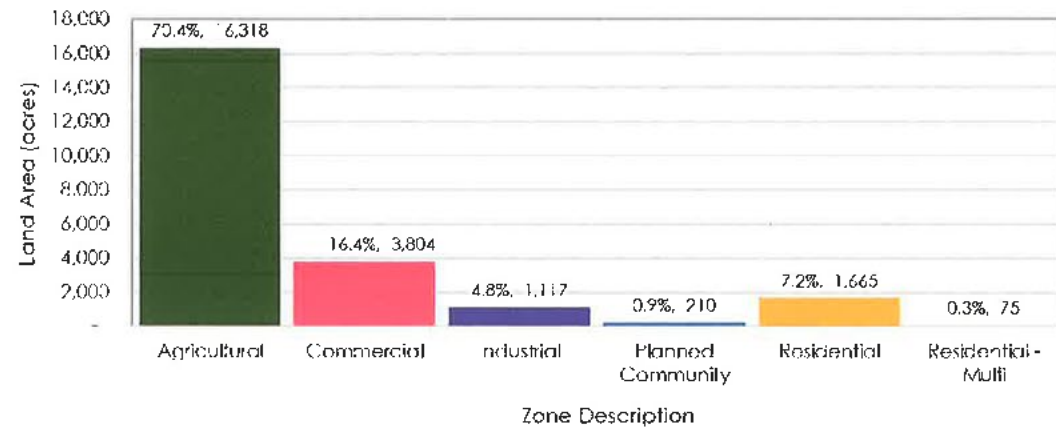
Housing and land-use are tightly connected. Zoning strongly influences how housing and land-use align. Zoning regulations determine the standards for new development, including building size, lot size, and lot use. Therefore, understanding current zoning provides context for what affordable housing opportunities are available based on existing conditions. Current zones within Magna are described briefly below:

- **A-1 – Agricultural:** low density residential development with limited agricultural uses
- **A-20 – Agricultural:** low density residential development and agricultural uses
- **C-2 – Community Commercial:** neighborhood commercial development
- **C-3 – Regional Commercial:** warehousing, wholesale business, and commercial uses
- **C-V – Commercial:** commercial centers geared toward tourist/traveler needs
- **M-1 – Light Industrial:** light industry such as animal hospitals or carpenter shop
- **M-2 – Heavy Industrial:** heavy industry such as cement mixing plant or paper treatment
- **P-C – Planned Community:** residential development carefully planned out
- **R-1-10 – Residential Single-Family Dwelling:** SFD, allows greenhouse/nursery
- **R-1-21 – Residential Single-Family Dwelling:** allows guesthouse under 1,200 sq. ft.
- **R-1-3 – Residential Single-Family Dwelling:** only SFD
- **R-1-4 – Residential Single-Family Dwelling:** only SFD
- **R-1-5 – Residential Single-Family Dwelling:** allows single-family project developments
- **R-1-6 – Residential Single-Family Dwelling:** SFD, allows greenhouse/nursery
- **R-1-7 – Residential Single-Family Dwelling:** 5.5 detached units per acre, 10k-3750k sq. ft.
- **R-1-8 – Residential Single-Family Dwelling:** SFD, allows greenhouse/nursery
- **R-2-6.5 – Residential Single or Two-Family Dwelling:** allows home business and agriculture
- **R-4-8.5 – Residential High Density:** allows two dwelling units per structure per lot
- **R-M – Residential Multiple Family:** high-density, includes business/professional offices
- **RMH – Residential Mobile Home:** allows accessory buildings and agriculture

Zones are often classified into six major categories: agricultural, commercial, industrial, planned community, residential, and residential multi-family. Over 70 percent of Magna's land area is zoned agricultural (Figure 3). Most of the agricultural land, especially land zoned A-20, is located in the northwestern arm (Map 1). Commercial zones occupy 3,804 acres, or 16.4 percent of the land. Of the commercial zones, zone C-V is the most common. All land zoned C-V is in Magna's northwestern arm, adjacent to A-20 land. Industrial land covers 1,117 acres along the northcentral and southern borders. Residential land takes up 1,665 acres, or 7.2 percent, while residential multi-family adds another 75 acres (0.3 percent).

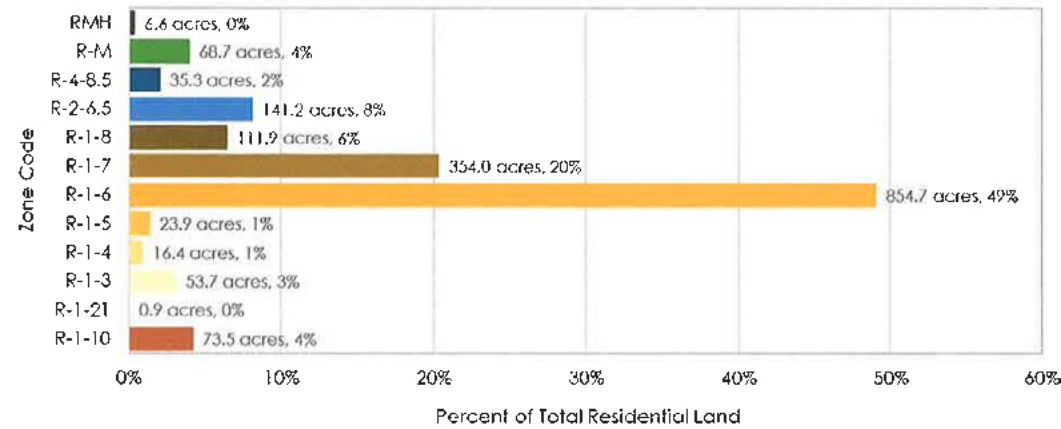
Exhibit A

Figure 3: Land Area of Major Zoning Categories in Magna



The most abundant residential zone is R-1-6 (Figure 4). R-1-6 is the zone of the majority of land in the diagonal strip from south of Magna main street in the northwest to north of Hercules Park in the southeast.

Figure 4: Land Area of Residential Zoning Categories in Magna



Increased affordable housing can be created through land-use choices. Undeveloped land can be developed. Magna has some opportunity to build housing on undeveloped land. Other measures must be used too. Non-residential zones can become mixed-use zones that allow residences. Residential zones with low density can become higher density residential zones². Infill development, or development of vacant urban lots, greenfield sites, or brownfield sites, can increase housing in the already dense areas of Magna.

² Increasing density does not necessarily mean allowing high-rise apartment complexes. For a predominantly single-family dwelling area, increasing density could occur without changing the housing scape, simply by allowing Accessory Dwelling Units or the division of single-family dwellings into duplexes that still look like SFDs.

Exhibit A

Map 1: Zoning in Magna

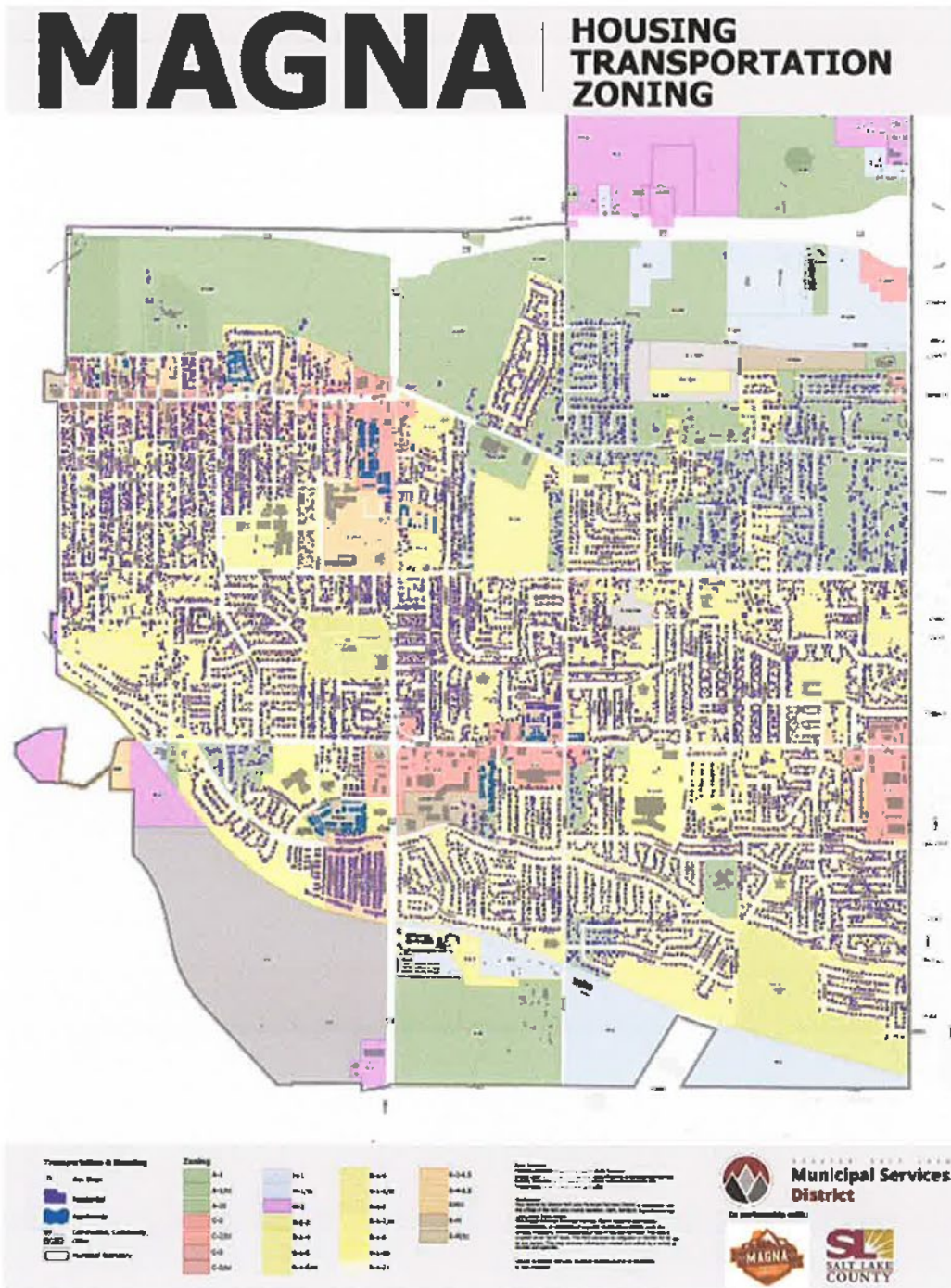


Exhibit A

Chapter Five - Housing Availability and Affordability

Indication of Need by Demographics

Magna's demographics and existing housing stock demonstrate the need for certain characteristics for its current and future housing stock. With a large household size and sizeable population under 18 years old, housing that accommodates growing families will continue to be important. Housing units with two or more bedrooms will be demanded by multigenerational households and multiple-child families. In addition to housing type, the location of housing matters for properly accommodating growing families and households. Housing located near schools, transit, and other amenities can minimize transportation costs and logistic difficulties for low-income, mobility-impaired, or single-parent households. Co-locating housing near commercial and/or industrial districts can open economic opportunities for households; improving economic situations can enable escape from cost-burdened housing. Throughout this section, specific housing availability and affordability needs are analyzed across income groups, occupant type, and household sizes.

Targeted Income Groups and Affordability Thresholds

Income levels at 30 percent of AMI are considered "very low-income," while those at 50 percent are "low-income" and those at 80 percent are "moderate-income." These 30, 50, and 80 percent groups are *targeted income groups*. In the following table, targeted income groups are calculated using both the area median income (Salt Lake County) value and the local median income (Magna) value (Table 12). Annual income was divided by twelve to give monthly household income. Monthly housing allowance represents total housing costs affordable at 30 percent of gross monthly income. This value is the upper limit that a household could pay without being housing cost-burdened.

Table 12: 2017 Annual and Monthly Incomes and Housing Allowance

Annual Median Household Income					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$84,903	\$67,922	\$54,338	\$33,961	\$20,377
Magna	\$72,671	\$58,137	\$46,510	\$29,069	\$17,441
Monthly Housing Income (Annual Income divided by 12)					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$7,075	\$5,660	\$4,528	\$2,830	\$1,698
Magna	\$6,056	\$4,845	\$3,876	\$2,422	\$1,453
Monthly Housing Allowance (30 Percent Monthly Income)					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$2,123	\$1,698	\$1,358	\$849	\$509
Magna	\$1,817	\$1,453	\$1,163	\$727	\$436

Data Source: ACS B25119

Exhibit A

By using Salt Lake County's AMI, calculations for Magna may overestimate the community's ability to afford housing. For example, as shown in Table 10, 30 percent of Salt Lake County AMI is \$20,377, but 30 percent of Magna's median income is \$17,441 (ACS B25119). Due to this discrepancy, this plan recommends that officials and decision-makers understand the calculations as conservative estimates and encourages communities to strive for making housing as affordable as possible. The discrepancy is driven by differences in median owner-occupied household income: \$65,091 for Magna while \$83,922 for Salt Lake County (ACS B25119). However, median renter household income in Magna (\$42,816) closely resembles and slightly exceeds that of Salt Lake County (\$42,351) (ACS B25119). Due to the discrepancy between homeowner and renter households, targeted income groups were calculated separately for each (Tables 13 and 14). To determine affordable rental rates, a household would subtract anticipated monthly utility costs from the total monthly housing allowance.

Tables 13 and 14: 2017 Annual and Monthly Incomes and Housing Allowance – Renters (top) and Owners (bottom)

Annual Median Renter Household Income					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$52,939	\$42,351	\$33,881	\$21,176	\$12,705
Magna	\$53,520	\$42,816	\$34,253	\$21,408	\$12,845
Monthly Household Income (Annual Income divided by 12)					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$4,412	\$3,529	\$2,823	\$1,765	\$1,059
Magna	\$4,460	\$3,568	\$2,854	\$1,784	\$1,070
Monthly Housing Allowance (30 Percent Monthly Income)					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$1,323	\$1,059	\$847	\$529	\$316
Magna	\$1,338	\$1,070	\$856	\$535	\$321

Annual Median Homeowner Household Income					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$104,903	\$83,922	\$67,138	\$41,961	\$25,177
Magna	\$81,364	\$65,091	\$52,073	\$32,546	\$19,527
Monthly Household Income (Annual Income divided by 12)					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$8,742	\$6,994	\$5,595	\$3,497	\$2,098
Magna	\$6,780	\$5,424	\$4,339	\$2,712	\$1,627
Monthly Housing Allowance (30 Percent Monthly Income)					
	125%	100% (Median)	80% (Moderate)	50% (Low)	30% (Very Low)
Salt Lake Co	\$2,623	\$2,098	\$1,678	\$1,049	\$629
Magna	\$2,034	\$1,627	\$1,302	\$814	\$488

Data Source: ACS B25119

Exhibit A

Targeted Income Groups by Family Size

The U.S. Department of Housing and Urban Development (HUD) calculates income thresholds for targeted income groups according to family household size. This helps decision-makers plan as effectively for one-person or eight-person households as the traditional four-person household. Table 15 below shows HUD calculations for income thresholds based on an inflation-adjusted value of \$75,400³ for Salt Lake County's 2017⁴ median family income (MFI).

Table 15: Salt Lake County 2017 HUD Median Family Income Thresholds by Household Size

Household Size	30% MFI	50% MFI	80% MFI	100% MFI
1 person	\$15,850	\$26,400	\$42,250	\$52,813
2 persons	\$18,100	\$30,200	\$48,250	\$60,313
3 persons	\$20,420	\$33,950	\$54,300	\$67,875
4 persons	\$24,600	\$37,700	\$60,300	\$75,375
5 persons	\$28,879	\$40,750	\$65,150	\$81,438
6 persons	\$32,960	\$43,750	\$69,905	\$87,381
7 persons	\$37,140	\$46,750	\$74,800	\$93,500
8 persons	\$41,320	\$49,800	\$79,600	\$99,500

Data Source: HUD "2017 Income Limits Documentation System"

Other Targeted Groups

When income is broken down according to demographic subsets, substantial differences among their median household incomes becomes visible (Table 16). In addition to the aforementioned discrepancy between homeowners and renters, differences arise between male and female householders, elderly households and the median, and disabled person households and the median. Stark differences also exist among households of various races and ethnicities and income levels. These annual income differences translate into monthly income differences and thus monthly housing allowance differences. This means that specific subsets of people have different affordability thresholds.

Two demographic subsets fall far below the area median household value: female householder (non-family) and disabled person householder. The median female householder (non-family) income scales to a monthly housing allowance of \$579, which is only 34 percent of the area median income. A female householder at 30 percent AMI can only afford to pay \$174 per month toward housing. At 100 percent AMI (median), a disabled person household can spend \$429 per month on housing. At 30 percent AMI, a disabled person has \$129 to spend on housing.

³ Note that median family income exceeds median household income for Salt Lake County in 2017.

⁴ While HUD has released 2018 data, to stay consistent with available demographic data used throughout the assessment, 2017 are displayed.

Table 16: Other Targeted Groups – 2017 Annual and Monthly Incomes and Housing Allowance⁵

Household Income by Type	Annual Income Levels					Monthly Income Levels					Monthly Housing Allowance				
	30%	50%	80%	100%	125%	30%	50%	80%	100%	115%	30%	50%	80%	100%	125%
Area Median Household	\$30,377	\$39,961	\$54,338	\$67,922	\$84,503	\$1,698	\$2,830	\$4,528	\$5,650	\$7,075	\$849	\$1,358	\$2,158	\$2,813	\$3,513
Area Median Family	\$32,620	\$37,700	\$46,330	\$55,400	\$64,750	\$1,685	\$2,830	\$4,528	\$5,650	\$7,075	\$849	\$1,358	\$2,158	\$2,813	\$3,513
Local Median Household	\$37,441	\$29,089	\$46,510	\$58,137	\$71,671	\$1,453	\$2,422	\$3,876	\$4,895	\$6,056	\$727	\$1,183	\$1,853	\$2,438	\$3,017
Area Median Homeowner Household	\$35,177	\$41,951	\$57,138	\$68,912	\$83,903	\$1,658	\$2,830	\$4,528	\$5,650	\$7,075	\$849	\$1,358	\$2,158	\$2,813	\$3,513
Area Median Renter Household	\$12,705	\$21,376	\$38,881	\$40,351	\$37,539	\$1,059	\$1,765	\$2,823	\$3,529	\$4,412	\$318	\$529	\$867	\$1,059	\$1,323
Local Median Homeowner Household	\$19,527	\$30,546	\$52,078	\$65,091	\$81,364	\$1,627	\$2,712	\$4,389	\$5,424	\$6,780	\$488	\$814	\$1,302	\$1,627	\$2,024
Local Median Renter Household	\$12,845	\$21,408	\$34,253	\$42,816	\$53,520	\$1,070	\$1,784	\$2,854	\$3,568	\$4,460	\$321	\$535	\$856	\$1,070	\$1,338
White Household	\$17,927	\$29,878	\$47,864	\$59,755	\$74,664	\$1,464	\$2,490	\$3,984	\$4,980	\$6,224	\$448	\$747	\$1,295	\$1,644	\$2,067
Hispanic Household	\$15,855	\$26,092	\$41,746	\$52,183	\$65,229	\$1,305	\$2,174	\$3,479	\$4,395	\$5,456	\$391	\$652	\$1,044	\$1,305	\$1,651
Asian Household	\$22,875	\$38,125	\$61,000	\$76,250	\$95,315	\$1,906	\$3,177	\$5,083	\$6,354	\$7,943	\$572	\$933	\$1,515	\$1,906	\$2,383
Some Other Race Household	\$15,202	\$25,395	\$40,598	\$50,672	\$63,340	\$1,267	\$2,111	\$3,378	\$4,223	\$5,278	\$380	\$633	\$1,013	\$1,267	\$1,584
Families with single Female Householder	\$12,900	\$21,500	\$34,400	\$43,000	\$53,750	\$1,075	\$1,792	\$2,867	\$3,583	\$4,479	\$323	\$538	\$860	\$1,075	\$1,344
Families with single Male Householder	\$16,670	\$27,784	\$44,454	\$55,568	\$69,460	\$1,389	\$2,315	\$3,705	\$4,631	\$5,788	\$437	\$738	\$1,111	\$1,389	\$1,737
Female householder (non-family)	\$6,867	\$11,578	\$18,654	\$23,333	\$28,444	\$578	\$963	\$1,544	\$1,900	\$2,412	\$174	\$289	\$463	\$578	\$724
Male householder (non-family)	\$11,659	\$19,432	\$31,091	\$38,864	\$48,580	\$971	\$1,619	\$2,591	\$3,239	\$4,048	\$291	\$485	\$777	\$971	\$1,215
Elderly Household (65 yr+)	\$13,544	\$22,574	\$36,319	\$45,140	\$56,435	\$1,129	\$1,881	\$3,010	\$3,762	\$4,703	\$339	\$554	\$889	\$1,129	\$1,411
Disabled Person Household	\$5,144	\$8,572	\$13,713	\$17,146	\$21,433	\$423	\$714	\$1,143	\$1,429	\$1,766	\$129	\$214	\$339	\$423	\$536

Notes: The three rows in green are the three highest income levels and thus three highest monthly housing allowances. Those highlighted in red are the two lowest values.

Data Source: ACS S2503, S1901, B25119, and S1903

⁵ All calculations and numbers reported in this table are Magna-specific (rather than county-based), unless they say "Area," which refers to Salt Lake County values. These numbers give a clear picture of demographic differences in income and thus affordability within Magna.

Exhibit A

Availability of Housing Units for Targeted Income Groups

Available houses were determined using current market research. According to www.realtor.com, Magna has 123 properties for sale within the metro township as of 7 August 2019. 101 are single family homes, two are multi-family homes, seven are condos/townhomes, one is a mobile home/MFD, and 12 are land lots. These properties have a median listing price of \$268,950, or \$140 per square foot. Assuming a ten percent down payment, 30-year mortgage, and a four percent interest rate, this equates to a monthly payment of \$1,156 (www.mortgagecalculator.com). At this price, households at 80 percent AMI could afford this payment, given that utility and other costs remain below \$202 (\$1,3358 - \$1,156) (refer back to Table 16). On www.zillow.com, four properties are listed for rent at a median price of \$1,375 per month. At this rate, these apartments are affordable only to households at 100 percent AMI or higher.

Among all households in Magna, 164 housing units are currently deed-restricted for moderate income households (DWS "Five Year Housing Projection Calculator"). Municipal housing programs subsidize zero units, but Utah's OWHLF program subsidizes 40 units and the federal government's LIHTC program subsidizes 164 units (DWS "Five Year Housing Projection Calculator").

Magna offers four affordable housing complexes (www.publichousing.com and www.lowincomehousing.us). These are: Martha's Terrace Apartments, Magna HUD Housing, Justin C. Stewart Plaza, and Jerald H. Merrill Senior Housing. Martha's Terrace and Jerald H. Miller offer one-bedroom apartments to senior low-income persons (62 years or older at less than 50 percent of AMI) (UNPHC). Magna HUD and Justin C. Stewart both provide apartments to disabled low-income persons (disabled at less than 50 percent of AMI) (UNPHC). Magna HUD offers one-bedroom apartments while Justin C. Stewart offers two-bedroom apartments (UNPHC and www.lowincomehousing.us). Together, they provide 82 units (UNPHC and www.affordablehousingonline.com). Two apartment complexes are tax credit developments. Some units in these developments have limited maximum rents and provide affordable housing (HUD "Affordable Housing Guide"). These are Coppertree Apartments and Heritage Apartments – Magna.

Renter Households

Whether using local or area median income, one targeted income group among renter households face a deficit of available housing units (Table 17). This is the second-lowest income group, between 30 and 50 percent AMI. While there are 223 households at this income level, only 70 units are available at an affordable price for them. This makes a deficit of 154 units. This forces the 30 to 50 percent group to either rent above their means and experience cost-burdened housing, or to rent below their means. When they rent below their means, they take the only housing affordable for the lowest AMI group.

Table 17: Availability and Need of Existing Rental Housing in 2017, using AMI

Income Range	Using Regional (Salt Lake County) Area Median Renter Income			
	Maximum Affordable Monthly Housing Allowance	Maximum Affordable Monthly Rental Costs (Rent minus \$257 in Utilities)	# Renter Households	# Rental Units Available at that Price
Less than 30% AMI (\$12,705)	\$318	\$41	234	272
30%-50% AMI (\$12,705-\$21,176)	\$529	\$272	223	70
50%-80% AMI (\$21,176-\$33,881)	\$847	\$590	350	451
80%-100% AMI (\$33,881-\$42,351)	\$1,059	\$802	215	281
100%-125% AMI (\$42,351-\$52,939)	\$1,323	\$1,066	239	724
> 125% AMI (> \$52,939)	> \$1,323	> \$1,066	731	195
				Surplus/Deficit of Units Available
				38
				-154
				100
				66
				196
				-246

Note: See Appendix for Explanation of Utility Cost Estimate

Data Source: ACS B25118, B25119, B25056

When using local median household income instead of area median income, the pattern of housing availability is the same (Table 18).

Table 18: Availability and Need of Existing Rental Housing in 2017, using Local HH Income

Income Range	Using Local (Magna Metro Township) Median Renter Income			
	Maximum Affordable Monthly Housing Allowance	Maximum Affordable Monthly Rental Costs (Rent minus \$257 in Utilities)	# Renter Households	# Rental Units Available at that Price
Less than 30% AMI (\$12,845)	\$321	\$64	237	272
30%-50% AMI (\$12,845-\$21,408)	\$535	\$278	224	78
50%-80% AMI (\$21,408-\$34,253)	\$856	\$599	357	453
80%-100% AMI (\$34,253-\$42,816)	\$1,070	\$813	215	288
100%-125% AMI (\$42,816-\$53,520)	\$1,338	\$1,081	237	706
> 125% AMI (> \$53,520)	> \$1,338	> \$1,081	721	195
				Surplus/Deficit of Units Available
				35
				-146
				95
				73
				203
				-281

Note: See Appendix for Explanation of Utility Cost Estimate

Data Source: ACS B25118, B25119, B25056

Availability of affordable housing in Magna has changed over time (Table 19). In 2012, the deficit was 535 units (across all income levels) compared to 400 in 2017. The groups facing an availability deficit have changed. Of particular concern is the greater deficit in available housing for the targeted income groups. In 2012, the deficit for targeted groups was 31 units. In 2017, that deficit increased by 123 units to the deficit of 154. In 2012, the 50 to 80 and 100 to 125 AMI groups faced shortages. In 2017, the 30 to 50 and over 125 percent AMI groups faced shortages. The other AMI groups saw increases in unit availability over that time.

Table 19: Availability and Need of Existing Rental Housing in 2012

Income Range	Using Regional (Salt Lake County) Area Median Renter Income				
	Maximum Affordable Monthly Housing Allowance	Maximum Affordable Monthly Rental Costs (Rent minus \$227 in Utilities)	# Renter Households	# Rental Units Available at that Price	Surplus/Deficit of Units Available
Less than 30% AMHI (\$12,705)	\$263	\$36	77	162	85
30%-50% AMHI (\$12,705-\$21,176)	\$439	\$212	148	413	265
50%-80% AMHI (\$21,176-\$33,881)	\$702	\$475	391	360	-31
80%-100% AMHI (\$33,881-\$42,351)	\$878	\$651	246	328	18
100%-125% AMHI (\$42,351-\$52,939)	\$1,097	\$870	569	267	-504
> 125% AMHI (> \$52,939)	> \$1,097	> \$870	156	56	167

Note: See Appendix for Explanation of Utility Cost Estimate
Data Source: ACS B25118, B25119, B25056

Projected Availability of Housing Units for Targeted Income Groups

Housing unit availability was projected using 2012 and 2017 data. The deficit in housing for targeted income groups was 31 in 2012 and 154 in 2017. Over that five-year period, this is a 396 percent increase. In other words, there was a 79 percent increase in the housing deficit annually. Carrying these numbers five years into the future⁶, Magna may have a shortage of 9,124 units for targeted income groups in 2024. While this number seems too large, it shows what Magna could experience if current trends continue. This sparks great concern and highlights the need for Magna to be proactive with its housing policies.

⁶ This projection was calculated using a seventy nine percent increase each year from 2017 through 2024.

Chapter Six - Action Plan

The Action Plan is the most important part of the document. It provides concrete ways to achieve in Magna an environment conducive to successful moderate-income housing opportunities. Feedback gathered from the public at the September 28, 2019 Housing Element Open House has guided the action plan. Using results from the interactive mapping activities, the public comments box, and the Menu Items voting exercise, planning staff has synthesized the Menu Items that the public decided best suit their community. Additionally, planning staff has continued to take public feedback through email and the phone.

Magna residents present at the open house expressed strong desire for achieving and preserving moderate-income housing in their community. For this reason, planning staff incorporated 6 of the 9 voted upon menu items into this action plan. Therefore, the following goals and supporting strategies and actions aim to preserve, create, or otherwise promote moderate-income housing opportunities in Magna Metro Township.

Goal 1: Preserve current moderate-income housing on a long-term basis.

Utilized Menu Item: K

Strategy 1: Identify current MIH.

Strategy 2: Establish a "Good Landlord Program."

Action 1: Create and adopt a "Good Landlord Program."

Action 2: Achieve Code Enforcement

Action 3: Consider writing and adopting a Short-term Rental Ordinance to support and provide backbone to the Good Landlord Program.

Goal 2: Create more moderate-income housing options.

Utilized Menu Items: E

Strategy 1: Allow Accessory Dwelling Units.

Action 1: Write and adopt an ADU Ordinance.

- Carefully define ADUs in ordinance
- Consider type of ADUs allowed
- Consider where ADUs should be allowed

Strategy 2: Promote creation of Accessory Dwelling Units.

Action 1: Identify partners that help with construction and/or conversion costs.

Action 2: Disseminate funding assistance information to residents.

Exhibit A

Goal 3: Support measures and efforts that contribute to neighborhood stabilization.

Utilized Menu Items: B, C, P, and W

Strategy 1: Identify and apply for grants and funding opportunities that do so.

Action 1: Provide exterior curb-appeal grants to 10 homes per year through 2024 (50 total).

Action 2: Support applications and funding from the *Green and Healthy Homes Initiative* to conduct critical needs home repair in low and moderate-income housing.

Action 3: Support applications and funding from the *Utah Weatherization Assistance Program* to help low-income residents, especially the elderly and disabled, to reduce energy consumption through home improvements.

Action 4: Support applications and funding from *Salt Lake Valley Habitat for Humanity* to house families between 30 and 60 percent of the Area Median Income.

Action 5: Support applications and funding from *Assist Utah's Emergency Home Repair, Accessibility Design, and Aging in Place* programs.

Strategy 2: Expand the RDA in Old Magna down to 3100 South and be proactive about Opportunity Zones.

Action 1: Use new RDA designation to secure funding for rehabilitation of uninhabitable housing stock into MIH.

Strategy 3: Identify infrastructure investments that would further facilitate MIH and the success of MIH families.

Action 1: Consider new transit routes and stops, improvements in transit frequency, and improvements in transit stations and stops.

Action 2: Conduct a sidewalk inventory and connect any sidewalk gaps to promote walkability and enhance the destination accessibility of non-automobile owners.

Exhibit A

Chapter Seven - References

1. ESRI Business Analyst Online
"Demographic and Income Profile"
"Detailed Age Profile"
"Housing Profile"
2. S. Manson, J. Schroeder, D. Van Riper, & S. Ruggles. IPUMS NHIS: V13.0 [Database]. Minneapolis: University of Minnesota. 2018.
3. Salt Lake County
Planning and Development Services "Residential Permits"
Geographic Information Systems – Zoning Data and Metro Township Boundaries
4. United States Census Bureau, American Community Survey
Tables: B21100, B25056, B25118, B25119, DP1, DP2, DP3, DP4, S1810, S1901, S1903, S2101, S2503,
5. U.S. Department of Housing and Urban Development
"2017 Income Limits Documentation System"
"Affordable Housing Guide"
6. Utah Department of Workforce Services, Housing and Community Development Division, GoogleDrive Database: <https://drive.google.com/drive/folders/1SDWQV9y-Su6asORVGDvSicrKyrCqK1Z>
"A Moderate-Income Housing Element Outline"
"DWS 5-Year Housing Projection Calculator"
"Important Advice for Planning Moderate-Income Housing"
"Moderate-Income Housing Writing Guide"
"City of Meropis: Moderate-Income Housing Plan"
"Salt Lake County: Moderate-Income Housing Plan 2017"
"Sandy City General Plan: Section 3 Housing Needs"
"South Salt Lake City: Moderate-Income Housing Plan"
"State of Utah Affordable Housing Report 2018"
"Snyderville Basin and East Summit County: Housing Affordability Assessment"
7. Utah League of Cities and Towns "Housing Policy in Utah" 2018
8. Utah Non-Profit Housing Corporation "<https://unphc.org/housing/>"
9. Websites:
www.realtor.com
www.mortgagecalculator.com
www.zillow.com
www.publichousing.com
www.lowincomehousing.us
www.affordablehousingonline.com

Exhibit A

Chapter Eight - Appendix

Topics

In this chapter, planning staff have written further explanations of several topics presented in this plan. Each topic has a paragraph description as well as links to more resources. Some links go to online databases with multiple resources. Resources are presented as sources of more information and do not necessarily represent endorsement of specific policies or programs by MSD planning staff.

Affordable Housing in General

The Utah Department of Workforce Services (DWS) has a shared GoogleDrive account with dozens of resources. It holds all Moderate-Income Housing Plans within Utah that they have received. It also has dozens of presentations on various topics and guides on writing housing plans. One particularly helpful document is the Utah League of Cities and Towns (ULCT) "Keys to Housing Policy in Utah." It includes a glossary of housing terms, several strategies to promoting affordable housing, and several case studies of communities throughout Utah. Another helpful document is the National Association of Home Builders (NAHB) guide: "Research on State and Local Means of Increasing Affordable Housing." It has strategies and case studies from across the nation. Pros and cons are listed under each strategy as well as places where that strategy has been implemented.

DWS General Database:

<https://drive.google.com/drive/folders/1WEYWuTWX9z1ppDDGLX0JdC4PupyZcGoh>

ULCT Guide:

https://drive.google.com/drive/folders/1IS1MWw3UbdG03TEW_V_P5wMluwhmqTiW

NAHB Guide:

<https://drive.google.com/drive/folders/1s2wwHXXVFHSt4inDyBPPJcF80TojSGk>

Accessory Dwelling Units

Accessory Dwelling Units are a secondary dwelling (place to live) on the same lot as a single-family home. They can be attached or detached, such as a basement apartment, a tiny house, a garage apartment, or a mother-in-law apartment, as well as some others.

Salt Lake County Regional Development and the Wasatch Front Regional Council put together the following presentation about ADUs. It includes data from research initiatives, issues, benefits, and best practices. The presentation is available in PDF format at the link below.

SI.Co and WFRC presentation: <http://www.ulct.org/wp-content/uploads/sites/4/2015/09/ADU-Presentation-by-Jake-Young-and-Ted-Knowlton-ULCT-2017.pdf>

Exhibit A

Salt Lake City has an extensive guide on how to build ADUs. While it is based on Salt Lake City ordinances, zoning, and rules, it includes great information on ADUs in general, especially its illustrations on different ways to configure a single-family house and an ADU on a lot. Other municipalities have informative ADU guides and regulations as well.

SLC: http://www.slcdocs.com/Planning/Guides/ADU_handbook.pdf

Cedar Hills: <http://www.cedarhills.org/adu/>

Kaysville: <https://www.kaysvillecity.com/DocumentCenter/View/230/Accessory-Buildings-Guide-PDF>

Spanish Fork:

https://www.spanishfork.org/departments/community_development/planning/accessory_dwelling_units.php

Good Landlord Program

Good Landlord Programs exist in many cities and towns in Utah, with each municipality adapting the program to its community's specific needs. They aim to incentivize good landlord behavior, good tenant behavior, and good property management and upkeep. They are generally voluntary incentive programs, where rental owners who choose to participate pay significantly reduced fees. To participate, rental owners usually must take a course on being a good landlord, which is offered by the Utah Apartment Association, be current on fees, sign a contract, and properly care for properties.

Centerfield: <https://www.centerfieldcity.org/good-landlord-program>

North Salt Lake City: <https://www.nslcity.org/DocumentCenter/View/769/Good-Landlord-Program-Brochure-Apartments?bidId=>

Ogden: <https://www.ogdencity.com/203/Good-Landlord-Program>

Salt Lake City: http://www.slcdocs.com/landlord/landlord_tenant.pdf

West Jordan: <https://www.westjordan.utah.gov/good-landlord-program>

Short-term Rentals

Short-term rentals are places that can be rented typically between one day to nine months. Places are beginning to write ordinances regarding them. Ordinances for short-term rentals address issues such as whether hosts must be permanent residents and for how long a person can stay in a place and it be considered a short-term rental. Short-term rentals have positive and negative externalities. Short-term rentals can be a vital second source of income for a household. However, short-term rentals with absentee landlords and poor management can turn into eyesores. At the same time, short-term rentals with absentee landlords can become overpriced vacation destinations that negatively impact local affordability for neighbors.

Exhibit A

This article highlights twelve cities across the United States that have implemented ordinances regarding short-term rentals. The article includes links to more information.

Article: <https://www.2ndaddress.com/research/short-term-rental-laws/>

Zoning

Zoning is not an evil word. Zoning is the division of land into defined areas in which specific land uses are allowed or prohibited. Zoning is intended to promote the health, safety, and wellbeing of people by guiding land use decisions so that compatible uses are adjacent while incompatible uses are separated. For example, zoning can be used to prevent the building of highly polluting factories next to kindergartens or homes.

When zoning is appropriate and community-driven, it supports the goals of the community. Magna's zoning code comes from Salt Lake County's code, eventually Magna's code needs to be updated to match Magna's wants and needs. One article below, the first link, explains the basics of zoning. The second link goes to the website of the Land Use Academy of Utah (LUAU). It has a short video on zoning. The website also hosts many other videos and articles about land use and local government in Utah.

Article: <https://propertymetrics.com/blog/zoning-laws/>

LUAU Website: <https://luau.utah.gov/2017/05/25/league-definitions-zoning/>

The American Planning Association (APA) defines different types of zoning. Click on the link below to learn more about these types. "Base" zoning is sometimes used to refer to the regular zoning that most people are used to hearing about. "Overlay" zoning is another type of zoning. An overlay zone is a rule applied over already established zones that may cross the boundaries of different zones. For example, an overlay zone may allow ADUs across R 1-8 and R 1-21 zones within 0.5 miles of bus stops. The base zones of R 1-8 and R 1-21 would stay the same. There is an overlay zoning explanation on the APA website or on page 46 of the National Association of Home Builders (NAHB) guide.

APA: <https://www.planning.org/divisions/planningandlaw/propertytopics.htm>

NAHB Guide: <https://drive.google.com/drive/folders/1s2wwHXXVFHSt4inlDyBPPJCF8OToJSGk>

Exhibit A

Example Ordinances

Good Landlord Program ordinances:

Salt Lake City: <http://www.slcdocs.com/landlord/ordinance.pdf>

Centerfield:

https://centerfield.municipalcodeonline.com/book?type=ordinances#name=3.80_Good_Landlord_Program

ADU ordinances:

North Salt Lake City: <https://www.nslcity.org/DocumentCenter/View/1992/ADU-112118?bidId=>

Cedar Hills: <http://www.cedarhills.org/wp-content/uploads/2018/08/ordinance-07-17-2018A-title-10-accessory-dwelling-units.pdf>

List of Relevant Organizations and Websites

Resources are presented as sources of more information and do not necessarily represent endorsement of specific policies or programs by MSD planning staff.

AAA Fair Credit Foundation: <https://faircredit.org/about-us/>

Affordable Housing Online: <https://affordablehousingonline.com/>

American Planning Association – National Website (APA): <https://www.planning.org/>

American Planning Association – Utah Chapter (APA Utah): <https://www.apautah.org/>

Assist Utah: <https://assistutah.org/>

Community Development Corporation of Utah (CDC Utah): <https://cdcutah.org/im-a-homeowner/home-repairs/>

Home Rehab Referral List: <https://cdcutah.org/wp-content/uploads/2019/08/Rehab-Referral-List.pdf>

Congress for the New Urbanism: <https://www.cnu.org/resources>

Greater Salt Lake Municipal Services District (GSLMSD or MSD): <https://msd.utah.gov/>

Green and Healthy Homes Initiative: <https://slco.org/green-healthy-homes/>

Home Energy Assistance Target (HEAT) Program: <https://affordablehousingonline.com/>

Exhibit A

Land Use Academy of Utah (LUAU): <https://luau.utah.gov/>

National Association of Home Builders (NAHB): <https://www.nahb.org/>

Salt Lake County Regional Development – Planning and Transportation:
<https://slco.org/planning-transportation/>

The Utah Land Use Institute: <https://utahlanduse.org/land-use-library/>

Utah Apartment Association: <https://www.uaahq.org/>

Good Landlord Program class: <https://www.uaahq.org/gll.html>

Utah Center for Neighborhood Stabilization (UTCNS): <http://www.utcms.com/>

Utah Community Action – Weatherization Program (UCA):
<https://www.utahca.org/weatherization/>

Utah Department of Transportation (UDOT):
<https://www.udot.utah.gov/main/f?p=100:6:0:::V,T,1>

Utah Department of Workforce Services (DWS): <https://jobs.utah.gov/index.html>

Affordable Housing page: <https://jobs.utah.gov/housing/affordable/index.html>

Utah League of Cities and Towns (ULCT): <http://www.ulct.org/>

Utah Public Notice Website: <https://www.utah.gov/pmnl/index.html>

Utah Transit Authority (UTA): <https://www.rideuta.com/>

Wasatch Front Regional Council (WFRC): <https://wfrc.org/>

Exhibit A

Methods

Utility Cost Estimate Methods and Sources

Utility	Cost per Month (U.S. dollars)	Data Source
Electricity	\$82	U.S. Energy Information Administration "Average Monthly Bill - Residential" for State of Utah (2017)
Sewer	\$26	Magna Water District "Administrative Rules and Regulations" (2017)
Water	\$20	Magna Water District "Administrative Rules and Regulations" (2017)
Heating	\$54	McCann, Adam "2019's Most & Least Energy-Expensive States" (2019)
Garbage	\$27	Wasatch Front Waste and Recycling District (2018)
Internet	\$49	Average of Internet Packages offered by Utah's top 4 providers: CenturyLink, Xfinity, Frontier, and Spectrum (n=21) (2019)
SUM	\$257	

Internet Provider	Cost Per Month, By Available Packages										
	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6	Package 7	Package 8	Package 9	Package 10	Package 11
CenturyLink	45	55	55	85	65	50					
Xfinity	29.99	34.99	29.99	44.99	59.99	74.99	29.99	39.99	49.99	59.99	69.99
Frontier	27.99	34.99	44.99								
Spectrum	44.99										
AVERAGE PACKAGE COST	48										
MEDIAN PACKAGE COST	45										

Type	Cost Per Month
Refuse, 1st Cart	17
Recycle, 1st Cart	0
Green Waste, 1st Cart	9.5
SUM	27

Housing Availability and Need Calculations

See attached PDF for depiction of calculations using local (Magna) values. Process using AMI (Salt Lake County) values is the same but uses Salt Lake County values.

1	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
2	Table S2503: Financial Characteristics, 2017 ACS 5-year data, Magna					Table DP04, ACS 2017 5-year Data, Magna					This is for Renters only. Owner Occupied is different.								
3				State of Utah	Update data for your geography and time period.			Magna											
4				Estimate				Estimate											
5	Total:			8,105				Median household income in the past											
6	Owner occupied:			6,113				Total:			58,137								
7	Less than \$5,000			55				Owner occupied (dollars)			65,091								
8	\$5,000 to \$9,999			102				Renter occupied (dollars)			42,816								
9	\$10,000 to \$14,999			196															
10	\$15,000 to \$19,999			175															
11	\$20,000 to \$24,999			170															
12	\$25,000 to \$34,999			345															
13	\$35,000 to \$49,999			971															
14	\$50,000 to \$74,999			1,713															
15	\$75,000 to \$99,999			1,144															
16	\$100,000 to \$149,999			890															
17	\$150,000 or more			352															
18	Renter occupied:			1,992															
19	Less than \$5,000			67	<30%	30-50%	50-80%	80-100%	100-125%	>125%									
20	\$5,000 to \$9,999			99	67														
21	\$10,000 to \$14,999			125	99	54													
22	\$15,000 to \$19,999			143	71	143													
23	\$20,000 to \$24,999			97		27	70												
24	\$25,000 to \$34,999			311			288	23											
25	\$35,000 to \$49,999			368				192	176										
26	\$50,000 to \$74,999			435					61	374									
27	\$75,000 to \$99,999			169						169									
28	\$100,000 to \$149,999			147						147									
29	\$150,000 or more			31						31									
30																			
31	Sum of Columns:				237	224	357	215	237	721	1,992								
32																			

	Annual	Top Income	Max Rent (30% of Income Level per month)
30% AMHI	\$12,845	\$321	
50% AMHI	\$21,408	\$535	
80% AMHI	\$34,253	\$856	
100% AMHI	\$42,816	\$1,070	
125% AMHI	\$53,520	\$1,338	
>125% AMHI	> \$ 53520	> \$ 1338	

Income Bracket	# of Renter Households
Less than 30% AMHI (\$12845)	237
30%-50% AMHI (\$12845-\$21408)	224
50%-80% AMHI (\$21408-\$34253)	357
80%-100% AMHI (\$34253-\$42816)	215
100%-125% AMHI (\$42816-\$53520)	237
> 125% AMHI (> \$53520)	721
Total Renter Households	1,992

Calculate the income brackets for a rental gap analysis by multiplying the median renter household income by the percentage thresholds used to define the brackets (30%, 50%,

Calculate the maximum affordable rent for each given income bracket. Remember that cheaper rents are always affordable to higher earning households--these figures

Use the table on the far left to estimate the number of renter households in each income bracket of the renter gap analysis, as I've typed in a more formatted way above. This is done by linear interpolation.

Example:
 Less than 30% = all households earning \$12,845 or less per year. Referencing the table on the far left, this would include households in cells E19, E20, and a portion of those in E21. How many of those in E21 count here? Interpolate!
 The equation is:
 $((12,845-10,000)/(14,999-10,000))*E21 = 71$. So our # households in the < 30% bracket is 67 + 99 + 71.

YOUR CHECK here is the sum, shown in cell T17. If this doesn't match the total shown in cell E18 and M31 (or is within about 1 due to rounding error), something has gone wrong.

$$\text{Median Estimation (Linear Interpolation)} = \frac{((N12-20000) / (24999-20000))*E23}{((\text{Top Income} - \text{Lower end of Bracket}) / (\text{Top end of Bracket} - \text{Lower end of Bracket}))} * \# \text{ Renters in Bracket}$$

Check Number Must be equal to Total Renter Occupied #. If all 3 yellow cells do not match then something is wrong.

1	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	
2	2017 American Community Survey 5-Year Estimates, Magna			Update data for your geography and time period.															
3		State of Utah																	
4		Estimate																	
5	Total:	1,992																	
6	With cash rent:	1,836																	
7	Less than \$300	113																	
8	\$300 to \$499	30																	
9	\$500 to \$799	436																	
10	\$800 to \$999	241																	
11	\$1,000 to \$1,499	821																	
12	\$1,500 to \$1,999	163																	
13	\$2,000 to \$2,499	32																	
14	\$2,500 to \$2,999	0																	
15	\$3,000 or more	0																	
16	No cash rent	156																	
17																			
18																			
19																			
20																			
21																			
22																			
23																			
24																			
25																			
26																			
27																			
28																			
29																			
30																			

Update data for your geography and time period.

	\$321	\$535	\$856	\$1,070	\$1,338	> \$ 1338
269						
3	27					
		51	385			
			68	173		
				115	441	265
						163
						32
272	78	453	288	441	460	

	Maximum Rent	# Rental Units
30% AMHI	\$321	272
50% AMHI	\$535	78
80% AMHI	\$856	453
100% AMHI	\$1,070	288
125% AMHI	\$1,338	441
>125% AMHI	> \$ 1338	460
Total Rental Units		1,992

Calculate the number of rental housing units available in each range.
Notes:

1. The "No cash rent" row (row 16) is included in the lowest maximum rent group.
2. Check the sum presented in cell N12. This must match (or be within 1 due to rounding error) the total provided in cell C5 and L30.
3. The number of units in each income/rent bracket is interpolated in *exactly the same manner* as we interpolated number of households in each income bracket. Maximum rent of \$275 is the sum of all lower rents (cells D7:D10) plus the portion of cell D11 that would go up to \$275, which is $((\$275-\$250)/(\$299-\$250))*4420=2255$. So the number of units available at \$275 or less is $=\text{sum}(D7:D10,F11,D28)$.

Sometimes, this process is more complicated: the income spread has a top end and a bottom end embedded in the Income Bracket. When this is the case, simply do the usual formula but then subtract the previous calculation.

$$\frac{((\text{Top Income} - \text{Lower end of Bracket}))}{(\text{Top end of Bracket} - \text{Lower end of Bracket})} * \# \text{ Renters in Bracket} \text{ minus (-) } J11 \text{ [which was previously calculated]}$$

Don't forget to check this.

1,992

Magna Metro Township: Rental Affordability Gap Analysis, 2017

Income Range	Maximum Affordable Monthly Rent	# Households	# Rental Units Available at that Price	Surplus/Deficit of Units Available
Less than 30% AMHI (\$12845)	\$321	237	272	35
30%-50% AMHI (\$12845-\$21408)	\$535	224	78	-146
50%-80% AMHI (\$21408-\$34253)	\$856	357	453	95
80%-100% AMHI (\$34253-\$42816)	\$1,070	215	288	73
100%-125% AMHI (\$42816-\$53520)	\$1,338	237	441	203
> 125% AMHI (> \$53520)	> \$ 1338	721	460	-261

Data source: US Census Bureau (Tables: DP04 and S2503) ACS 2017 5-year data

NOTE: You *always* read the last column of this table from bottom to top. Wealthier households tend to rent below their maximum affordable rent, increasing market pressure in lower rent brackets. In this example, for instance, we would assume that the 261 households not accommodated by the highest rent units would rent in the next highest rent bracket, forcing those households to rent in the 80%-100% rent bracket, and so forth. In other words, wealthier households get "first dibs" on the rental market, and tend to rent at lower costs than their maximum affordable costs, so we assume that demand pushes pressure down market. In this particular example, we can see that the steepest competition for units is likely to occur in the 30%-50% rent bracket, because lower income households will seek the lowest rents possible and the deficit of units for the wealthiest households cause a downward cascade.

Interpret the data and the GAP.

Reading Order: start from the bottom and go up

Fiercest Market (the GAP)

APPENDIX B

TRANSPORTATION MASTER PLAN 2020

avenue CONSULTANTS

MAGNA
METRO TOWNSHIP

**TRANSPORTATION
MASTER
PLAN
2020**

ACKNOWLEDGMENTS

We would like to express thanks to the following people for their help in the completion of this Transportation Master Plan

avenue

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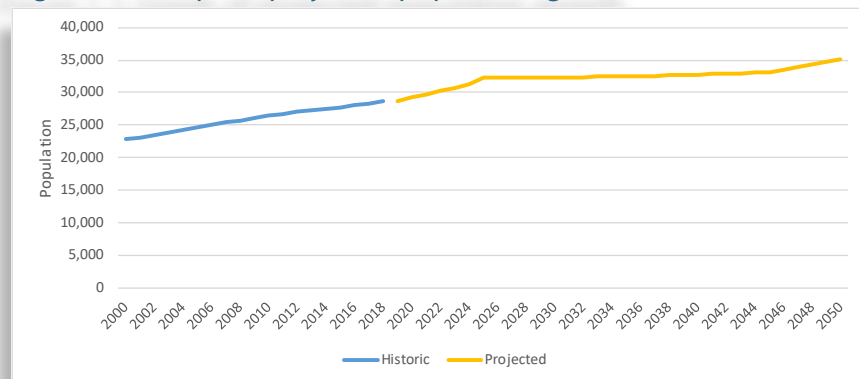
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1 EXECUTIVE SUMMARY

Magna Metro Township is located on the Western edge of Salt Lake Municipal Service District (MSD) at the base of the Oquirrh Mountains. Like many other urbanized areas in the western US, it has deep roots in the mining industry specifically in copper, as this area is known to be a top producer worldwide. As Magna has grown and built around a grid street system, it has become more and more connected to a regional roadway system that ties it to the greater Wasatch Front.

While Magna is not experiencing rapid population or housing growth, the transportation system still needs improvements to accommodate increasing traffic. Magna also needs to expand bicycle facilities, improve sidewalks and pedestrian pathways, and its transit network. This transportation plan addressed all of those things.

Figure 1-1: Graph of projected population growth



Source: WFRC Regional Travel Demand Model Projections by TAZ

This report is organized into six sections that illustrate the journey from *Where We Are* (section 2), *Where We're Going* (section 3), *What We Heard* (Section 4), *Areas of Concern* (section 5), *Sidewalk Plan* (section 6), all the way to the *What is the Plan* (section 7). Expanded upon throughout this Plan is our course of

action focusing on transforming the existing network into a more inclusive transportation system that benefits all users from pedestrians, to drivers and transit riders. This Plan integrates technical analysis, planning fundamentals, and detailed recommendations with visuals that summarize the required transportation improvement to maintain and enhance the quality of life for Magna residents.

Magna Main Street Arts Festival



This Plan focuses on improving safety and accommodating all modes. Many roads, intersections, and sidewalks were evaluated and considered with the final project recommendations shown on the pages 4 and 58.

Overall, the transportation system is relatively developed, with only 13 projects needed over the next 30 years. By proactively planning for these projects, the most sound strategy for implementation can be determined.

Figure 1-2: Magna's Project list for 2020-2030 and 2031-2050

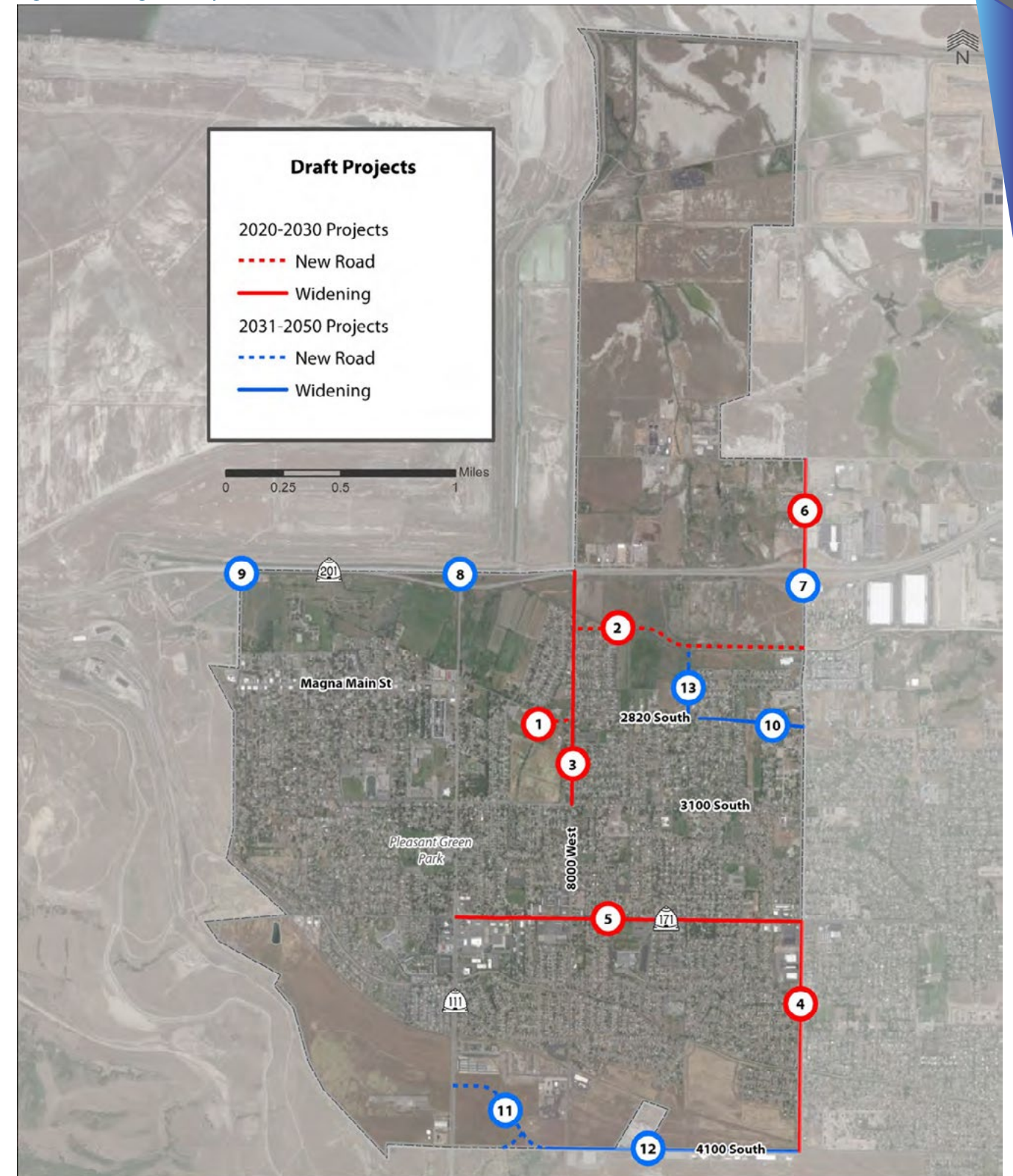


Table 1-1: Capital Facilities plan costs: 2020-2030

Project #	Location	Improvement Type	Total Cost	Funding Source
1	2700 South / 8000 West Intersection Realignment	Intersection Realignment	\$ 2,060,000	Magna
2	2550 South / Beagley Rd: 7200 West to 8000 West	New Collector - 66'	\$ 1,200,000	UDOT/County
3	8000 West: 3100 South to S.R.201	Widen to Collector - 66'	\$ 4,420,000	Magna/WFRC
4	7200 West: 4100 South to 3500 South	Widen to Minor Arterial	\$ 3,200,000	Magna/WFRC/WVC
5	3500 South: S.R.111 to 7200 West	Widen to Arterial	\$ 10,750,000	UDOT
6	7200 West: S.R.201 to 2100 South	Widen to Minor Arterial	\$ 4,640,000	Magna/WFRC
Subtotal (Magna): \$ 5,260,000				
Subtotal (Magna/WFRC): \$ 9,060,000				
Subtotal (UDOT): \$ 11,950,000				
Total: \$ 26,270,000				

Table 1-2: Capital Facilities plan costs: 2031-2050

Project #	Location	Improvement Type	Total Cost	Funding Source
7	SR. 201 / 7200 West	Upgrade to Interchange	\$ 40,000,000	UDOT
8	SR. 201 / SR. 111	Upgrade to Interchange	\$ 40,000,000	UDOT
9	SR. 201 / 9180 West	Upgrade to Interchange	\$ 40,000,000	UDOT
10	2820 South: Fetzer Dr. to 7200 West	Widen to Major Collector - 80'	\$ 2,100,000	Magna
11	4100 South: S.R.111 to 8000 West	New/realign Minor Arterial	\$ 17,920,000	Magna
12	4100 South: 8000 West to 7200 West	Widen to Minor Arterial	\$ 15,740,000	Magna
13	Craig Rocky VinceOshea: 2820 South to Oshea	Widen/New Minor Collector - 60'	\$ 4,990,000	Magna
Subtotal (Magna): \$ 40,750,000				
Subtotal (UDOT): \$ 120,000,000				
Total: \$ 160,750,000				

2 WHERE WE ARE

This chapter evaluates the existing transportation system within the Magna Metro Township and establishes the framework for the development of the transportation plan. This analysis includes a description of the land use as well as the demographic profile of Magna and how these factors affect the transportation system. This chapter details the existing conditions in 2019.

ZONING AND LAND USE

In order to analyze the transportation system and plan for future growth, it is essential to understand zoning and land use patterns within the area. People need to travel from their homes to work, to shopping, health care, educational, and recreational opportunities. Land use and transportation must work together to support a high quality of life and economic growth within Magna.

Magna is mostly a bedroom community with more households than jobs. The zoning land use within Magna is consistent with other communities within Salt Lake County. Magna is predominantly zoned R-1-6 to R-1-8, single family residential. There are several pockets of commercial zoning (C-2 and C-3), with the major commercial areas located on downtown Magna Main Street and along 3500 South between S.R.111 and 8000 West, as well as at 3500 South and the border of West Valley City. Much of the Northern part of the Township is zoned for agricultural (AG-1) as are pockets remaining to the south end of Magna. The land surrounding the Township along the north and west of is zoned for heavy industrial (M-2). The existing zoning within Magna is shown below in figure 2-1.

Figure 2-1: Existing zoning map



DEMOGRAPHICS

Population

The age of residents affects the transportation system. Magna's median age is 29.9 years which means the majority of the population is on the road everyday heading to and from work, running errands, driving children to school and soccer practice, or going up into the mountains or the Township center for dinner and entertainment on days off from work.

Magna also has a relatively high population of children, with 32% of the population under 18 years of age. The transportation needs of these younger residents are different than other age-groups since they are reliant on others for auto related mobility. Additionally, for children and parents to maintain an active lifestyle without having to travel outside of their community, significant upgrades to bike, pedestrian and trail amenities are required that offer connections to destinations with a level of comfort and safety that is appropriate for the entire spectrum of the public, from 4 to 94 years of age.

A playground in Magna



While there are fewer residents in older population groups (6.6% over 65), the mobility needs of these residents will continue to expand as the population grows and ages. As with younger population age groups, the transportation plan should create a system that supports other transportation modes for residents that may experience mobility constraints.

Figure 2-2: Population age distribution

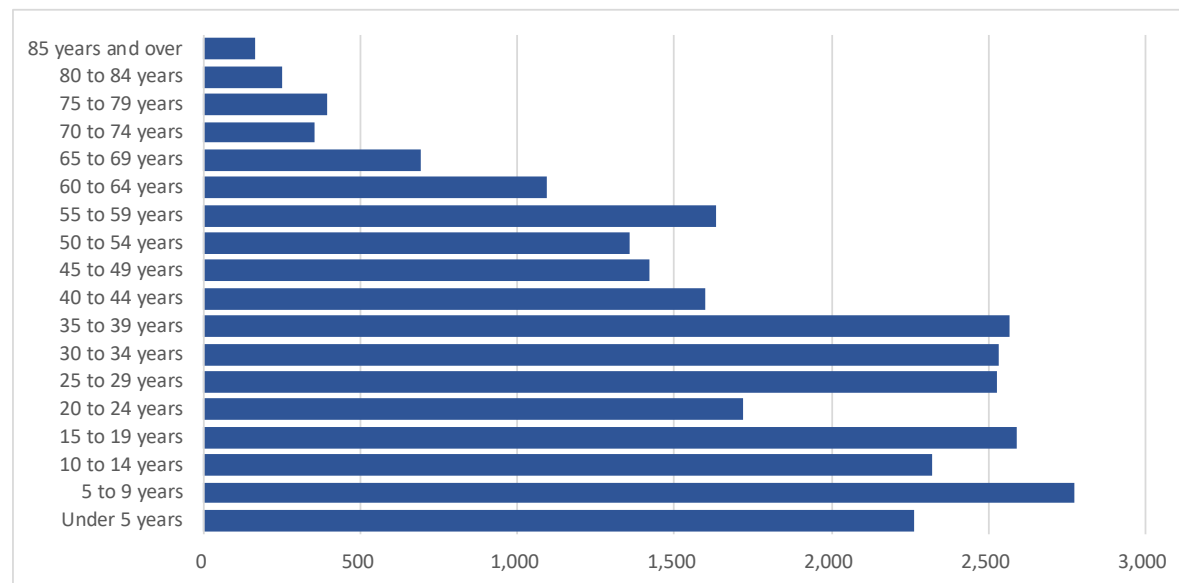
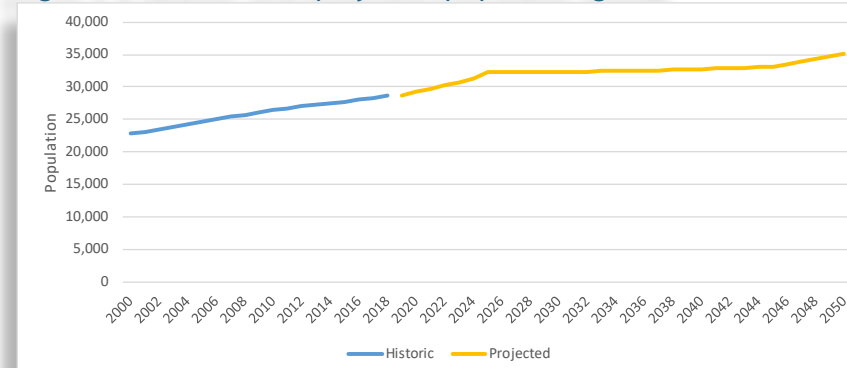


Figure 2-3: Historic and projected population growth

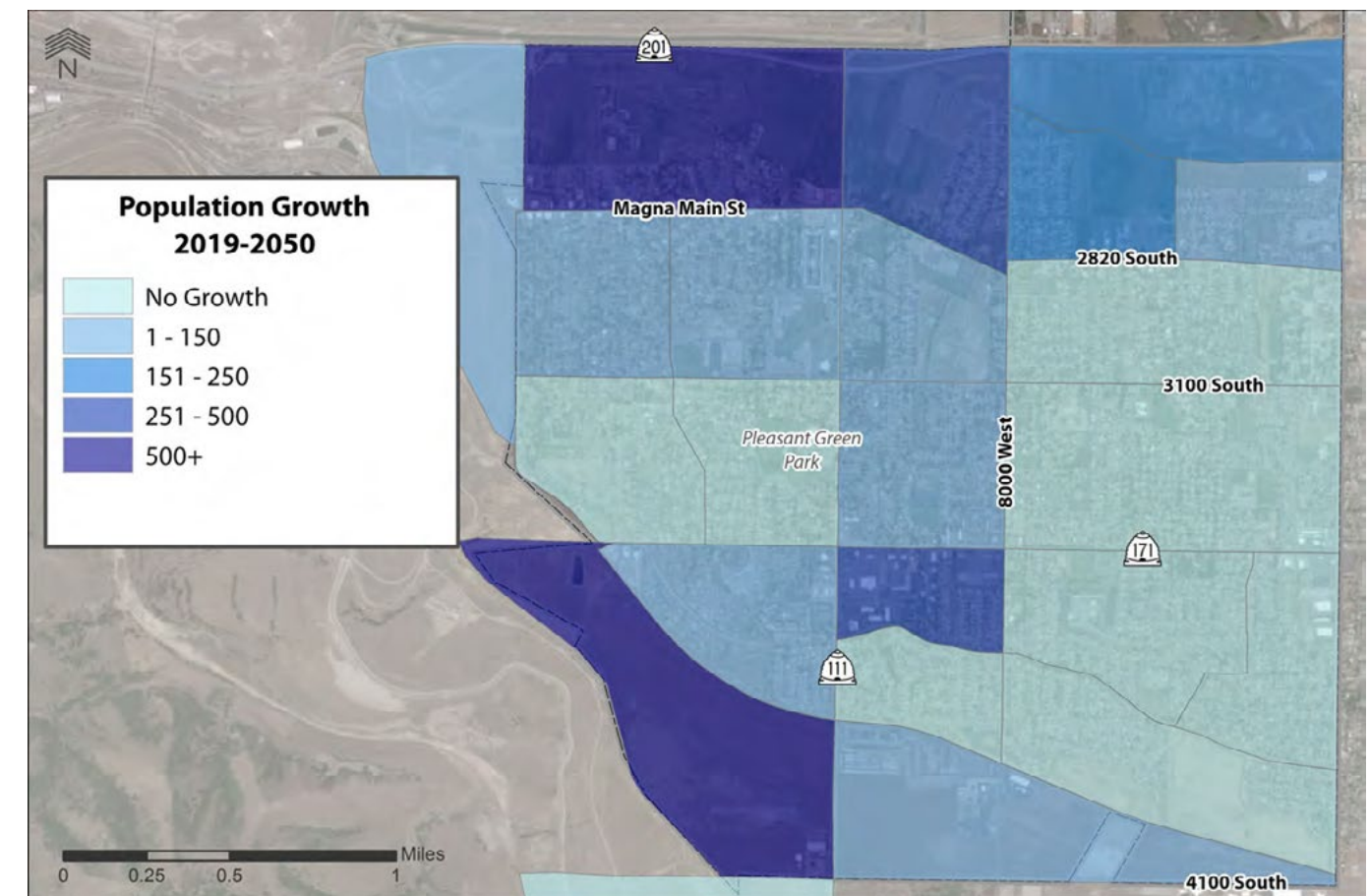


Source: WFRC Regional Travel Demand Model Projections by TAZ

Figure 2-3 shows Magna's historic and current population, from 2000 (22,770), through 2017 (28,257), along the blue line. The yellow line shows the consistent and gradual growth projected until 2050, when the population will sit just above 35,000.

As growth continues into the middle of the century much of it will occur in areas presently zoned as agricultural (AG-1). Currently, new residential streets and curb and gutter are steadily appearing in these agricultural areas. Figure 2-4 is a map showing where new growth is predicted to occur over the next 30 years.

Figure 2-4: Population growth 2019 - 2050



Housing

Although population is an important indicator in developing a transportation plan, households and housing provide a broader picture of how residential growth will affect transportation demand. The number of trips on the transportation network is estimated largely on the number and size of households. Table 2-1 summarized the household size in Magna. The average household size is 3.28 persons per household according to the US Census American Community Survey 5-year estimate data for 2018.

Table 2-1: Population and Households over time

	POPULATION	HOUSEHOLDS	HH SIZE
2000	22,770	6,562	3.47
2010	26,505	7,715	3.44
2018	27,454	8,400	3.28

Source: US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

The type of housing also impacts the transportation network. For example, Coppertree Apartments are located just off of Magna Main Street and are within walking distance to UTA bus stops, Magna Copper Park, Magna Elementary, as well as Cyprus High. The closer homes are located to daily destinations, the less stress the population may place on the transportation system. This can be partially accredited to a shift from single destination trips made in single occupant vehicles to behaviors like trip chaining, or choosing alternative and active forms of transportation in place of auto-centric mobility.

Coppertree Apartments

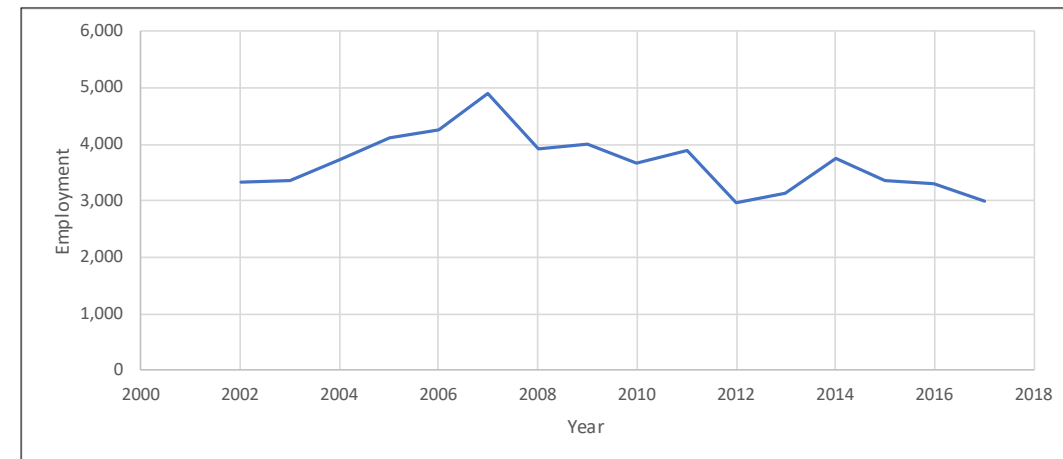


Employment

Employment within Magna has fluctuated but has not changed dramatically between 2002 and 2017. Over the 15 years, the number of people employed within Magna decreased slightly from 3,328 in 2002 to 2,979 in 2017. This represented a loss of 349 jobs over the period and annualized growth rate of -0.7% as illustrated in Figure 2-5. While the mining industry has been a major employer for the community, most residents are employed outside the Township. In 2002, 434 residents lived and worked within the Township. The number of people that lived and worked within the township rose gradually to 600 people in 2007, but it has settled to 402 people by 2017, which is the most up-to-date data available.

The greatest change in the number of people commuting to Magna for work was from 2007 to 2017 when the number of residents commuting to the township for work declined from 4,291 to 2,577 respectively. Since then, the number of workers commuting to Magna has decreased 40%. However, over the fifteen year period, there was only a 10% decrease from 2002 to 2017 of the number of workers commuting to Magna for work.

Figure 2-5: Total Jobs within Magna



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).

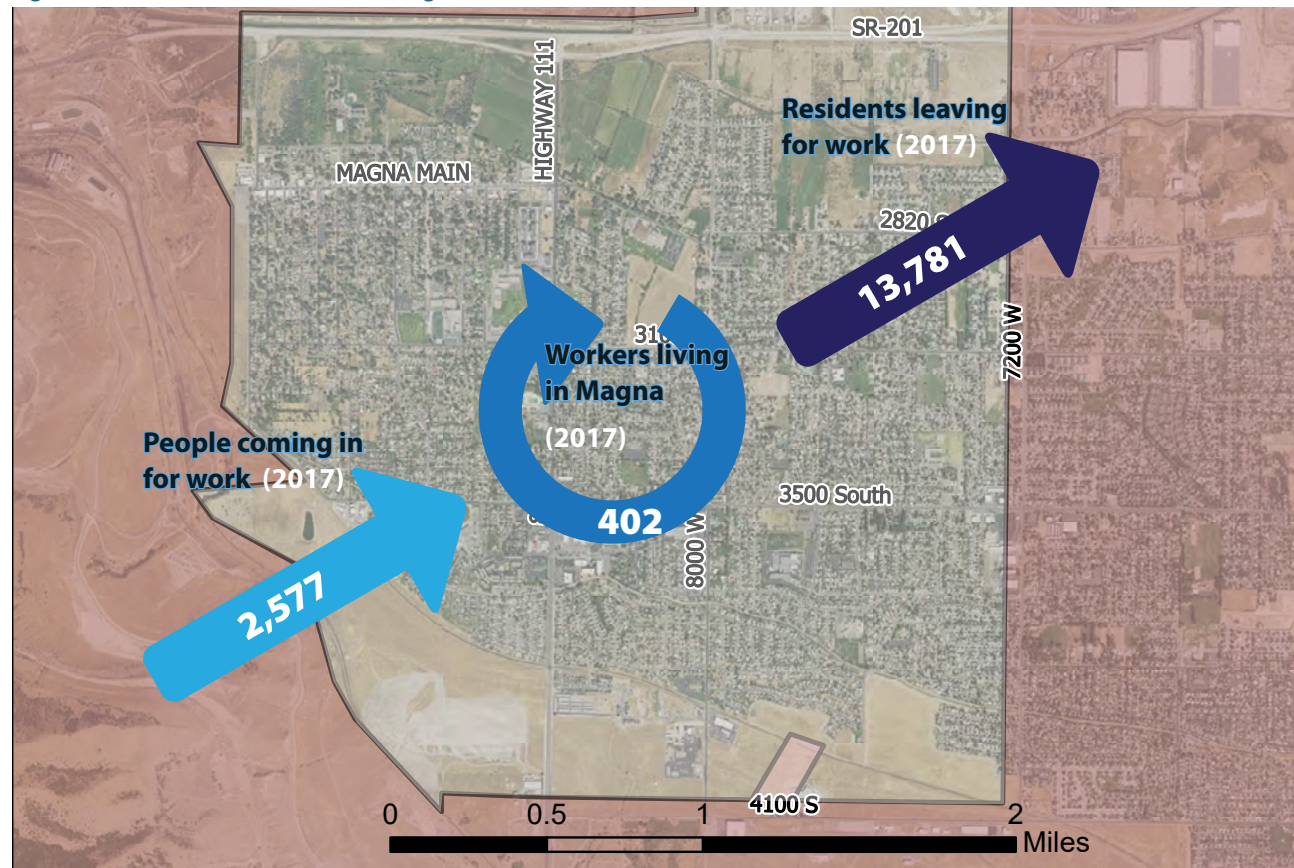
Magna Main Street



Like many suburban areas, Magna experiences more residents leaving its borders for employment elsewhere. In 2017 the number of residents who live in the township and commute outside for work was 13,781, which is an 18% increase since 2002.

Existing commuting patterns help inform transportation investment decisions because people commuting into and out of the city for work largely impact the transportation system due to longer trip lengths. Pass-through traffic, vehicles traveling through the township on their way to and/or from work, is also an important aspect of the transportation system of Magna.

Figure 2-6: Inflow/Outflow Commuting Patterns



Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2017).

TRANSPORTATION SYSTEM

The transportation network in Magna has many elements that support the overall community vision. Magna is uniquely positioned in that the major roadways have already been built. Much of the improvement in the transportation network will revolve around making the system more accessible, safer, and more efficient with few new roadways.

Street Network

Roadway functional classification is a means to categorize how a roadway functions and operates based upon a combination of the roadway characteristics.

Streets provide for two distinct and competing functions: mobility and land access. As mobility increases, land access decreases and vice versa as shown in Figure 2-7. Both functions are vital, and no trip is made without both. In Magna, street facilities are classified by the relative amounts of land-access service they provide. There are four primary classifications, with detailed descriptions in Table 2-2:

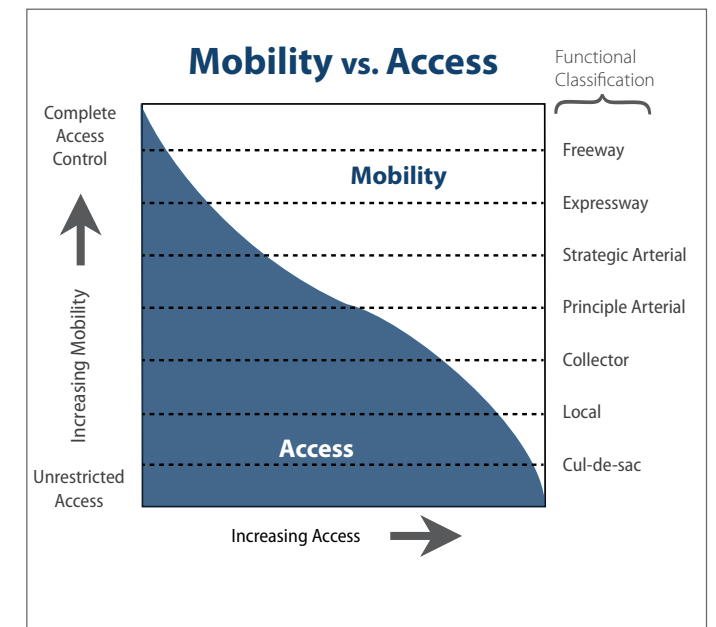
- » **Freeways & Expressways** – Freeway and expressway facilities are provided to service long distance trips between cities and states. No land access is provided by these facilities. Both I-80 and S.R. 201 east of 5600 West are freeways & expressways near Magna.
- » **Arterials** – Arterial facilities are designed to primarily serve through-traffic movement. While some land-access service may be accommodated, it is clearly a minor function. All traffic controls and the facility design are intended to provide efficient through movement. 8400 West and 3500 South are arterials in Magna.
- » **Collectors** – Collector facilities, the “middle” classification, are intended to serve both through and land-access functions in relatively equal proportions. For long through trips, such facilities are usually inefficient, nevertheless they are frequently used for shorter through movements associated with the distribution and collection portion of trips.
- » **Local Roads/Residential Streets** – Residential facilities primarily serve land-access functions. Local Road design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of this facility.

S.R. 201 in Magna



Both I-80 and S.R. 201 east of 5600 West are freeways & expressways near Magna.

Figure 2-7: Mobility vs. access



Roadway functional classification does not define the number of lanes required for each roadway. For instance, a collector street may have two, three, or four lanes, whereas an arterial street may have up to nine lanes. The number of lanes is a function of the expected traffic volume on the roadway and serves as the greatest measure of roadway capacity. The existing functional class network in Figure 2-8 is separated into functional classes by access as well as the general right-of-way width. Table 2-2 summarizes the general attributes of each functional classification.

The traditional functional classification focuses only on moving automotive traffic and does not take into consideration active transportation infrastructure such as sidewalks and buffered bike lanes. When planning a transportation system that considers mobility and access that is inclusive and holistic, incorporating viable, convenient and safe choices for those use who would prefer, or must use alternative mobility options should be taken into account.

Figure 2-8: Existing functional classification

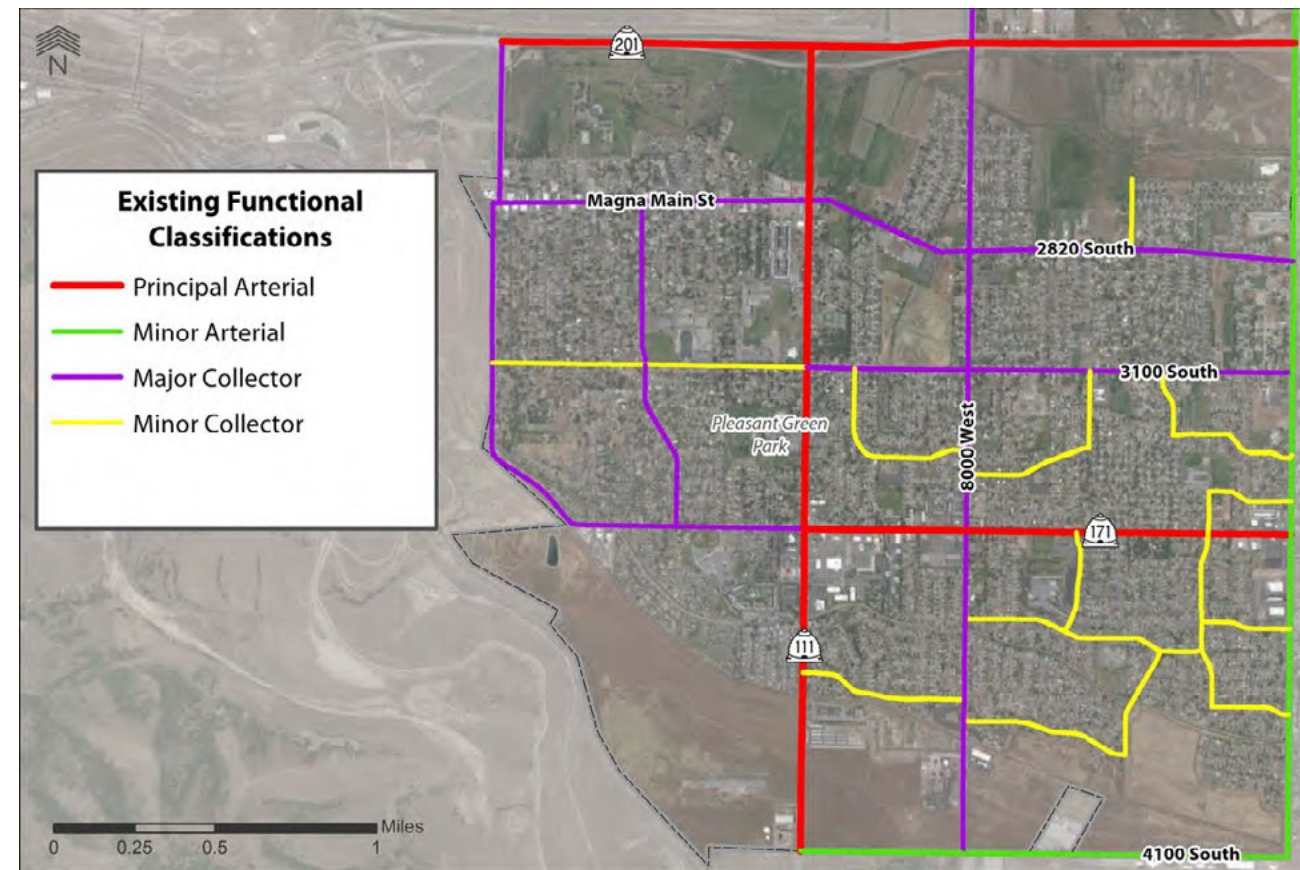


Table 2-2: Street Functional Classification

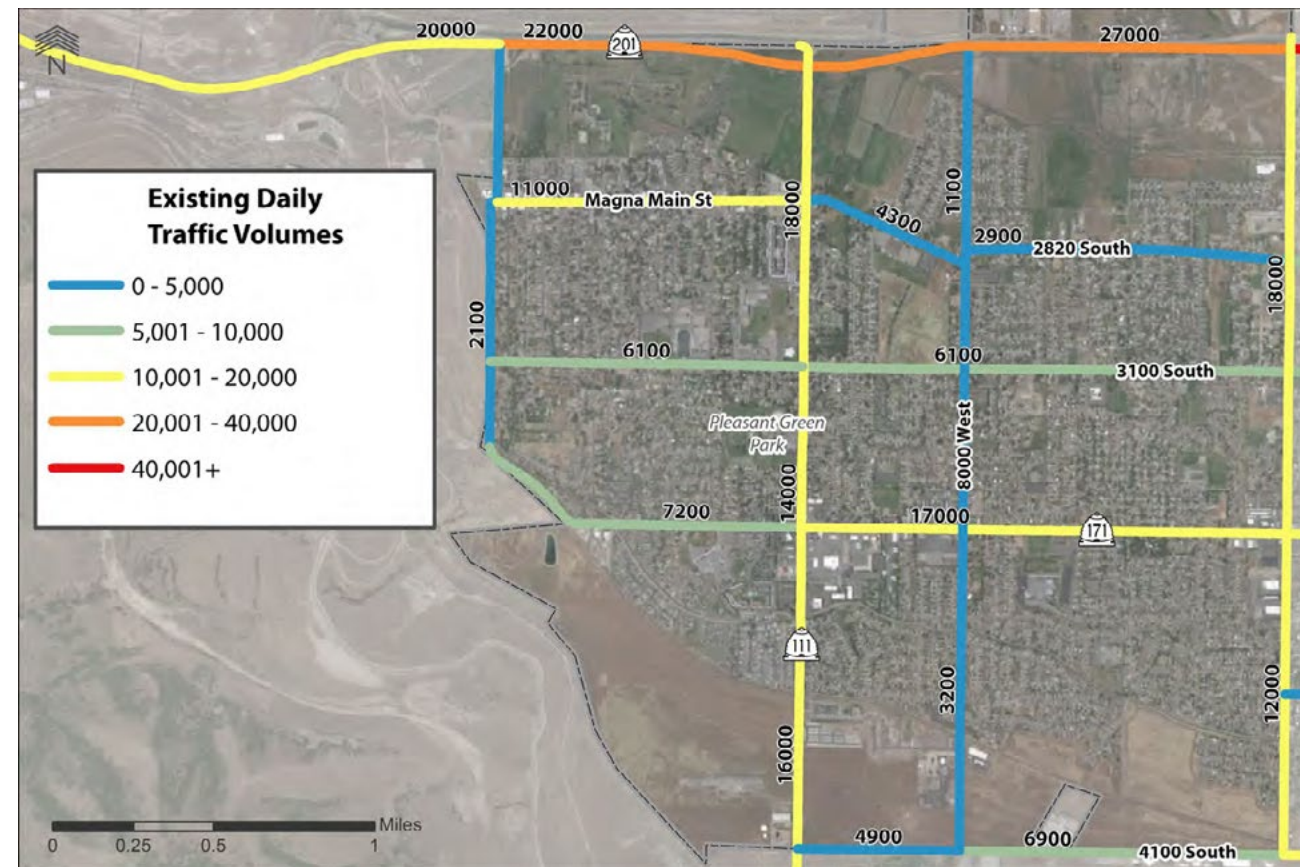
CHARACTERISTIC	FUNCTIONAL CLASSIFICATION			
	FREEWAY & EXPRESSWAY	ARTERIAL	COLLECTOR	RESIDENTIAL STREET
Function	Traffic movement	Traffic movement, land access	Collect and distribute traffic between streets & arterials, land access	Land access
Typical % of Surface Street System Mileage	Not applicable	5 - 10%	10 - 20%	60 - 80%
Continuity	Continuous	Continuous	Continuous	None
Spacing	4 miles	1 mile	1/4 - 1/2 mile	As needed
Typical % of Surface Street System Vehicle-Miles Carried	Not Applicable	40 - 65%	10 - 20%	10 - 25%
Direct Land Access	None	Limited: Major generators only	Restricted: Some movements prohibited; number & spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	Approximately 1 mile	Approximately 1/2 mile	300 feet - 1/4 mile	150 feet
Speed Limit	55 -75 mph	40 - 50 mph in fully developed areas	30 - 40 mph	25 mph
Parking	Prohibited	Discouraged	Limited	Allowed
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of street system		Through traffic should be discouraged

Traffic Volume

Traffic data is typically shown as the number of vehicles per day or an average daily volume. Data collection was completed as part of the transportation plan. This included traffic data from Magna and UDOT, as well as new traffic counts to document traffic volumes and speeds. This volume data provided the basis to calibrate the travel demand model and to identify any capacity deficiencies that may exist today.

The highest traffic volumes in Magna are on S.R. 201, reaching 27,000 vehicles per day between 8000 West and 7200 West. However, just east of the township, traffic volumes reach 44,000. This increase of around 16,000 vehicles occurs where, as figure 2-9 shows, a large number of vehicles along 7200 West are accessing S.R. 201. This arterial can move 33,800 vehicles per day. S.R. 111 also experiences relatively higher traffic volumes that are close to 20,000 vehicles per day, as does S.R. 171 (3500 South). The other major roads in Magna have lower traffic volumes remaining under 10,000 vehicles per day, except for Magna Main Street, where volumes are up to 11,000 per day.

Figure 2-9: Traffic on Utah Highways, 2017



Level of Service

Level of Service (LOS) describes the operating performance of an intersection or roadway. LOS is measured quantitatively and is reported on a scale from A to F, with A representing the best performance and F the worst (like school grades). For unsignalized intersections, LOS is reported based on the average vehicle delay for the worst approach. While for signalized intersections, an overall LOS is reported for the entire intersection based on the average delay of all vehicles. Table 2-1 provides a brief explanation for each LOS and the associated average delay per vehicle for signalized intersections.

Table 2-3: Roadway intersection level of service

LEVEL OF SERVICE	TRAFFIC CONDITIONS	AVERAGE DELAY (SECONDS/VEHICLE)	
		SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION
A	Free Flow Operations / Insignificant Delay	0 ≤ 10	0 ≤ 10
B	Smooth Operations / Short Delays	> 10 and ≤ 20	> 10 and ≤ 15
C	Stable Operations / Acceptable Delays	> 20 and ≤ 35	> 15 and ≤ 25
D	Approaching Unstable Operations / Tolerable Delays	> 35 and ≤ 55	> 25 and ≤ 35
E	Unstable Operations / Significant Delays Begin	> 55 and ≤ 80	> 35 and ≤ 50
F	Very Poor Operations / Excessive Delays Occur	> 80	> 50

Source: Highway Capacity Manual 2016, Transportation Research Board National Research Council, Washington D.C.

Roadway level of service is typically displayed in the relationship between the traffic volume and the roadway capacity (generally the number of lanes), or a V/C ratio. This is the measure displayed in Figure 2-10.

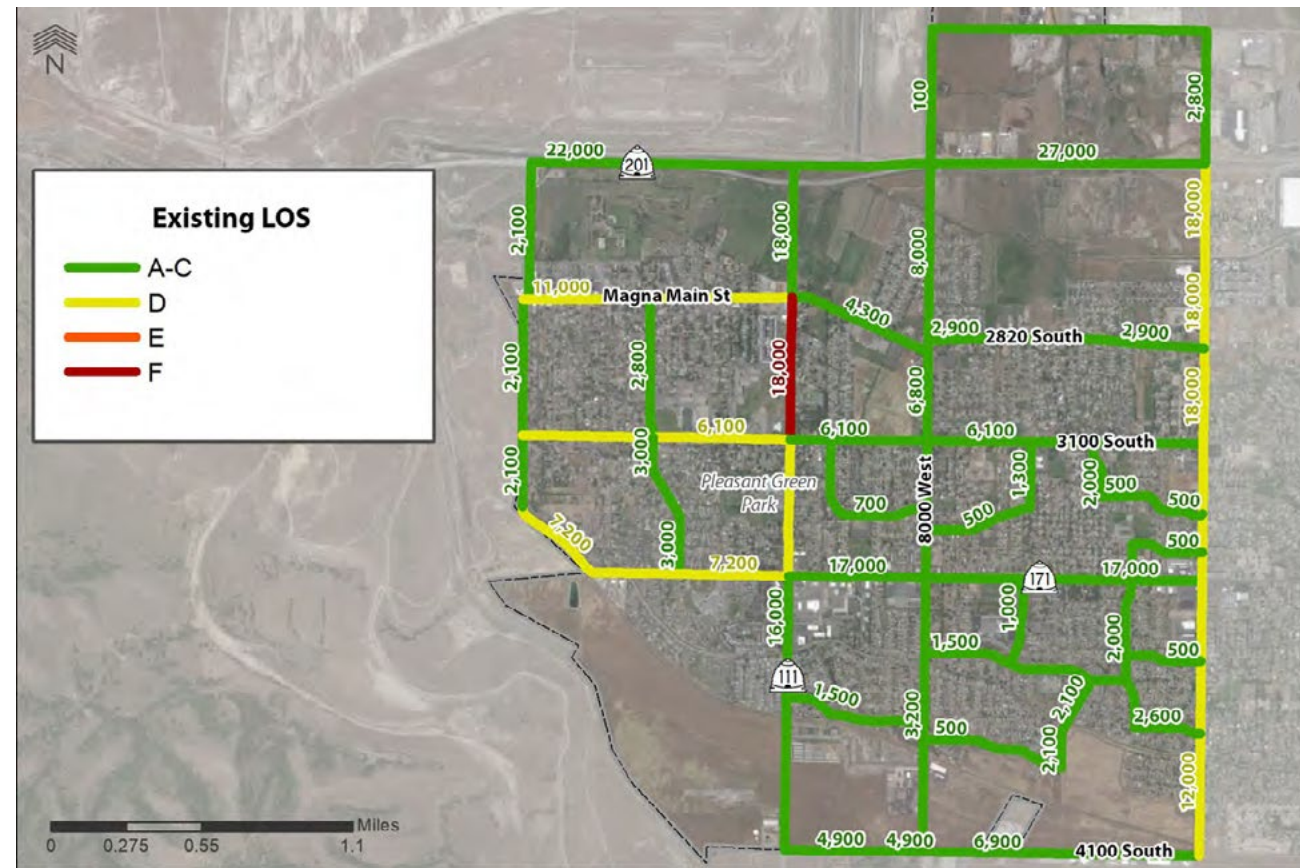
Some congestion occurs at a LOS D, but the transportation system is assumed to be adequate (not failing) at this level. LOS D was identified as the planning goal for Magna in the peak traffic hours, meaning that LOS E and F are unacceptable. Although LOS D is a planning goal, roadway LOS may vary on a street-by-street basis. Roadway capacity cannot be scaled to exactly fit demand since demand varies by time of day, day of week, and time of year.

Existing Level of Service

While the travel demand model is used to predict future traffic and level of service, it can also be used to estimate current conditions. Existing conditions were modeled with a 2019 base year for Magna's functionally classified roadway network. Figure 2-10 summarizes the existing LOS within Magna. Green roads have little or no traffic congestion, corresponding to LOS A, B or C, while yellow roads have "peak hour" traffic congestion, and red roads have significant traffic congestion.

Currently, the majority of roadways in Magna have minimal delays. However, S.R. 111 through downtown is LOS F during the peak hour and 8000 West as well as 7200 West south of S.R. 201 are LOS D.

Figure 2-10: Existing Level of Service



SAFETY

Crash data from 2014 through 2018 for vehicles, bicycles, and pedestrians were analyzed for Magna. This data was utilized to identify potential crash hotspots and high-risk areas to address the overall safety of residents. In the past five years there have been over 1,700 reported crashes in Magna, of these, 8 were fatal.

Out of this total number, front to rear crashes were the most common collision representing 30% of crashes (527). Ranking 2nd are angle crashes at 21% (371), followed closely by 3rd, with head on (front-to-front) crashes at 20% (354), and 4th, are parked vehicle crashes at 16% (275). The safety improvements specified in this master plan are designed to reduce these crashes.

Figure 2-11: Crashes by Manner of Collision

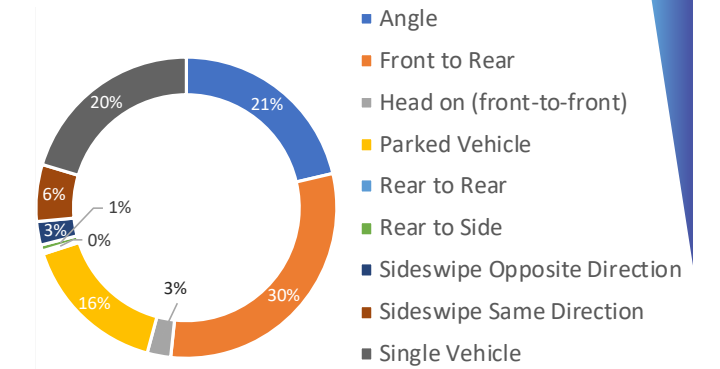
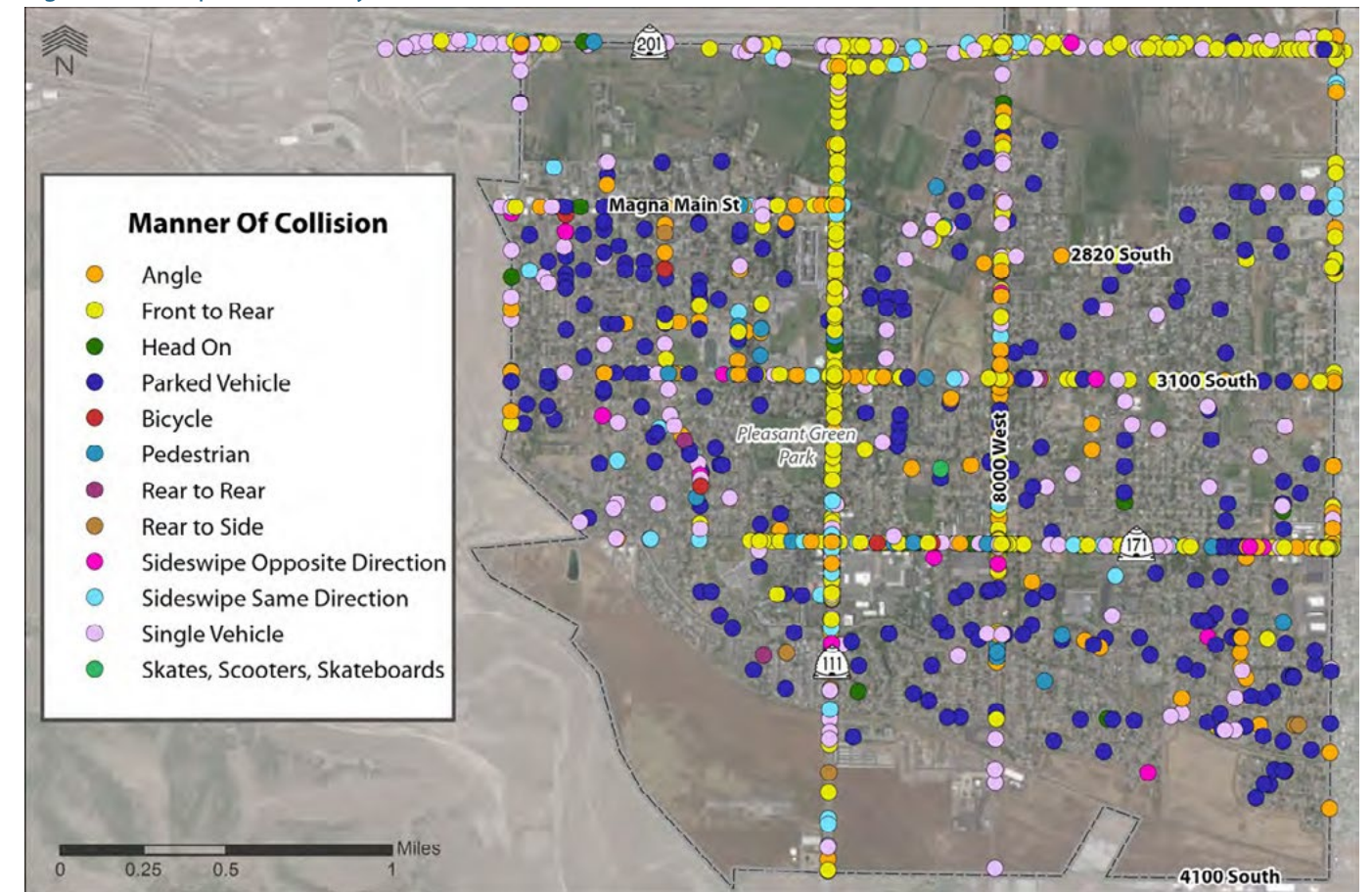


Figure 2-12: Map of Crashes by Manner of Collision



Over 50% of all the reported crashes occurred on the 3 busiest roads in Magna, S.R.111, S.R.171, S.R.201. The other two busiest roads, 3100 South and 8000 West had 21% of the overall crashes. Four of the fatal crashes were on S.R. 201 with one fatal crash on S.R. 111, S.R. 171, Main Street crashes in 2018 (283) were down almost 30% from 2017 (392).

Most of the crashes (1,236) resulted in no injury. These were fender bender or property damage only crashes. 38 crashes resulted in serious injury or fatalities. These are the most concerning crashes and the majority of them occurred on high volume roads.

Figure 2-13: Crashes by Severity

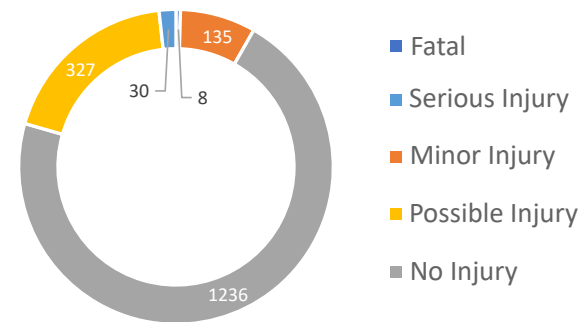
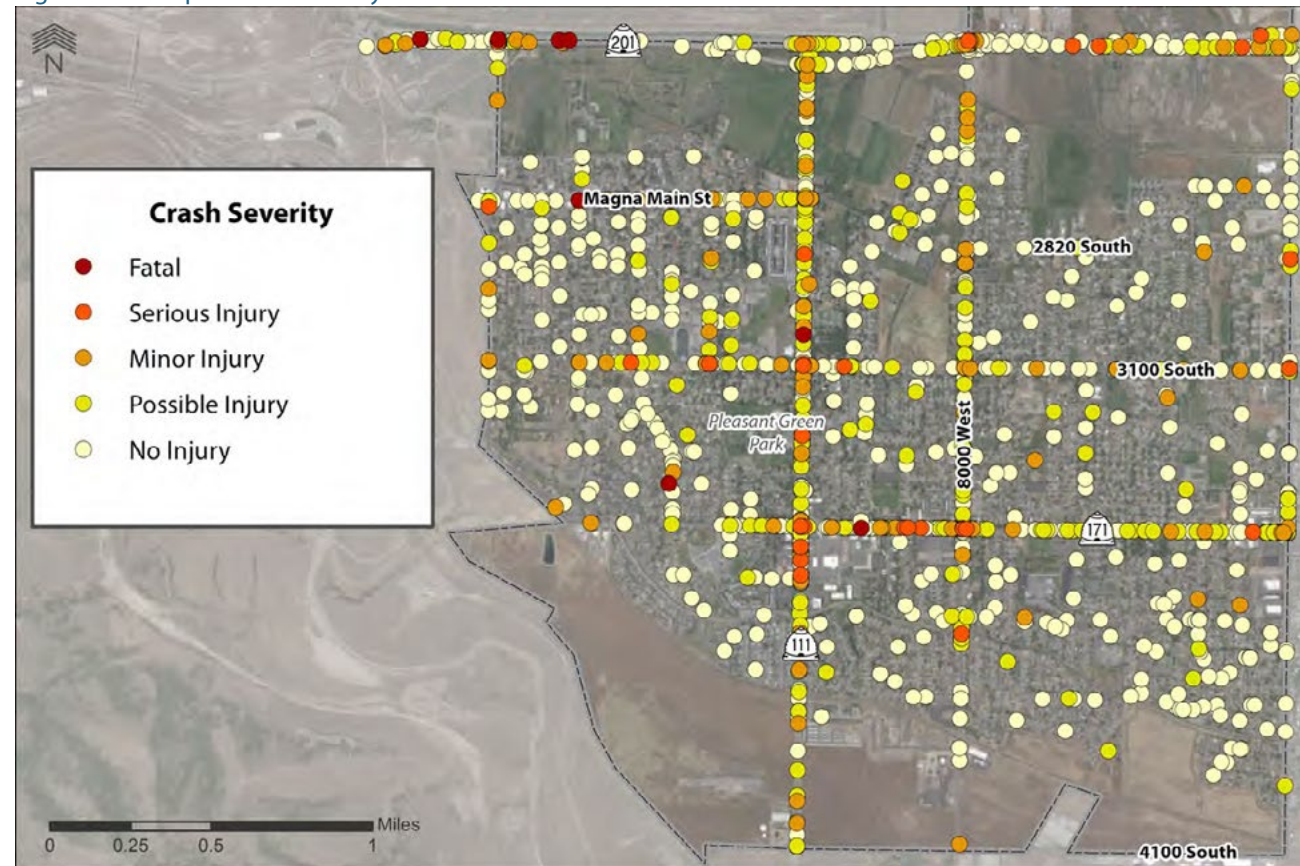


Figure 2-14: Map of crash severity



ACTIVE TRANSPORTATION

An active transportation (AT) network is a key component of a transportation system because it provides mobility options for all residents. Making walking and biking safe and convenient is a key goal of the transportation plan. The benefits of a practical and accessible active transportation network are both long term and immediate and range from improving physical and mental health, decreasing noise and air pollution and increasing property values that are located along the network. The more transportation choices that exists the more the community will be connected. While freeways and expressways favor the speeds associated with mobility, a robust AT network can favor the arterials, collectors and local roads to provide a wide array of accessibility options to origins and destinations, connecting neighborhoods, downtowns, parks, schools, places of work and worship, shopping spots, etc. to the residents of Magna.

Salt Lake County Office of Regional Development has established a vision for active transportation in the county. The Mission of the Salt Lake County Active Transportation Plan is to provide safe, convenient and feasible active transportation in Salt Lake County for all people of all ages and abilities through encouragement, collaboration, and education. The established goals for active transportation are as follows:

1. Implement a pedestrian and Bike Transportation Improvement Program (BTIP) for the MSD communities that is accessible to all
2. Coordinate planning and implementation of active transportation facilities and programs with agencies and adjoining communities
3. Implement the County complete street policy while actively searching for opportunities in MSD communities to further improve active transportation
4. Advocate and provide technical resources to further support self-reliance of our traveling public for active transportation including: the Salt Lake County Bicycle Advisory Committee (SLCBAC), County resident, Salt Lake County Bicycle Ambassador Program, Safe Routes to School, and other related programs.

Bike Lanes

Currently, only a small portion of Magna's roads have specific active transportation infrastructure elements integrated into them. Main Street is a shared roadway with painted sharrows, which then turns into a buffered bike lane shoulder east of S.R. 111. Recently, 8000 West was restriped with buffered bike lanes from Utah and Salt Lake Canal to approximately 2550 South. South of the canal on 8000 West there is a bike lane connecting to 4100 South.

According to the Salt Lake City / Salt Lake County Bikeways Map provided by BikeSLC, the east-west roads through Magna like 3100 South and 3800 South are listed as "medium comfort" for bicyclists. Some north-south roads that offer "medium comfort" are 6000 West, 6400 West and a part of 8400 West. 7200 West is designated 'medium comfort' from 4100 South to 3500 South, but north of that to S.R. 201 is identified as "extremely low comfort," or 'routes not recommended for bicycle travel.'

Magna has many quiet byways and many long straight roads with wide shoulders, the combination of which offers a variety of opportunities for a future safe active transportation network that serves all ages and abilities.

Buffered shoulder bike lane along 2700 South



Figure 2-15: Salt Lake County's Bikeways Map



Trails

There is no connected trail system in Magna nor are there individual unconnected paved multi-use paths. However, locations such as the Utah and Salt Lake Canal that ribbons through the southern part of Magna and the Riter Canal located just below S.R. 201 could provide access across Magna and connections to the greater Salt Lake Valley for active transportation users.

Sidewalks

Magna has a broad level of sidewalk quality, ranging from brand new to non-existent from one end of a street to the other. A full sidewalk plan is included in section 6.

Figure 2-16: Map of existing active transportation



TRANSIT

Magna is served by two UTA routes that run at either 15 minute or 30 minute headways through the township. The UTA bus route availability for Magna is shown in Table 2-4.

Table 2-4: Transit Routes in Magna

ROUTE #	FREQUENCY	AVG WEEKDAY RIDES (2019)	STREETS TRAVERSED
35	30 Minutes	773	3500 S, 3100 S, Main St. 9150 W, 8400 W
35M	15 Minutes	1761	3500 S, 3100 S, Main St. 9150 W, 8400 W

Figure 2-17: Existing Transit

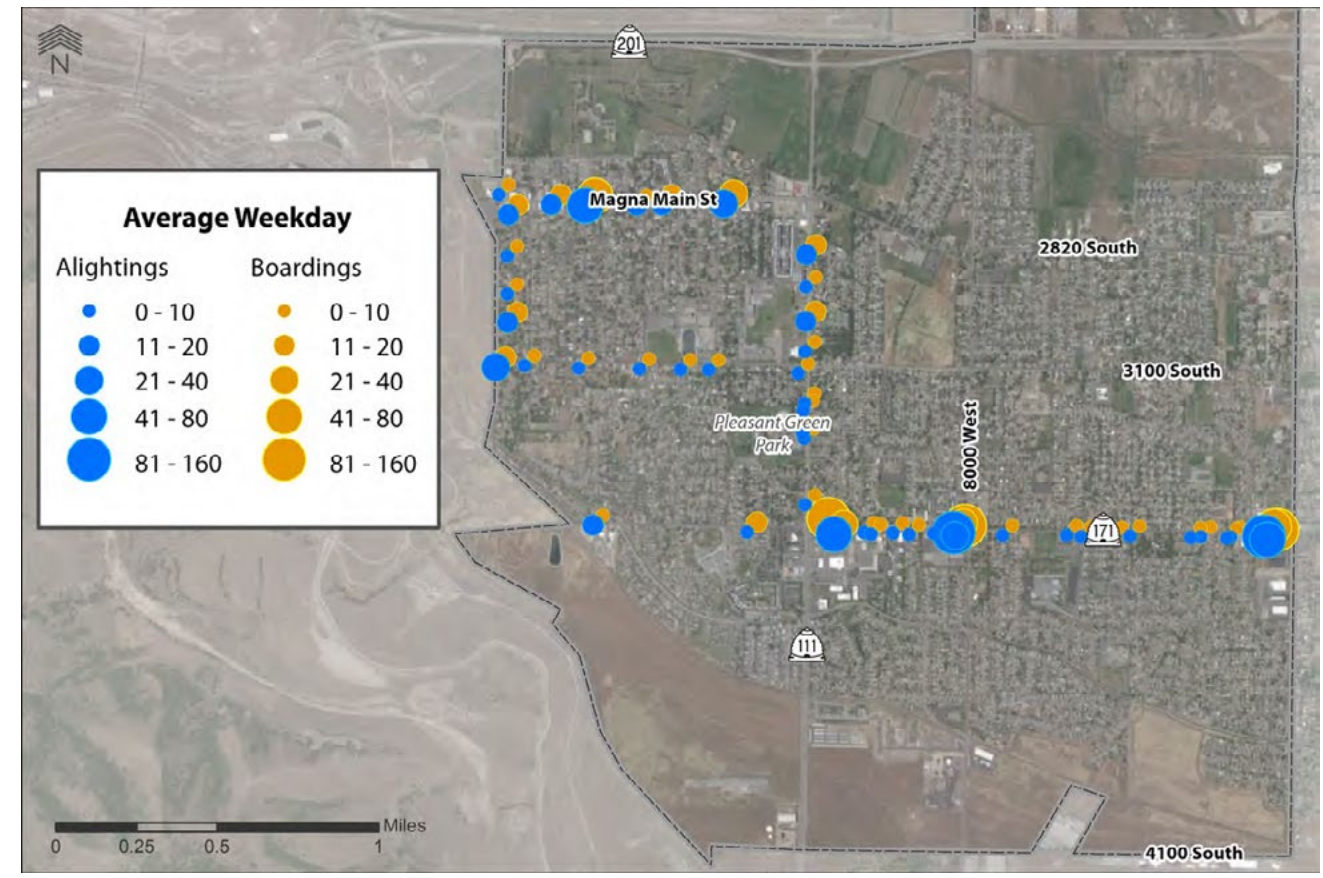


35M or "MAX 3500 South" is a Bus Rapid Transit (BRT) route run by UTA. The 35M uses buses that are wider and longer than typical UTA buses and will also use traffic signal priority (TSP), increased spacing between stops and ticket vending machines at certain designated BRT stop locations. These measures allow 35M to run with higher reliability and less traffic delay than standard bus routes. This BRT route is 10 miles long, running from Magna to Millcreek TRAX Station. UTA data ranks this route as having the 5th highest bus ridership, at an average of 3,013 daily weekday riders and the per hour ridership count averages 28 people per bus. According to UTA, the 35M also has 99% accuracy, giving it the highest 'predictability' for being on time.

UTA route 35 has almost 1,000 daily weekday riders (*this total is derived from the entirety of the route, both in and outside of Magna*) and has the 24th highest bus ridership of UTA's fleet. This route averages 19 people per hour for each bus.

People getting on at bus stops are called 'boardings' and people getting off at bus stops are called 'alightings.' Figure 2-18 shows the average weekday boardings and alightings in Magna. The larger circles indicate more use at those bus stops.

Figure 2-18: Transit Alightings and Boardings

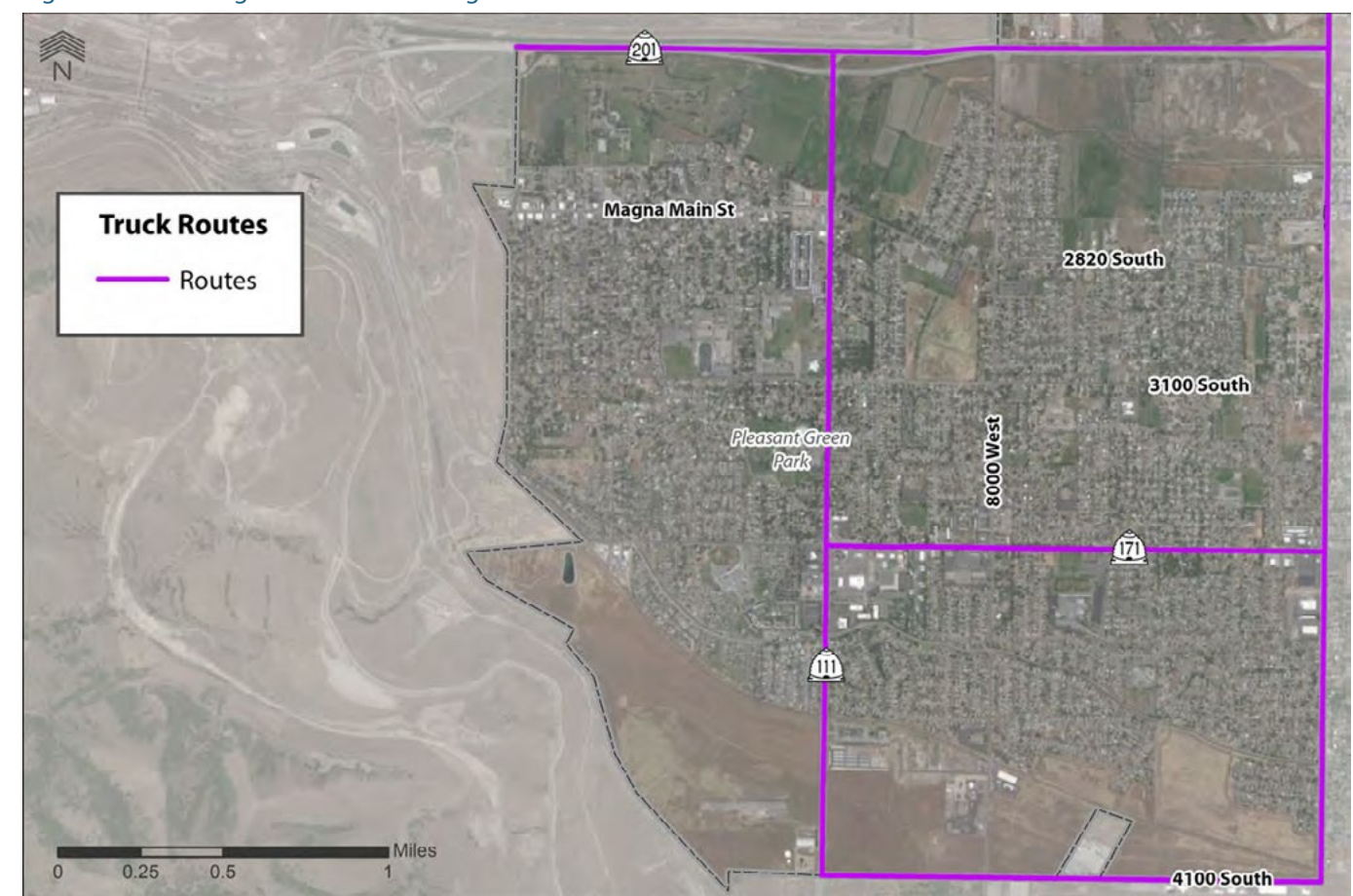


Freight

Trucking routes are essential to local and regional economies, alike. The ability to move goods is a necessary component for a comprehensive transportation system. S.R.111 and S.R.171 are the primary truck routes through Magna. Figure 2-23 shows the identified truck routes through Magna. These routes indicate the roadways that will best serve truck traffic within and through the community. While trucks would still be allowed on all roads, identifying truck routes can help the city design roadways and manage maintenance. Additionally, the identified truck routes present an opportunity to work with businesses with regular trucking to maintain truck traffic on roadways best suited for heavy vehicles in the community.

Trucking routes like those in Magna, that run past neighborhoods, Main Street, and other public destinations will have a considerable mix of vehicle type. Accommodating large, weighted down trucks as well as the average sized single occupant sedan can be a challenge. In general, these vehicles take up more space and require more time to come to a complete stop. Safety becomes a heightened concern not only for other autos, but for pedestrians, bicyclists, and any person using active transportation as a form of mobility. Increased levels of noise, roadside debris, and air pollutants are issues of concern as well. However, specific truck routes can help manage these challenges and concerns with truck traffic through the community.

Figure 2-19: Existing Truck Routes in Magna



3 WHERE WE ARE GOING

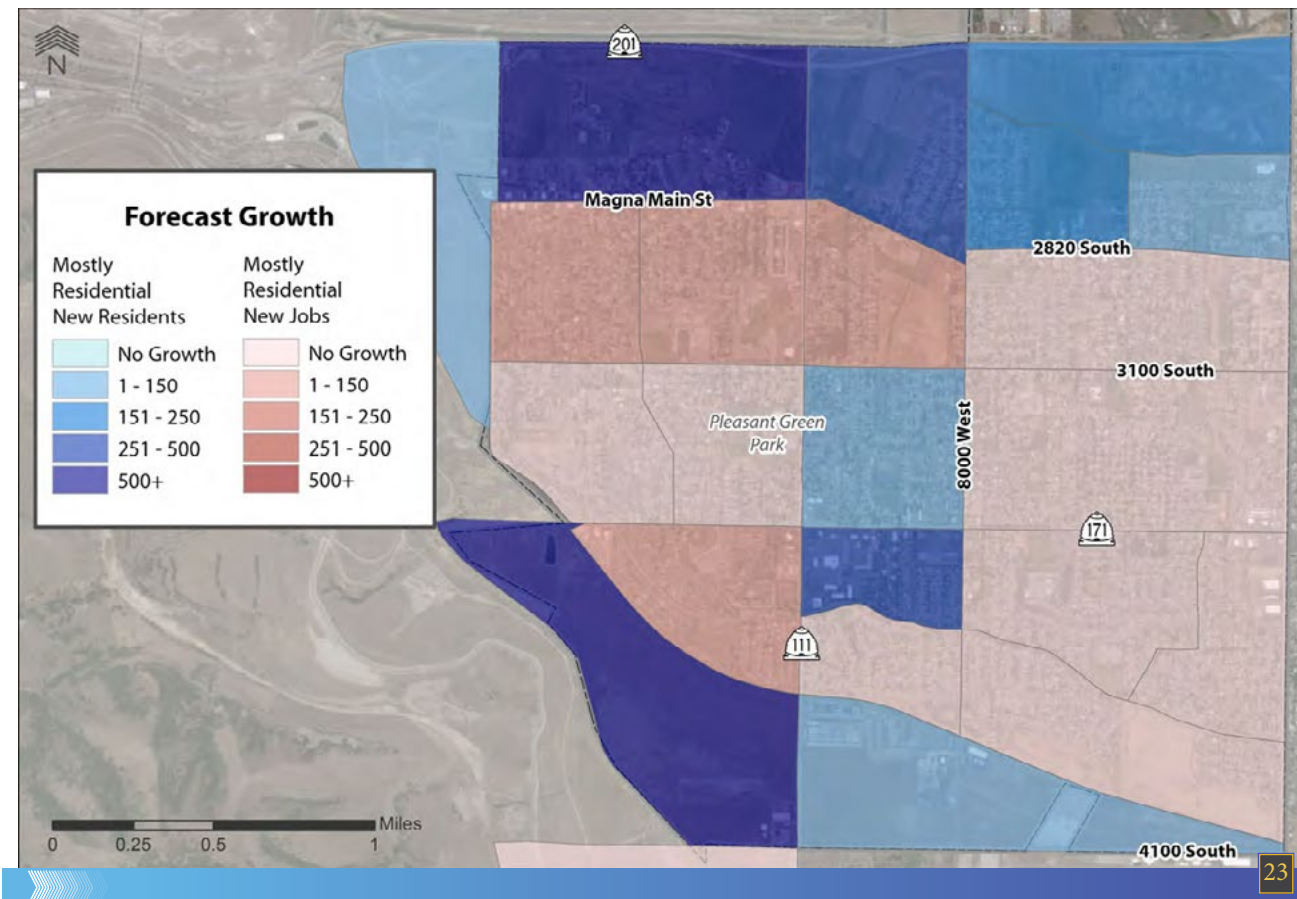
FUTURE FORECAST

This chapter discusses the background and assumptions used to forecast transportation related growth in Magna. Using travel demand modeling techniques in conjunction with projected socioeconomic, population, and employment trends, future transportation demands were forecast. Changes that are already committed by agencies such as UDOT and WFRC were included in the transportation forecasting prior to recommending any county transportation improvements. Other projects which are planned but not committed are also recommended as part of this process.

Future Growth

Most of the projected socioeconomic data used in this Plan comes from the modeling used for the WFRC Long Range Plan. The future we are planning for revolves around consistent and gradual population growth. The projected 2050 population in Magna is projected at just over 35,000 people. Job growth is expected to remain relatively stable over the next 30 years. This plan reflects this stability. Figure 3-1 shows this stable growth and generally where it is likely to occur. The areas of highest growth are generally located at the north and south end of the Township which has the most undeveloped land available. While many mature neighborhoods don't show large population growth, they may experience redevelopment that could lead to more housing. However, as areas redevelop the average household size tends to be lower so even with the additional housing units, the total

Figure 3-1: Forecast growth in Magna



population of the neighborhood can remain flat or even decrease slightly. Again these projected changes are reflected in the travel demand model and transportation projects identified in this plan.

Travel Model Development

Projecting future travel demand is a function of projected land use and socioeconomic conditions. The Wasatch Front Regional Council (WFRC) Travel Demand Model (TDM) was used to predict future traffic patterns and travel demand. The travel demand model was modified to reflect better accuracy in the Magna area by creating smaller Traffic Analysis Zones (TAZ) and a more accurate and extensive roadway network. Existing conditions were simulated in the TDM and compared to the observed traffic count data to get a reasonable base line for future travel demand. Once this effort was completed, future land uses, and socioeconomic data were input into the model to predict the roadway conditions for the design year 2050. Year 2050 was selected as the planning year horizon to be consistent with the WFRC planning process. The 2019-2050 Regional Transportation Plan, RTP, (available at www.WFRC.org) was adopted by the Wasatch Front Regional Council in May of 2019. The RTP is a guide to maintain and enhance the regional transportation system for Salt Lake, Weber, and Davis Counties. This chapter evaluates the existing transportation system within the metro township and establishes the framework for the development of the transportation plan. This analysis includes a description of the land use as well as the demographic profile of the metro township and how these factors affect the transportation system.

The Effect of Land Use on Transportation

Magna is expected to maintain its consistent and steady growth in the coming years. Magna's population is projected to grow by approximately 7,000 people over the next 30 years. Magna's projected growth is likely to come through a mixture of new development and infill/re-development.

Magna has a mix of residential, agricultural, commercial, and industrial land uses. As Magna sees a demand for re-development and infill, maintaining this balance will be important. Residential areas will still encompass most of the land use in Magna; however, there is re-development potential to include a mix of land uses and housing types.

Aging infrastructure, and specifically sidewalks will be a priority for developed neighborhoods as the township ages without the aid of development to offset the cost of new infrastructure. Maintaining the existing roads, sidewalk, signals, and other infrastructure must be prioritized as budgets are proposed in the future.

MODEL YEARS AND RESULTS

Projected Traffic Volumes & Conditions

The resulting outputs of the travel demand model were made up of traffic volumes on all the classified streets in the township and surrounding area. These data were used to identify the need for future roadway improvements to accommodate growth regionally as much of the traffic in Magna either commutes to or from adjacent communities. The following scenarios were analyzed in detail to assess the travel demand and resulting network performance in the County at large:

- » No-Build conditions
- » Recommended Roadway Network

No-Build Conditions

A no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the county or UDOT roadway network. As shown in Figure 3-2, if no improvements are made to Magna's transportation infrastructure, projected traffic volumes for the planning year 2050 will significantly worsen the LOS of many streets and intersections throughout the township. The following list includes the streets expected to perform at LOS D or worse:

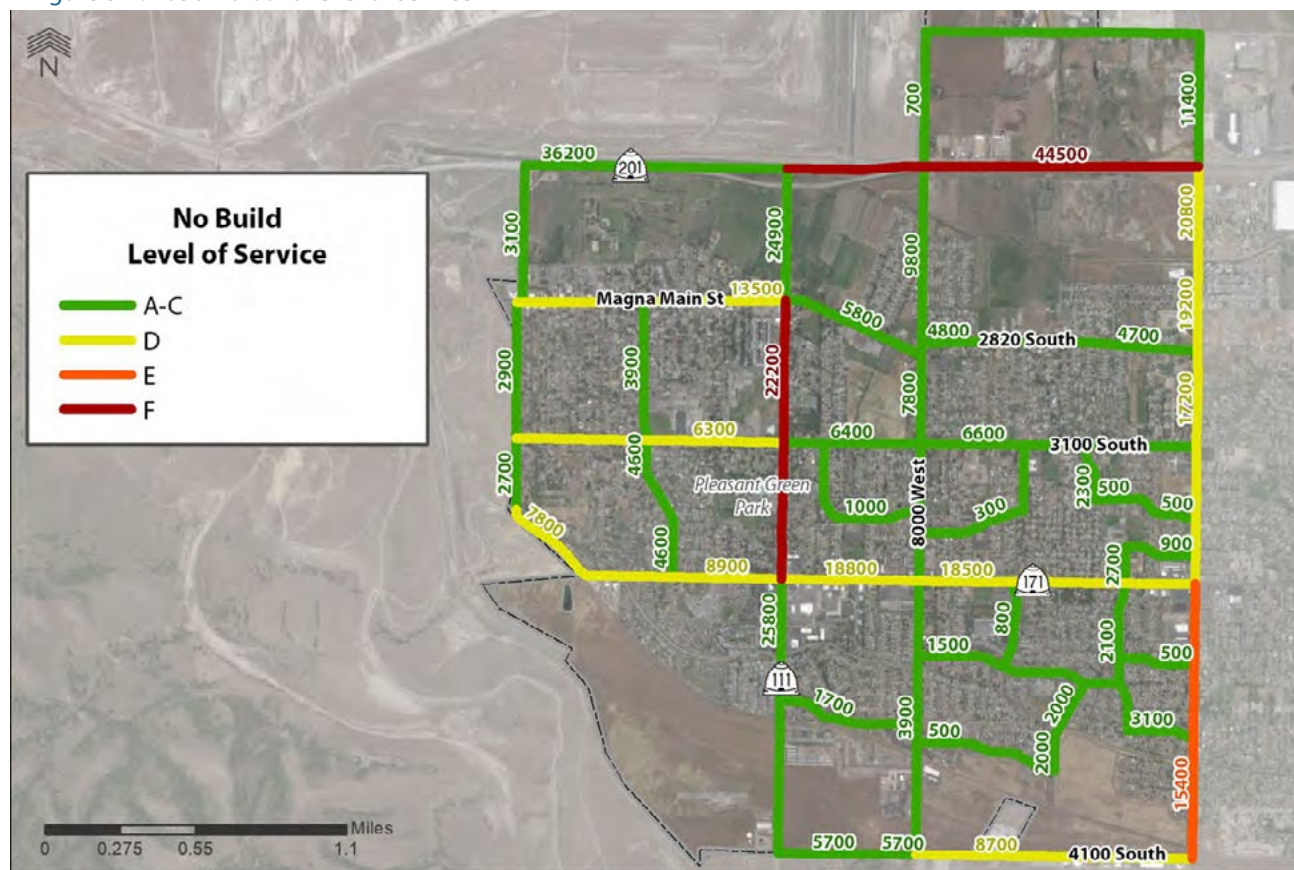
LOS D (Peak Congestion but Acceptable)

- » Magna Main Street (9200 W to S.R.111)
- » 3100 South (9200 W to S.R.111)
- » 3500 South (9500 W to 7200 W)
- » S.R.111 (Main St to 3500 S)
- » 8000 West (S.R.201 to 3100 S)
- » 7200 W (S.R.201 to 3500 S)
- » 4100 S (8000 W to 7200 W)

LOS E or Worse (Unacceptable)

- » S.R.201 (S.R.111 to 7200 W)
- » S.R.111 (Main St to 3500 S)
- » 7200 W (3500 S to 4100 S)

Figure 3-2: 2050 No build level of service



Recommended 2050 Roadway Conditions

Improvements will need to be made in Magna to preserve the quality of life and to maintain an acceptable LOS on the township streets and intersections. Improvements will provide a sound street system that will support the township's economic base.

Signals will need to be monitored and updated as conditions change. It is recommended that the signalized intersections in the area be regularly monitored, and signal timings adjusted as needed to maintain acceptable operating conditions. Coordination with UDOT will be necessary on all UDOT roads. Additionally, care should be taken to regularly monitor the non-signalized intersections and, where appropriate, studies should be completed to determine the best control for the intersection. The most common mitigations to failing non-signalized intersections are roundabouts and traffic signals. For each intersection, both roundabout and traffic signal solutions should be investigated and studied to determine the best alternative. Funding sources for signals and roundabouts should be explored and may include general funds, impact fees, where appropriate, and/or a special transportation improvement fund.

The future analysis in Magna can be split into three sections. The first are regional projects included in WFR's RTP. These projects may be funded in part by WFR. After determining where the improvements occur with the addition of the WFR projects, the second section includes the rest of the projects necessary to improve the roadway network to LOS D or better. Finally, the third section includes projects that aren't necessarily capacity improvements but may be more related to safety or accessibility. These projects are identified in the areas of concern analysis in Chapter 4.

Regional Transportation

Magna and Salt Lake County are not alone in improving the roadway network. WFR, in cooperation with UDOT, provides financial assistance for projects included in their Regional Transportation Plan (RTP). If the roadway is included on the RTP and is owned and operated by UDOT, full financial responsibility falls to UDOT. It is important for Magna to include these projects in this TMP as well as coordinate with UDOT to ensure these projects are implemented. If the roadway is on the RTP and not owned by UDOT, Magna may be able to apply for funding through WFR, in which case, the township will only be responsible to match 6.77% of the total cost of the project. The projects in Magna included on the RTP are in the following list of the RTP projects to be completed in various phases. An interactive map can be viewed on WFR's website www.wfr.org:

PHASE 1 (2019-2030)

- | | | | |
|---|---|--|---|
| 2550 South
• New Construction | 3100 South
• Buffered Bike Lane | Utah and Salt Lake Canal
• Shared Use Path | 3300 South/3500 South Corridor
• Core Bus Service |
| 8400 West
• Pedestrian and Bike HAWK Signal | 4100 South
• Bike Lane | 8000 West
• Road Widening | |

PHASE 2 (2031-2040)

- | | | | |
|---|-----------------------------------|----------------------------------|---|
| 3300 South/3500 South
• Bus Rapid Transit | S.R.201
• Road Widening | 2820 South
• Bike Lane | 2700 South to 8000 West
• Bike Lane |
| 2600 South to Spencer Avenue
• Bike Lane | S.R.201
• Bike Lane | 7200 West
• Bike Lane | 7200 West
• New Roadway |
| 3900 South/4100 South
• Core Bus Service | | | |

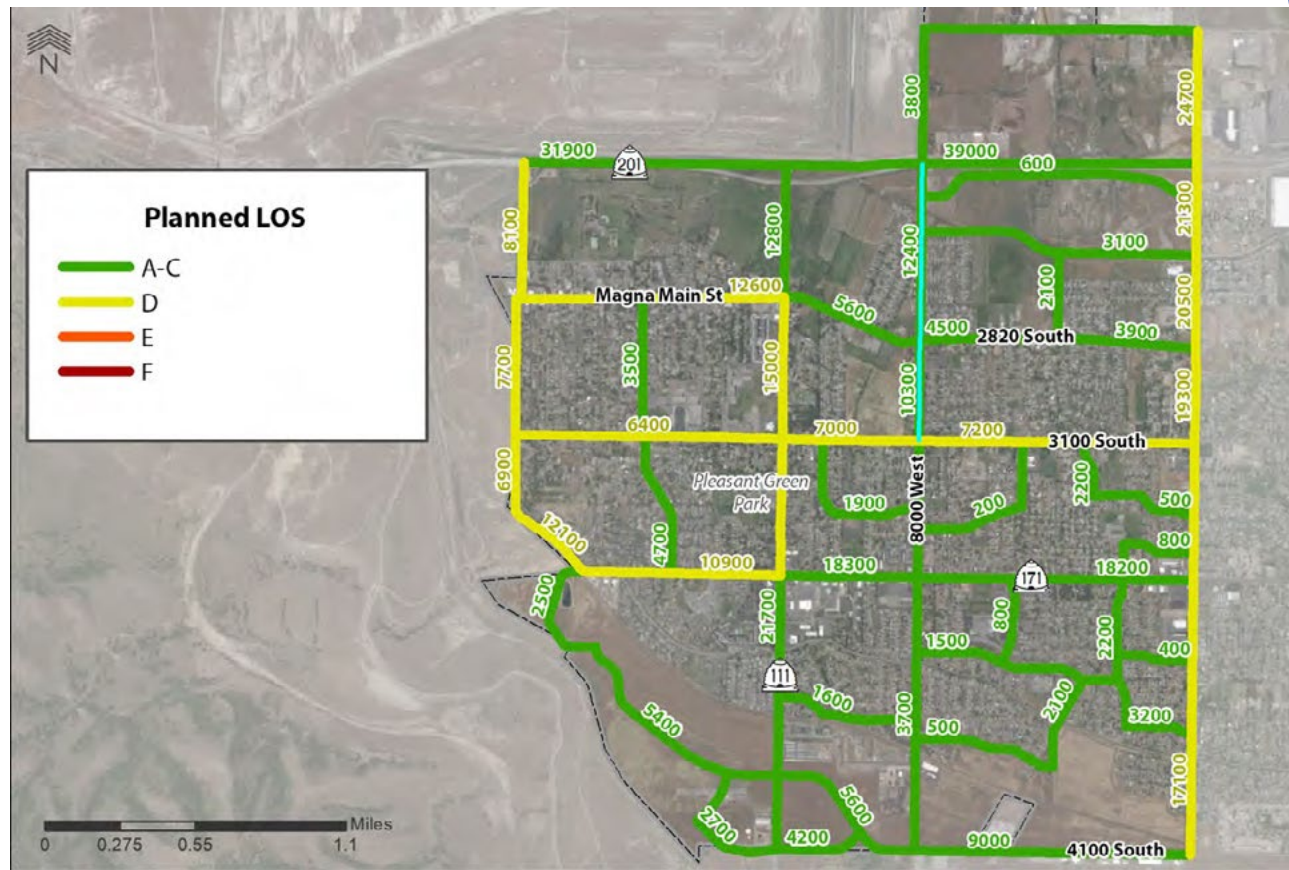
PHASE 3 (2041-2050)

- | | | |
|---|---------------------------------|--|
| S.R. 201/9200 West
• New Interchange | 9180 West
• Bike Lane | S.R. 201/8400 West
• New Interchange |
| Bonneville Shoreline Trail West
• Trail | | |

2050 Proposed Roadway Network

The proposed WFRC projects indicated on the previous page, as well as the additional local improvements form the basis of the 2050 roadway improvements. Figure 3-3 shows the proposed 2050 roadway network and LOS for future projects (including WFRC RTP projects). The final improvement list shown in Figure 1-2 refines the planned regional projects to better match Magna's individual needs and priorities. Applying all improvements will allow the roadway network to function at LOS D or better in all locations.

Figure 3-3: Planned LOS



SUMMARY OF WHAT THE FUTURE HOLDS

Magna will need to plan for some capacity improvement projects but much of the needed transportation improvement revolves around safety, pedestrian mobility, and active transportation. Magna is not alone in planning for future growth and WFRC has identified key improvements to the regional roadway, transit, and active transportation networks to accommodate future demand. These regional capacity improvements reduce future congestion on the functionally classified roads within the township and provide needed transit and active transportation facilities. To address remaining needs, additional projects were identified that reflect community input and local priorities. With these additional projects the roadway system is anticipated to function at an acceptable level of service with minimal delays through the planning year 2050.

4 WHAT WE HEARD

Throughout the planning process our team had several committee meetings with stakeholders, and public comments were received from direct e-mails that were distributed to the team and reviewed as part of this plan. A publicly accessible website has been available since the winter of 2019, and in the summer the team set up a table at [Magna's Halloween in Summer Festival](#) where we gathered community insight, feedback and comments. Also, information about the township was received while our team members canvassed Magna by foot and bike to gathering data for the extensive sidewalk inventory discussed in Chapter 6.

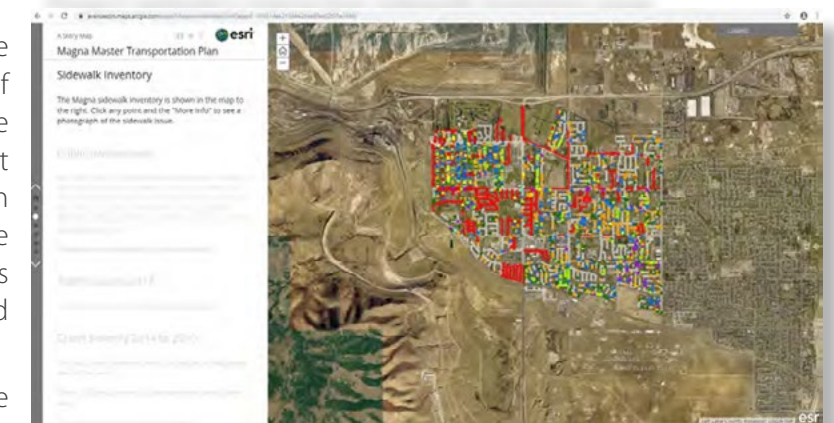
PROJECT WEBSITE

The project website can be found here: www.planningmagna.com

The website shows the progress of the Plan and informs the public what sort of information is being assessed to create the final Transportation Master Plan. The content displayed is information about Magna, such as auto collision history, traffic counts, the project schedule, the sidewalk analysis and public events. This site was updated frequently over the course of the Plan.

The website has interactive maps like the sidewalk inventory with clickable dots that show a detailed photo of each sidewalk issue.

Project website's interactive sidewalk inventory page



Biking Magna during sidewalk inventory

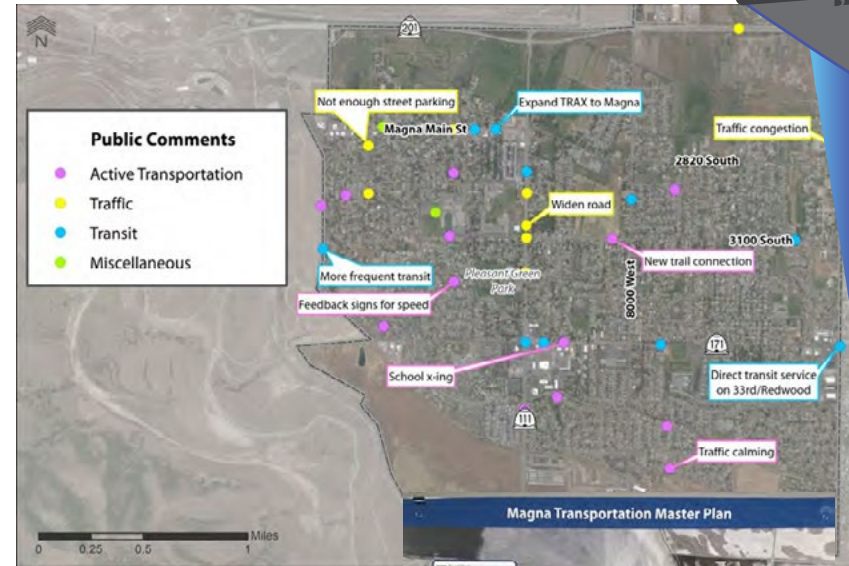


As our team inventoried the sidewalks in Magna we had conversations with community members as we passed through each neighborhood. These welcome dialogues produced open and candid feedback as well as provided us with an opportunity to inform the community about the Transportation Master Plan.

Public comments maps

Public Event

Our team attended the Halloween in Summer Festival on Saturday June 29, 2019 to listen to the public and collect comments. The public was invited to write comments on sticky notes and place them on our 30" X 40" map of Magna. Following the event the comments were cataloged and geocoded into an interactive map.



The comments were broken into 4 categories, *Active Transportation, Traffic, Transit and Miscellaneous.*

Images of both the printed map and a screenshot of the geocoded map.



A few common themes that we heard were:

- Suggestions for trail connections
- Expanded UTA service
- Locations for road widening
- Locations for traffic calming

The festival encouraged costumes, making for a friendly and casual environment to talk with the public about the Transportation Master Plan.

Magna Halloween in Summer Festival



5 AREAS OF CONCERN

Several areas in Magna were identified as areas of concern in regards to transportation issues. These locations, which are identified in this chapter, have diverse transportation needs and concerns that range from street connectivity, to traffic calming, to S.R. 111 by-pass roads. The specific areas are shown in the map in Figure 5-1.

The individual hotspot issues are summarized in fact sheets on the subsequent pages. The hotspot fact sheets are one page in length and generally include recommendations or takeaways from the transportation analysis completed. The hotspot fact sheets are designed to define the problem, provide some data, and offer insight into possible solutions.

Figure 5-1: Magna hotspots



S.R. 201 Corridor Study

- Existing Width: 90 feet to 390 feet
- ADT: 26,000 in 2017

UDOT recently completed a corridor study of S.R. 201 to determine what transportation improvements will be required on S.R. 201 and adjacent facilities to meet existing and future traffic demands. The study evaluated the entire 18-mile corridor from I-80 west of Magna to I-15 to the east. Based upon the results of the analysis, six improvement projects were identified for the corridor and prioritized based upon delay reductions.

The 7200 West single point urban interchange (SPUI) would grade separate traffic on S.R.201 significantly reducing delay at this intersection. Additionally, the widening project would add one lane in each direction through this segment along with intersection improvements at 9180 West and S.R.111 (8400 West). These intersections improvements include a High-T signalized intersection at 9180 West with northbound / westbound dual left-turn lanes, and a northbound free right-turn lane. The S.R.111 intersection would be upgraded with an additional northbound right turn-lane.

The recommended projects for S.R.201 within Magna include:

- 7200 West Single Point Urban Interchange (SPUI)
- Widening to three lanes in each direction from 9200 West to 7200 West.

S.R. 201 in Magna



Conclusion: Improvements to S.R. 201 will be required to reduce existing delays and accommodate future growth. Overall, the 7200 interchange project was the second ranked improvement behind the Bangerter Hwy interchange. Magna should work with UDOT and WFRC to advance improvements to S.R. 201 which are currently scheduled for phase 2 of the RTP.

Figure 5-2: S.R.201 Corridor Study Prioritized Projects



31

S.R.111 Traffic Calming

- Existing Pavement Widths: 90 to 104 feet
- 2019 Traffic Volume: 18,700
- Average Speeds:
 - 42 mph northbound
 - 36 mph southbound

S.R.111 is a five-lane arterial road with wide shoulders south of the 3500 South. The posted speed limit on this section of S.R.111 transitions from 60 mph at 4100 South to 35 mph just south of 3600 South. There is also a substantial downgrade for northbound traffic entering Magna with a runaway truck ramp at approximately 4000 South. Due to the high posted speeds on the south end of the corridor and roadway grades, traffic speeds have been an on-going concern of residents.

To better understand how traffic currently operates on the corridor, traffic counts were collected at approximately 3650 South. These traffic counts collected traffic speeds as well as volumes. The speed data includes both the average speed as well as the 85th percentile speeds. The 85th percentile speed is typically used as a standard to set the speed limit at a safe speed, minimizing crashes and promoting uniform traffic flow.

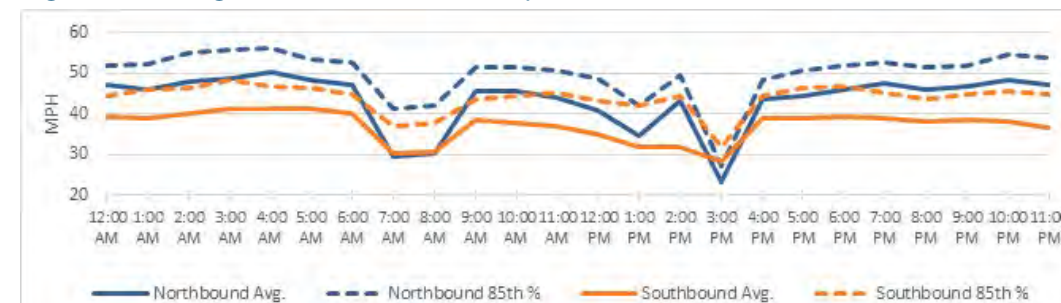
The posted speed limit at the count location is 35 mph. During the traffic count, both the average speeds and the 85th percentile speeds were above the posted speed limit due to wider roadway and shoulders that make it more comfortable for drivers to travel at higher speeds. However, there is a reduced speed school zone near the count location and both the average and 85th percentile speeds are below posted speed limits around the school start (8:00 AM) and end times (3:00 PM).

To address these higher travel speeds on the corridor, Magna along with UDOT installed traffic calming facilities in 2019 from 3700 South to 3500 South. These improvements included lighting, a decorative median with trees and landscaping, installing sidewalk, and curb and gutter along the road. These treatments geometrically narrow the corridor and bring actual travel speeds closer to the posted speed. Any or all of these measures are recommended for new developments in Magna. Further details about traffic calming techniques, including factsheets about specific measures are available through the Institute of Traffic Engineers (ITE) at the website: <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>



Conclusion: The average and 85th percentile speeds were significantly above the post speed limit. The traffic calming will reduce speeds and improve pedestrian safety in the area along with the extended sidewalks.

Figure 5-3: Average north and south traffic speeds on S.R.111



32

S.R. 111 Bypass

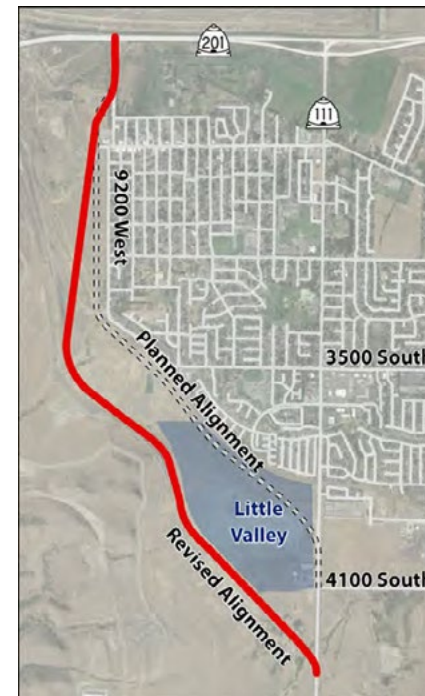
- Road Width: 81 feet
- Right-of-Way: 106 feet (*Salt Lake County Standard*)
- Two travel lanes in each direction, shoulders, median
- Forecast 2050 AADT: 14,000 - 18,000 VPD
- Cost
2019 Cost: \$60,900,000
2031-2040 Cost: \$114,000,000

S.R. 111 through downtown Magna is a three-lane road with one northbound and one southbound travel lane. Additionally, this section of S.R. 111 from 3500 South to 2700 South is within a constrained right-of-way making capacity improvement potentially difficult to implement due to environmental impacts and right-of-way costs. During peak periods this segment is currently congested and without improvements to the corridor or construction of an alternative route, S.R. 111 is anticipated to experience significant congestion in the future.

The Magna General Plan identified a by-pass road for S.R. 111 to address traffic through downtown Magna. The S.R. 111 Corridor Study completed in 2011, reviewed potential corridors for the by-pass road and identified a corridor west of 8400 West that is shown as the planned alignment. This alignment is next to the existing utility corridor and just south of the Union Pacific Railroad line. The WFRC RTP shows a similar alignment for the bypass in phase 2 (2031-2040) of their plan.

This planned alignment was identified when this land was vacant. However, since these studies the Little Valley Gateway development has been proposed for this area west of S.R. 111. The planned alignment bisects the Little Valley development and an alternate alignment was identified for the bypass just south of Little Valley along the abandoned Kennecott Utah Copper rail line. This alignment is south and west of the Little Valley development and the Pleasant Green Cemetery. This revised alignment follows the planned alignment north of Main Street Magna. This revised alignment is anticipated to carry 14,000 -18,000 vehicles a day in year 2050.

Figure 5-4: S.R.111 Bypass Alignment



Conclusion: The bypass provides modest traffic reductions on S.R. 111 through downtown of 2,000-3,000 vehicles per day. However, most of the traffic reduction from construction of the bypass is on Mountain View Corridor as traffic to/from Tooele County uses the more direct route along the bypass. Even without the bypass traffic is expect to operate at LOS D or better in 2050 due to other regional projects.

Table 5-1: Traffic shift with and without bypass

2050 DAILY TRAFFIC VOLUME				
	BYPASS	9200 WEST	SR-111	TOTAL
Without Bypass	0	8,000	15,000	23,000
With Bypass	13,000	1,000	13,000	27,000

7200 West Study Recommendations

- Existing Width: 24 to 55 feet
- ADT: 18,000 in 2017
- Intersection Level of Service:
E in AM Peak Hour
F in PM Peak Hour

The 7200 West corridor is a major access point from S.R.201 to Manga as well as the land north of S.R. 201 that has been designated as part of the Utah Inland Port. In order to identify potential needs and preliminary design for the corridor Salt Lake County completed the 7200 West Study in 2018.

The Study identified improvements to 7200 West and the S.R. 201 interchange to accommodate existing and future traffic demand in the area. These improvements included widening 7200 West to five lanes from 2400 South to S.R. 201. North of 2400 South the corridor will be widened to three lanes in the short term. This widening is planned to be compatible with expansion to five lanes when required by growth at the inland port. These improvements are currently planned in the WFRC RTP for completion between year 2030 and 2040.

The recommendations for the corridor include:

- Upgrade existing at-grade intersection at 7200 West / S.R.201 to SPU
- Widen 7200 West to five lanes from S.R.201 to 2400 South
- Widen 7200 West to three lanes north of 2400 South
- Future widening of 7200 West to five lanes when necessary

Conclusion: Magna Township should coordinate with the Utah Inland Port Authority for improvements to 7200 West. Most of these improvements are to support the Inland Port and the timing of these upgrades will be determined by how and when the port develops.

Figure 5-5: 7200 West Concept Design



2550 South /Beagley Road

The 2550 South corridor will connect 8000 West to 7200 West along the Riter Canal within the Magna Township. This extension is part of a larger regional project to complete a new east/west roadway from 5600 West to 8000 West at approximately 2550 South. This road will improve east/west mobility within these communities and support local development efforts. West Valley City improved Beagley Lane (2590 South) east of 7200 West during the summer of 2019 as part of this larger project.

The 2550 South extension is planned to connect 8000 West to 7200 West just north of the canal. The road will fit within a 66-foot right-of-way and become a major collector with one travel-lane in each direction and a two-way left-turn lane. The project is estimated to cost \$20,019,000.

Conclusion: The 2550 South extension will improve east/west mobility in Magna and West Valley while providing access to undeveloped lands creating economic development opportunities.

Easternmost point of future 2550 South extension

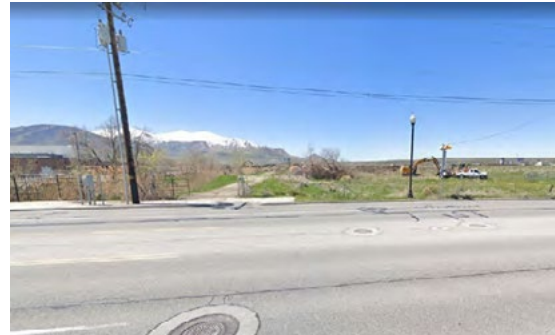


Figure 5-6: 2550 South Extension



6 SIDEWALK PLAN

This chapter is a full sidewalk plan for Magna Metro Township. It evaluates the existing conditions of all 116 miles of sidewalks in Magna. Priority sidewalk routes are identified and detailed sidewalk projects are discussed. Photographs of 3,186 sidewalk issues in Magna were collected to document all the needs. Finally, maps of a ten year sidewalk improvement plan are include to pave the way for the future of sidewalks in Magna.

The **Americans with Disabilities Act (ADA)** of 1990 is the nation's first comprehensive civil rights law which offers protections and addresses needs of people with disabilities. Title II of the ADA prohibits state and local government agencies from discriminating against people with disabilities in their programs, services, and activities.

Among the services that must be accessible to individuals with disabilities are transportation facilities, which includes pedestrian facilities. The current best-practices for pedestrian network accessibility is the **Public Right-of-Way Accessibility Guidelines (PROWAG)**. The PROWAG standards were developed by the Access Board, a federal agency that promotes equality for people with disabilities through leadership in accessible design. The Access Board released the proposed PROWAG in 2011 and subsequently updated it in February 2013. PROWAG provides guidelines for the design, construction, and alteration of pedestrian facilities in the public right-of-way. The guidelines ensure that sidewalks, pedestrian street crossings, pedestrian signals, and other facilities for pedestrian circulation that are constructed or altered in the public right-of-way are readily accessible to and usable by pedestrians with disabilities.

Example of sidewalk uplift in Magna.



Salt Lake County and the Magna Metro Township wish to address sidewalk safety and ADA compliance through the development of a Sidewalk Plan. Part of the plan will include an evaluation in which barriers to accessibility are inventoried. The plan will also prioritize modifications to those barriers based on certain criteria and provide a general schedule for implementing accessibility improvements. To comply with ADA and to provide the basis of evaluation of sidewalk condition in Magna, an evaluation of pedestrian facilities within the public right-of-way was completed to measure and analyze the network for compliance.

The goals for the evaluation included:

- Assess the condition and ADA compliance of pedestrian facilities, including sidewalks and curb ramps
- Identify sidewalk gaps, missing curb ramps, and priority areas for sidewalk network improvements.
- Create a comprehensive geographic database of pedestrian facilities features.

The Metro Township's pedestrian network consists of 116 miles of sidewalk. Data collection for the self-assessment was completed from July- August 2019 and including digital video and photography of defects. During the inventory, data on sidewalks and curb ramps, were collected to assess both condition and ADA compliance. The subsequent sections of the plan provide additional background information, project approach, geospatial database structure, analysis of data collected and assessment of condition, and compliance of the pedestrian network.

BACKGROUND

Federal Policies and Standards

Over the past five decades, state and federal regulators have enacted increasingly comprehensive protections for people with disabilities. These policies and standards form the backdrop for accessibility policies at the local level.

American with Disability Act

Federal accessibility policy has its origin in the **Architectural Barriers Act (ABA)** of 1968. The ABA required limited accessibility provisions in buildings purchased or leased with federal funds.

During the 1970s, Congress enacted sweeping protections for individuals with disabilities. The Rehabilitation Act of 1973 prohibited discrimination based on disability by federal agencies and contractors and required new or altered facilities used for federally funded programs to be accessible. Unlike previous legislation, the Rehabilitation Act framed accessibility as a civil rights issue, paving the way for the ADA. It also established the Access Board, a federal agency responsible for developing accessibility standards and investigating complaints. In 1988, the **Civil Rights Restoration Act** extended the protections of the Rehabilitation Act to all programs of agencies that receive federal funds.

The most comprehensive federal legislation protecting individuals with disabilities is the **1990 Americans with Disabilities Act (ADA)** and its amendments. Building on the civil rights protections of the Rehabilitation Act, the ADA guarantees equal access to areas such as employment, public facilities, transportation, and government services.

During the 1990s and 2000s, the Access Board developed the **ADA Accessibility Guidelines (ADAAG)** describing the standards for accessible buildings and facilities. These standards were adopted by the U.S. Department of Transportation and the U.S. Department of Justice in 2006 and 2010, respectively, giving them the force of law. Under ADA, the standards apply to state and local government facilities, transportation facilities, and most private commercial establishments.

Public Right-of-Way Accessibility Guidelines

Public rights-of-way, including the pedestrian network, are required to be accessible to people with disabilities under Title II of ADA. In 1992, the Access Board proposed guidelines for government facilities that included standards for the public right-of-way. Based on public comments, however, the Board deferred action on the public right-of-way standards and instead formed the Public Rights-of-Way Access Advisory Committee (PROWAAC) to make recommendations.

Following PROWAAC's 2001 report, Building a True Community, the Access Board published the draft Public Right-of-Way Accessibility Guidelines (PROWAG) containing standards for pedestrian access routes in the public right-of-way. The draft guidelines were revised in 2005, and proposed guidelines were published in 2011.

Spalling on sidewalk in Magna



Local Programs, Policies, and Regulations

Salt Lake County has prioritized sidewalk safety and ADA compliance for decades. Programs and policies are in place to ensure appropriate use of funds and response to citizen requests.

Safer Sidewalk Program

Salt Lake County Engineering has an adopted Safer Sidewalk Program. Older areas of the County were not required to install sidewalks at the time of development. This has created a need for installation of sidewalks due to increased population, particularly in school-age children.

The Safer Sidewalk Program allows residents to request the MSD analyze a street for sidewalks. Once the street has been analyzed it will be placed on a priority list based on the number of vehicles on the road, number of pedestrians, schools in the area and the accident rate. The higher the priority, the sooner the project can be completed as funds become available.

Salt Lake County also allows the creation of a Local Improvement District (LID) where residents can come together to pay for the sidewalks installed by the County. This option allows residents to bypass the need for an evaluation and possible funding backlog.

Complete Streets

Salt Lake County has a County-Wide Policy on Complete Streets. The purpose of this policy is to improve the ability of pedestrians, bicyclists, motorists, and transit riders of all ages and abilities to safely move along and across a complete street. This policy is intended to integrate the needs of all road users into Salt Lake County's everyday transportation planning practices.

New Development

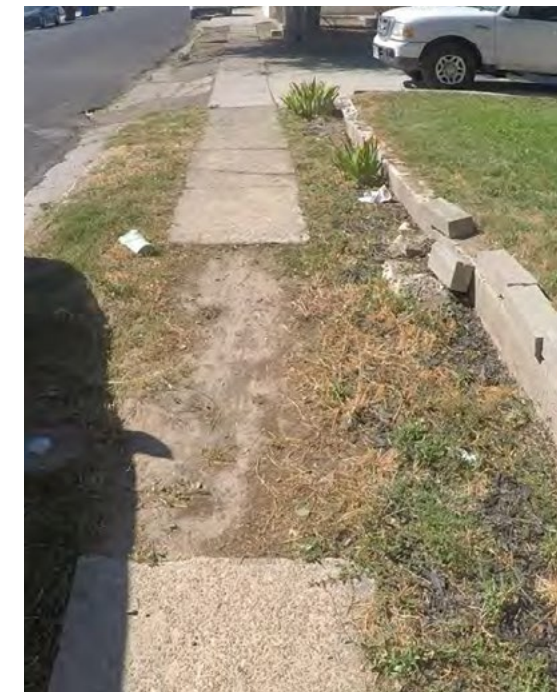
Title 14 – Highways, Sidewalks and Public Places of the Salt Lake County Code contains the guidelines for the development of all public and private curbs, curb ramps and sidewalks within the jurisdiction of Salt Lake County.

Chapter 18 of the Code of Ordinances of Salt Lake County states that the subdivider shall install curbs, gutter and sidewalks on existing and proposed streets in all subdivisions.

Design Standards

Salt Lake County Public Works provides the relevant design standards for sidewalks and curb ramps. The design standards establish the criteria necessary to make sidewalk and ramp elements physically accessible to people with disabilities. It also identifies what features need to be accessible and then provides the specific measurements, dimensions, and other technical information needed to make the feature accessible.

A Gap along a Magna's sidewalk



Ownership, Maintenance, and Replacement

Sidewalks within the public right-of-way are the responsibility of the adjacent property owner per Salt Lake County Code Chapter 14.32. According to this chapter it is the duty of each property owner abutting or fronting any street to repair and maintain in good condition all public curbs, curb ramps, gutters and sidewalks across or immediately abutting their property. The County may inspect the condition of the public curbs and sidewalk etc. to determine and defects or needed repairs. It is also prohibited to obstruct any public curb and/or sidewalk.

Snow Removal

County ordinances require the owner, occupant, lessor or agent of property abutting an a paved sidewalk to remove or cause to be removed from such paved sidewalk and any existing curb ramp all hail, snow or sleet falling thereon, within twelve hours after the hail, snow or sleet has ceased falling, provided that in case of a storm between the hours of five p.m. and six a.m., the sidewalk and any existing curb ramp shall be cleaned before eight a.m. following the storm.

PROJECT APPROACH

The basis for the project approach was a detailed sidewalk inventory of all Magna's sidewalk segments using Geographic Information Systems (GIS) as well as a detailed documentation of all sidewalk issues. This documentation was accomplished walking or riding every mile of sidewalk and using a GOPRO camera to photograph every issue on the sidewalks. This exhaustive data collection effort allowed for a level of detail previously unrealized and it gives the county a clear picture of the problems are how to address them. The full sidewalk inventory can be found on www.planningMagna.com.

Sidewalk Network Feature Creation

All visible sidewalk was digitized from aerial imagery. At the conclusion of the inventory, the sidewalk database consisted of 116. miles of sidewalk. The data collected using aerial imagery was then verified visually in the field. Every foot of Magna roadway was traveled and logged. All defects were photographed and geospatially linked to the GIS database.

The following GIS features were created during the digitization process:

- **Sidewalk Line Segments**- pedestrian paths adjacent to public streets. Sidewalk segments were created generally by block
- **Defect Points** - visually identified curb defects
- **Cracking**
- **Cross Slope Deficiencies**
- **Fixed Obstructions**
- **Gaps**
- **Settling**
- **Spalling**
- **Uplift**
- **Vegetation Obstructions**
- **Vertical Obstructions**

A Photograph taken using a GOPRO during sidewalk inventory



The identified sidewalk issues and defects were categorized into the following two groups of potential interventions:

1. Maintenance can address the following issues:

Fixed Obstructions, Vegetation Obstructions, Vertical Obstructions, Uplift, Settling

2. Replacement is needed for the following issues:

Cross Slope, Gaps, Settling, Spalling, Cracking, Uplift

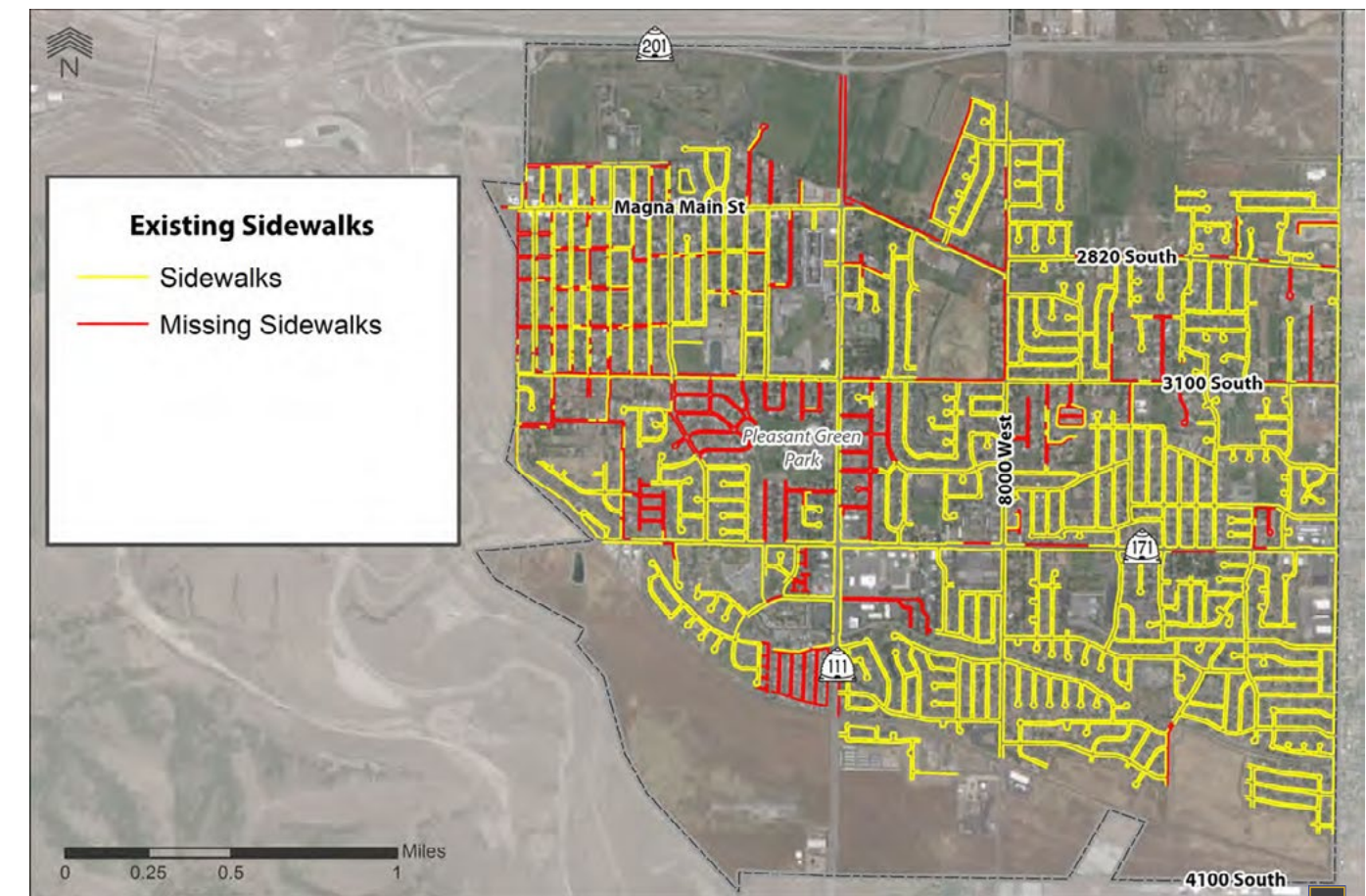
Automobiles need quantity and pedestrians need quality.

– Dan Burden, walkability expert

Sidewalk Inventory

A full GIS-based sidewalk inventory was completed using the latest aerial photography and verified by site visits. The sidewalk inventory was built into a GIS database. Figure 6-1 is a map of around sidewalk inventory for Magna, including over 173 miles of sidewalk. The yellow lines show the existing sidewalks and the red areas highlight sections of missing sidewalk.

Figure 6-1: Existing sidewalks in Magna



Sidewalk Inspection

Field data collection was accomplished largely using a GOPRO camera but the field technician also used ArcGIS maps. Every sidewalk was traveled and recorded and every issue or defect was logged in with photographic evidence and categorized based on the specific issue. Several locations had multiple issues. Figure 6-2 is a map of the 3,186 documented sidewalk issues in Magna.

Sidewalk Inventory Results

One of the main goals of the sidewalk plan is to identify defects and come up with a plan to improve the safety and mobility of sidewalks in Magna. The results of the sidewalk inventory and inspection will then be programmed into the County maintenance plan. The following sections detail the results of the sidewalk inspection.

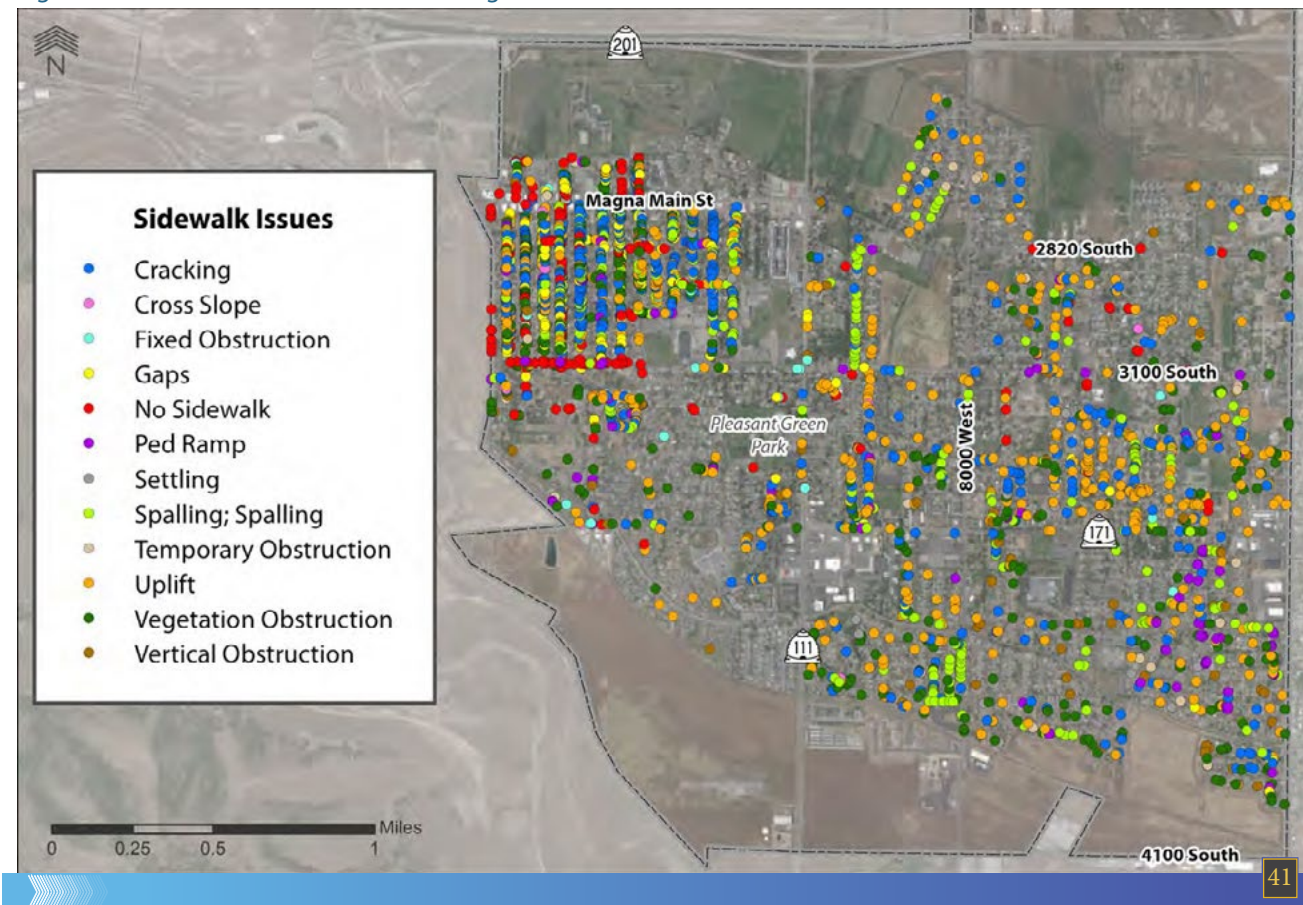
Throughout the sidewalk inventory, all 611,612 feet of sidewalk were inspected.

Photographs of every issue can be viewed by clicking on the mapped dots at www.planningMagna.com.

Top Ranked Issues:

Cracking	24%
Obstructions (fixed, temporary & vegetation)	22%
Spalling	14%
Gaps	7%

Figure 6-2: Identified Sidewalk Issues in Magna



SIDEWALK ADA COMPLIANCE

The level of ADA compliance in the sidewalk network impacts not only individuals with disabilities but all pedestrians.

The compliance index for sidewalks considers multiple criteria representing PROWAG accessibility standards including cross slope, vertical fault, and obstructions.

Cross Slope

Cross slope is the slope of the sidewalk perpendicular to the direction of travel. To be ADA compliant, sidewalk cross slopes must be 2% or less. Spot locations where cross slopes appeared to exceed the ADA standards are shown in Figure 6-2. There are only 2 identifiable cross slope issues, corresponding to less than 1% of all observed sidewalk problems.

Vertical Faults (Trip Hazards)

Vertical faults are points where the surface of the sidewalk is uneven, usually due to uplift or settling of panels typically resulting from freeze-thaw cycles, tree root growth, or settling of soil. To be ADA compliant, all vertical faults must be less than 1/2 inch. In addition, all faults between 1/4 inch and 1/2 inch must be beveled or ground to remove the fault. Because of the high standard set by ADA for vertical faults, this is the most common problem identified in the data collection phase (see Figure 6-2). Of the 3,186 sidewalk concerns identified, 667 were related to uplift and 96 were related to settling. Out of all the sidewalk hazards in Magna, 31% can be classified as Vertical Faults or Trip Hazards.

Each vertical fault was inventoried regardless of severity. No attempt was made to measure the extent of the fault, mostly because the faults will continue to move as more settling or uplift occurs and will get more severe. As the county begins to schedule these sidewalks for replacement each fault should be individually inspected and measured to determine whether beveling or grinding would be an appropriate and more cost-effective method of mitigation. In some cases, mud-jacking, a process of injected concrete into the soil beneath the panel can also be an effective way to treat settling.

Obstructions

Obstructions are things that impede pedestrian travel on the sidewalk. Sidewalks must be free from obstructions to be ADA compliant. Almost all obstructions observed in Magna were temporary in nature. This was defined as vegetation growth, vehicles parked in driveways, leaning fences or something of a similar nature. In each case, the remedy for the problem is either time, a vehicle will not always be parked blocking the sidewalk, or notifying residents of the issue, an overgrown hedge. In either case, the cost to remedy the issues should and must be borne by the resident and not by Magna metro township or the County. The County's responsibility should be to notify the resident/owner of the property of the concern. Out of the observed sidewalk concerns, 26% (650) were obstructions. Sidewalks locations with obstructions are shown in Figure 6-2.

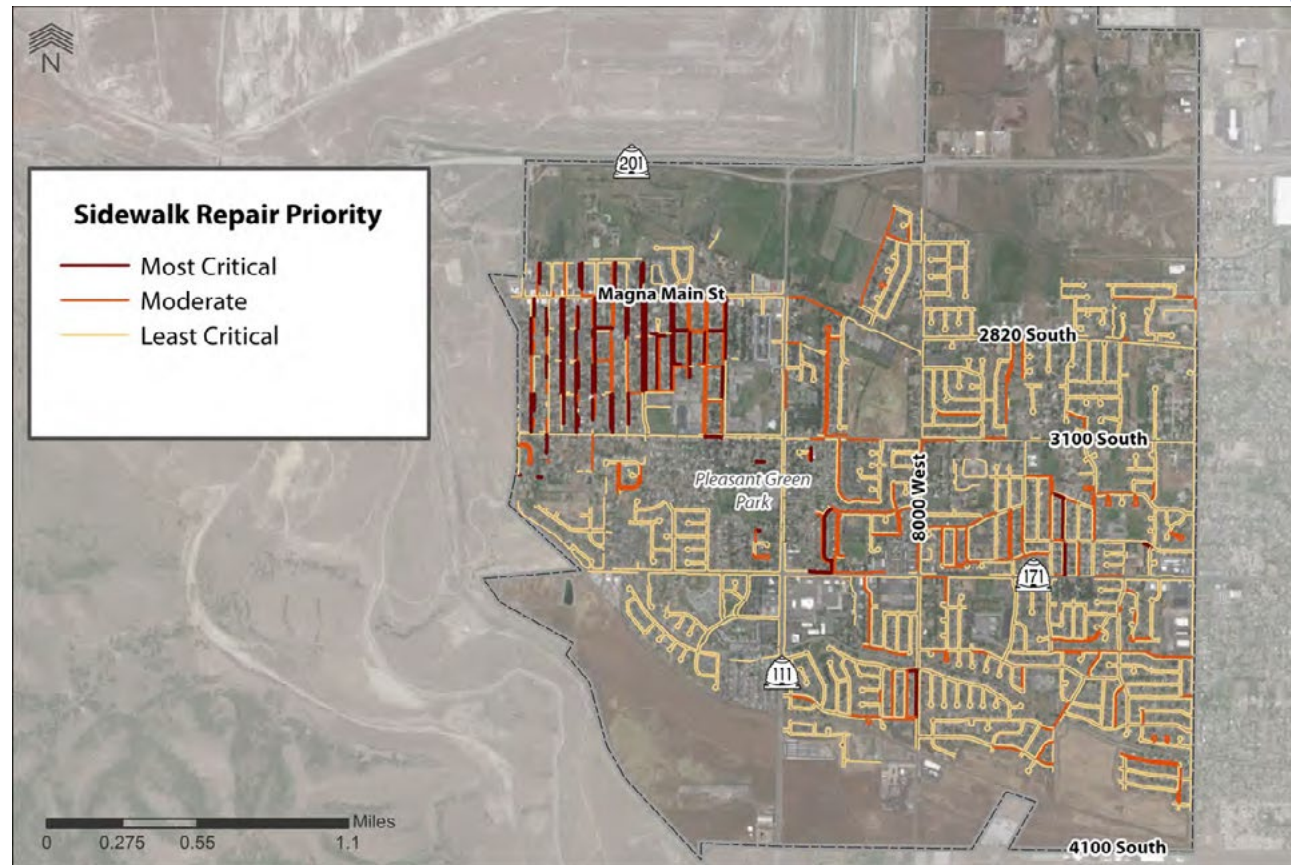
Condition Assessment

Although ADA compliance and pedestrian mobility should be of primary concern, the condition of the sidewalk must not be overlooked and, depending on severity, can impede accessibility. Sidewalk condition deteriorates over time due to changes in temperature, moisture, wear, and other factors. Freezing and thawing is a major contributor to condition deterioration in the Utah climate as expansion and contraction leads to cracking of sidewalk surfaces. Cracks allow moisture to penetrate the structural base of the sidewalk causing heaving, which ultimately leads to more cracking, uplift and/or settling. Cracks also provide opportunity for vegetation growth, further impeding

mobility. If sidewalks are left to deteriorate long enough, the concrete surface wears away completely and you are left with essentially a gravel surface. These have been identified as gaps for the purposes of this assessment.

The most common sidewalk surface repair issues observed are cracking, uplift, spalling, and gaps. There are 753 cracked sidewalk segments, 668 areas with uplift, spalling accounts for 433 of the sidewalk issues, and 213 areas of sidewalk have existing gaps present. Figure 6-3 shows the overall sidewalk conditions in Magna.

Figure 6-3: Overall sidewalk condition Magna



In general, newer sidewalks tend to have fewer condition issues than older features, though condition is not based solely on age. New features that are designed or installed incorrectly or that use less resilient surfaces develop condition issues more rapidly than features that follow construction best practices. Site preparation, materials, drainage, and ongoing maintenance all play a role in the lifespan of sidewalk network features. In this assessment, the presence of a condition issue was the only criteria. Issues were not analyzed based on severity. As areas of sidewalk are scheduled for maintenance, the condition should be assessed again to determine severity.

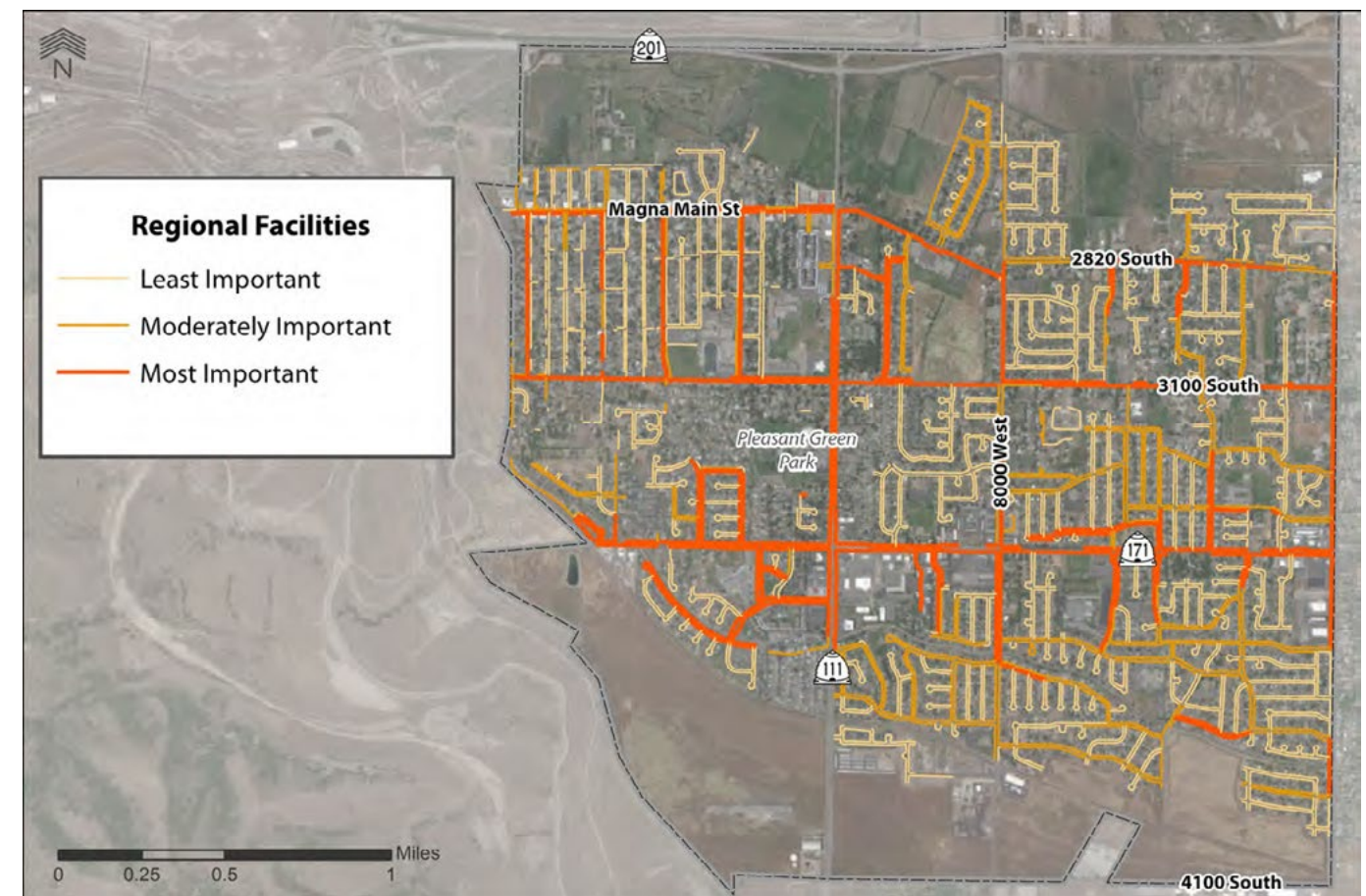
REGIONAL FACILITIES

Figure 6-4 is a map that shows general importance of sidewalk facilities in Magna. The level of importance of regional sidewalks is based on three key factors.

1. Whether the sidewalk is included in a safe routes to school map
2. Its proximity to bus stops
3. Estimated sidewalk use derived from 2018 STRAVA data

These factors were measured and mapped on every sidewalk segment, then the aggregated values were totaled and displayed as least important, moderately important, and most important.

Figure 6-4: General Importance of Sidewalk Facilities in Magna



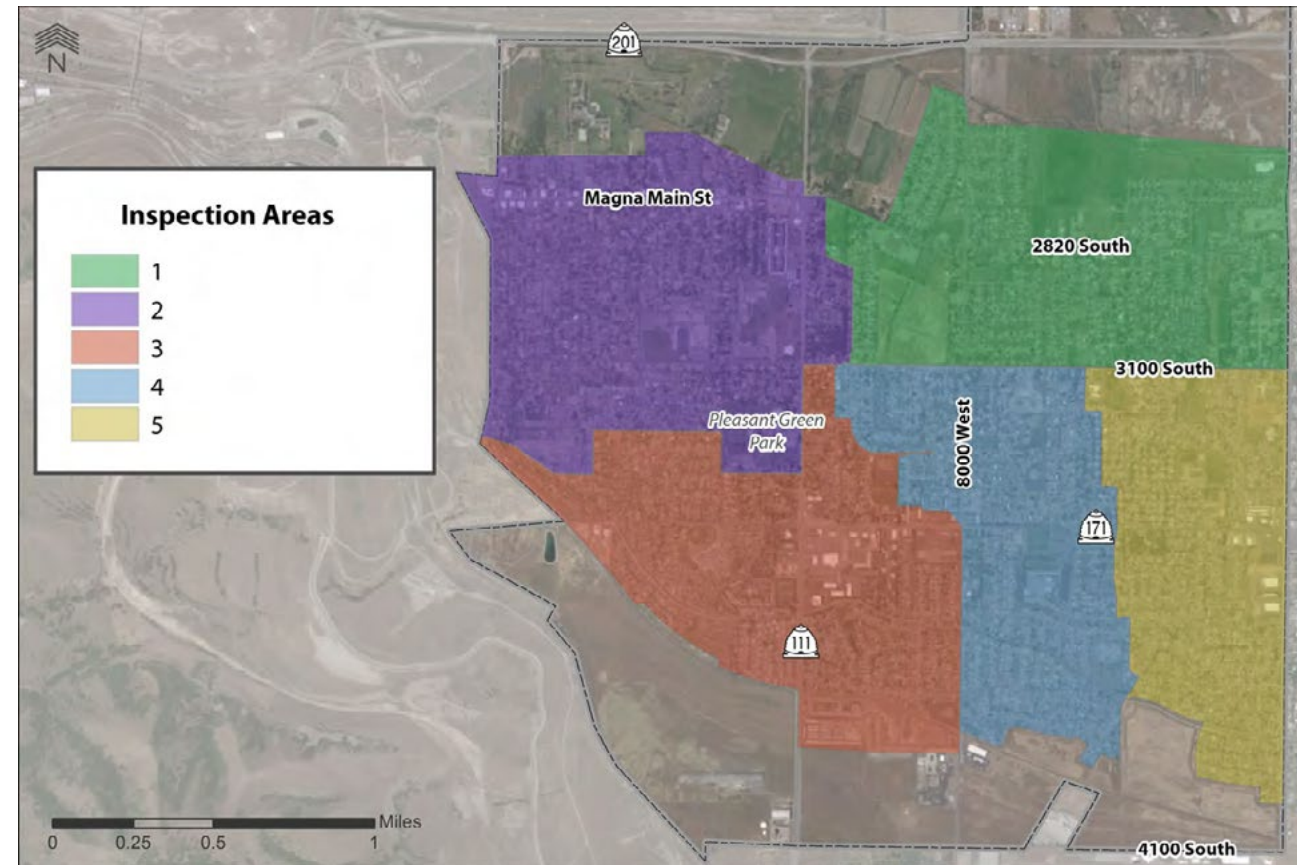
MAINTENANCE

Sidewalk replacement and repair is becoming a priority for Salt Lake County and Magna Metro Township as they increase pedestrian mobility and accessibility. The following maintenance plan is designed to aid in this goal.

On-Going Inspection

As a rule, sidewalks should be visually inspected every 5 years. The recommendation of this assessment is that the metro township be split into 5 geographic areas with approximately the same total length of sidewalk in each (see Figure 6-5). One area should be inspected visually each year. It is highly recommended that the same process be used to inspect the sidewalk in the future as was used with this assessment, specifically geo-referencing the inspections with photographs. This can be accomplished using ESRI software and/or a custom-built sidewalk inspection/maintenance web app.

Figure 6-5 Potential Inspection Areas in Magna



10 - Year Maintenance Plan

As with the on-going inspection, it is recommended that maintenance be assigned based on geography, potentially using the same areas. Consideration should also be taken of the maintenance type being performed. For example, maintenance performed in year one could include removing and replacing badly spalled/cracked sidewalk, installing new sidewalk where gaps exist, grinding trip hazards, and mud-jacking settled sidewalk panels.

We are recommending a 10-year maintenance plan to address all 3,186 sidewalk issues identified in the assessment. The maintenance plan spelled out here should be fluid and be adjusted every year as more sidewalk is inspected.

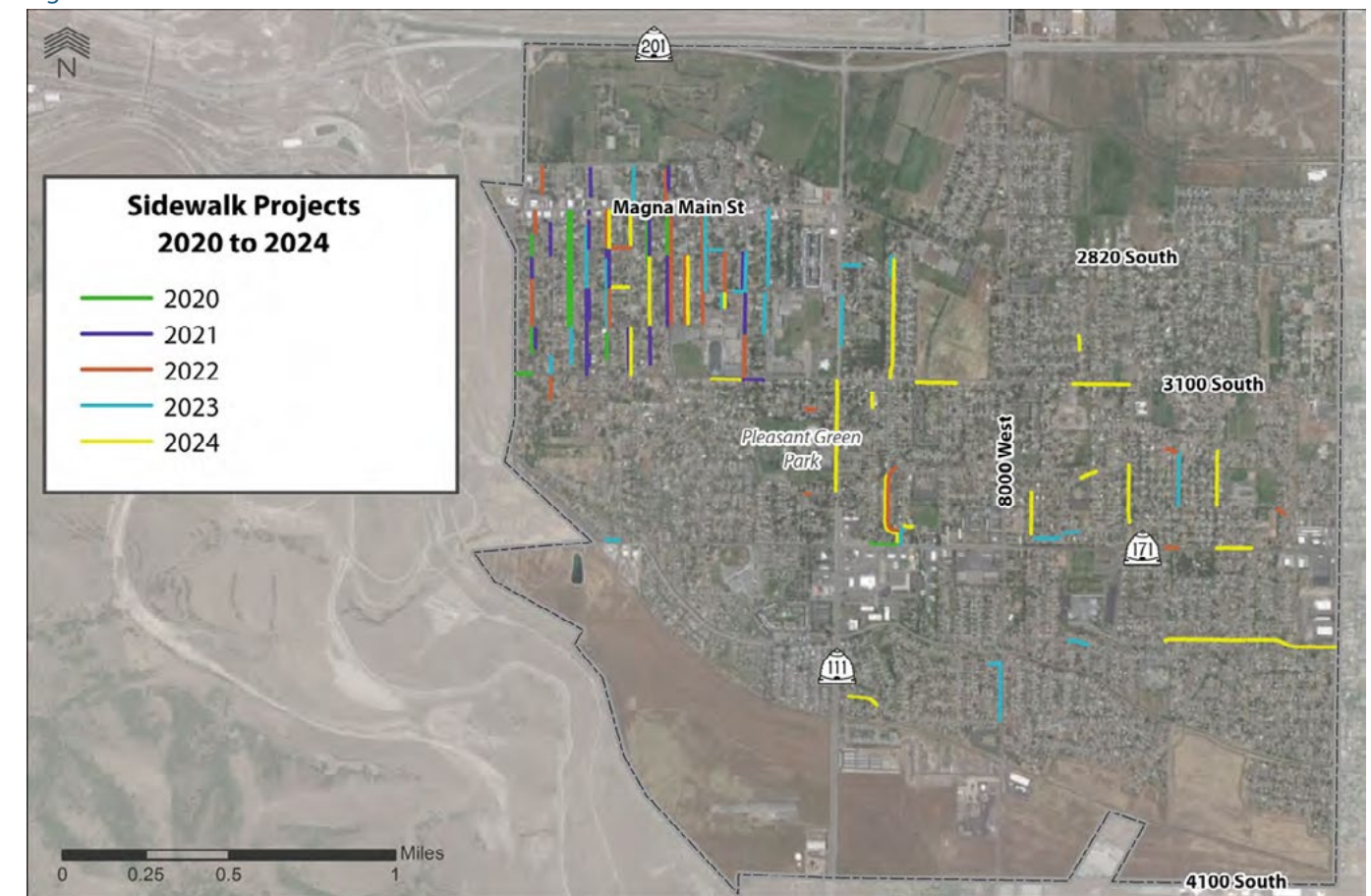
Table 6-1 provides a breakdown of sidewalk maintenance and replacement cost by dollar per foot. While some issues will overlap such as spalling and uplift, this offers general guidance for cost. These general costs are somewhat conservative and will likely vary depending upon contractors. The costs were used to help develop the 10-year maintenance plan. Treatment types were applied to the worst condition segments. Then based on their length a project cost was determined.

Table 6-1: General Cost by Treatment Type

Treatment Type	Issues Remedied	Cost per foot of sidewalk
New Sidewalk	Gaps	\$33.00
Mud-jacking	Settling	\$9.00
Grinding	Settling, Uplift	\$6.00
Remove and Replace	Settling, Cracking, Spalling, Uplift, Cross Slope	\$40.00

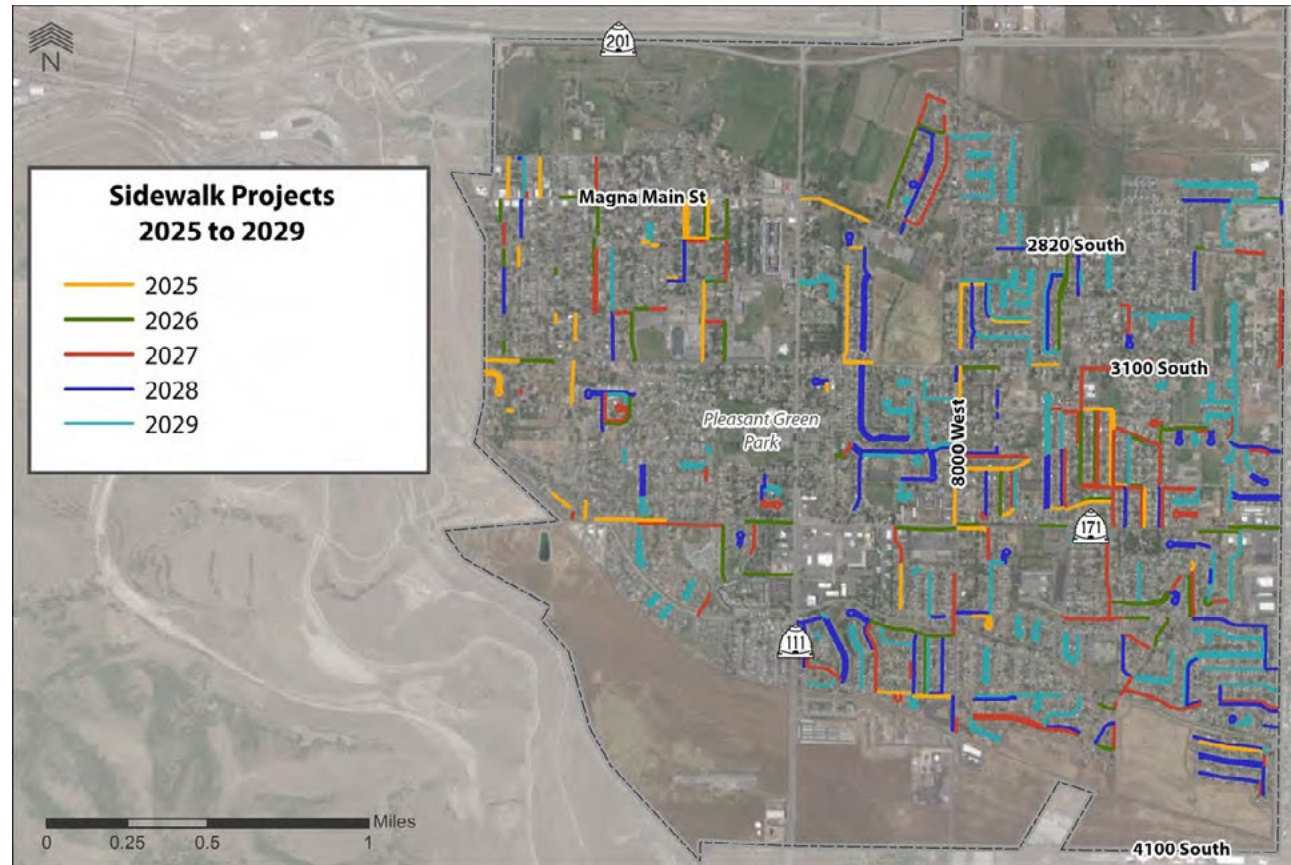
The general length of the treatment types in the 10-year maintenance plan is based on an average of \$34,000 per year spent on sidewalk improvements.

Figure 6-6: First 5 Years of 10-Year Maintenance Plan



The 10-year maintenance plan was developed based on what could be feasibly completed each year. Not every sidewalk segment is addressed and some treatment types allow for more segments to be addressed during different years. On average 4-5 miles of sidewalk can be addressed each year of the 10-year plan. Figure 6-6 shows the first 5 years of the sidewalk plan (years 2020-2024) and Figure 6-7 shows the remaining 5 years of the plan (2025-2029).

Figure 6-7: Second 5 Years of 10-Year Maintenance Plan



New Sidewalk Construction Plan

The sidewalk conditions vary greatly in Magna, with the worst conditions being in the older neighborhoods and the newer neighborhoods having very few issues. There is an average of 21.4 issues per sidewalk mile in Magna. While many of these issues require replacement, the 10-year maintenance plan details out a potential schedule to make the largest improvements by segments and increase the overall sidewalk condition throughout Magna.

7 WHAT IS THE PLAN

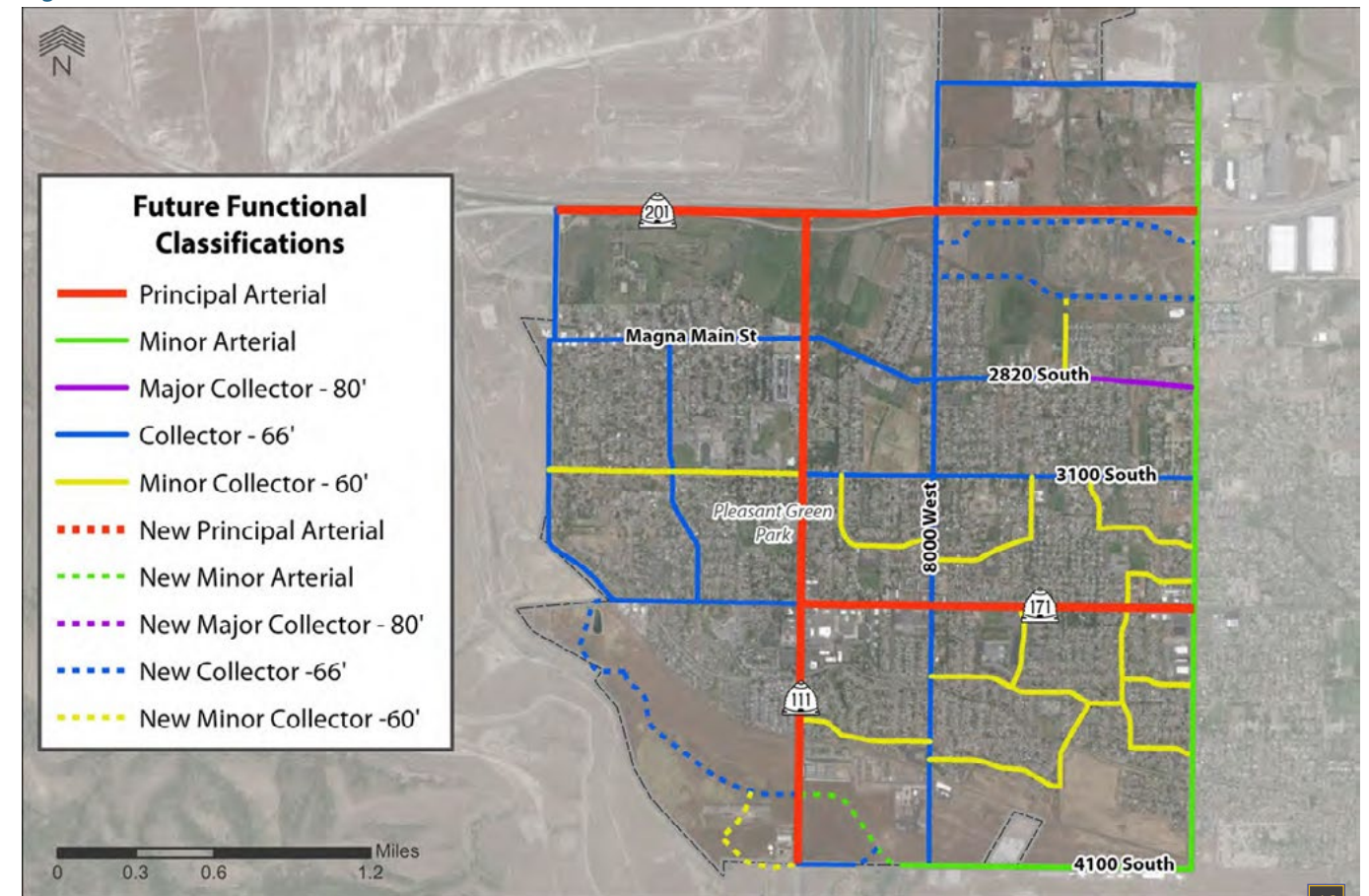
This chapter focuses on final recommendations for transportation in Magna. It includes a capital facilities plan with recommended projects and costs estimates. Based upon the evaluation of existing and future conditions as well as public input that was received through the planning process, specific recommendations were developed for each plan element. These recommendations will be used to complete the transportation network, including functionally classified roads, transportation investments, and active transportation projects.

FUTURE FUNCTIONAL CLASSIFICATION

The recommended functionally classified roadway network is illustrated in Figure 7-1. The functional classification was developed based upon prior planning efforts, including the existing functional classification shown previously in Chapter 2 as Figure 2-8. This existing map provided the base roadway network that was refined to serve the updated future land use and traffic forecasts from the travel demand modeling. Finally, the recommended functional classification was improved to reflect stakeholder and public comments to create a network that will serve existing and future travel demand. Included are planned projects from WFRC's Long Range Transportation Plan. These arterial and collector roadways will provide the backbone of the functionally classified transportation network within Magna.

Figure 7-1, the future functional classification map, is the single best 1-page image of the Transportation Master Plan. It shows the existing and future roads with their connectivity and general sizing so the community will know what the plan is for future roads in Magna. It is essentially the future road network.

Figure 7-1: Future Functional Classification



STANDARDS & CROSS-SECTIONS

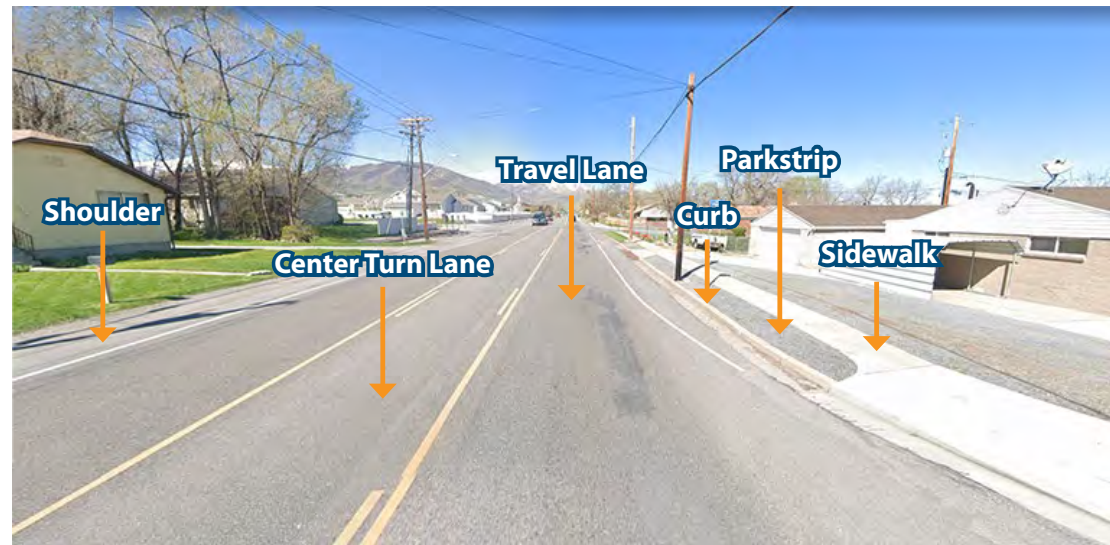
Accompanying the future functional classification map to better complete the road network are standard roadway cross-sections. Roadway cross-sections are essential for understanding the function, capacity, and speed, as well as the look and feel of a road. The roadway cross-section standards for Magna are based on county standards and engineering concepts from the American Association of State Highway and Transportation Officials' (AASHTO) design manual 'A Policy on Geometric Design of Highways and Streets 2018,' (commonly called the "AASHTO Green Book"). The county standards use a table to define right-of-way and pavement widths but generally do not define pavement elements like widths for travel lanes, center-turn lanes, or shoulders.

The typical cross-sections for each functional classification in Magna are drawn in this section. The county standard for right-of-way (ROW) width as well as pavement width for each functional classification are included in Table 7-1. It is important Magna uses specific values for each cross-section for future development. Cross-section drawings are located on the following pages. These are only examples of possible lane configurations within the pavement widths because there is variability in the application of standards. The geometry of these cross-sections are identical to Salt Lake County design standards found in Chapter 14.12 of the Standards for Roadway Development.

Table 7-1: Roadway cross-section widths

TYPE	PAVEMENT WIDTH	RIGHT-OF-WAY
Principal Arterials	Varies	Varies
Minor Arterial	55'	80'
Major Collector	55'	80'
Collector	41'	66'
Minor Collector	35'	60'
Local	25'	50'

Elements of a roadway

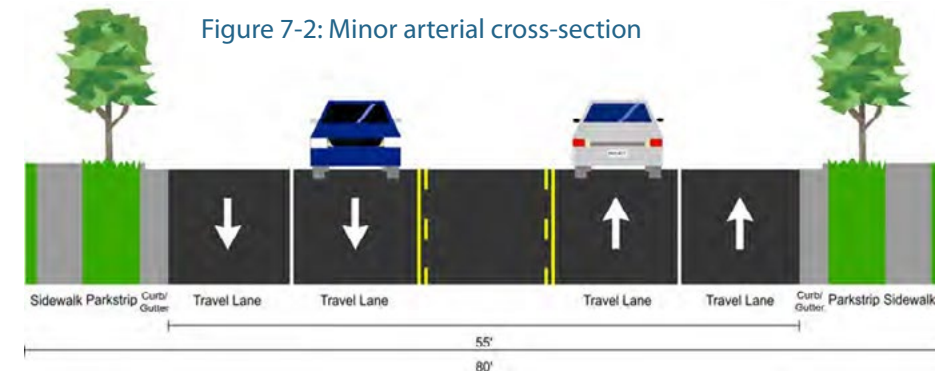


Principal Arterials

Principal arterial streets are mostly UDOT roads and are designed to move vehicles through an area. These roads have limited access, higher speeds, and traffic signals at major cross-streets. Principal arterials are generally spaced about one or two miles apart and usually have four to six travel lanes with a center-turn lane. Principal Arterials in Magna include S.R.201, S.R.111 and S.R.171. Because many of these are UDOT roads and they have varying widths and cross-sections, there is not a uniform design to display. The design widths for the principal arterials are variable and can be used for 3 to 7 lane roadway sections.

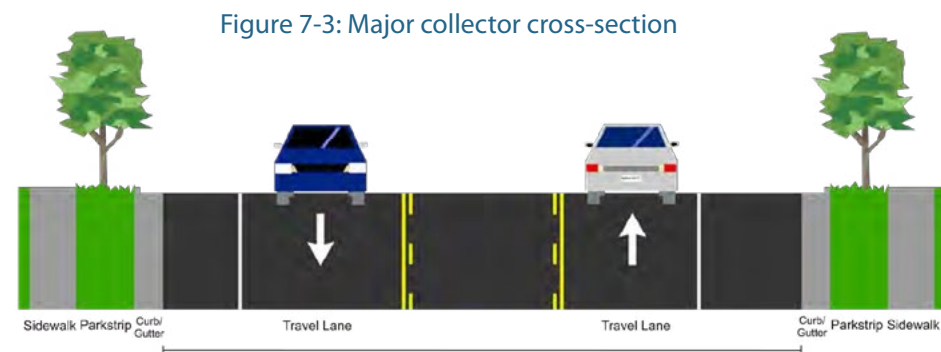
Minor Arterials

Minor arterials are designed to serve both traffic movement and access. These roads typically have cross-street access, but limited driveway access, medium speeds, and flared-out signalized intersections at major cross-streets. There are two existing minor arterials identified in Magna, 7200 West and 4100 South. The minor arterial cross-section includes 55 feet of pavement in an 80 foot right-of-way. The cross-section maybe three to five lanes. A five-lane section may include two 11-foot travel lanes in each direction and a 11-foot center turn lane, curb and gutter, and sidewalk complete the 80-foot right of way.



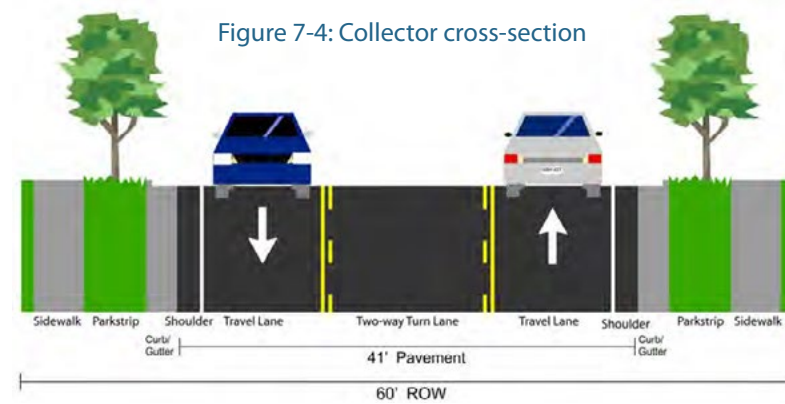
Major Collectors

There are several major collectors in Magna including Magna Main Street, 8000 West, 3100 South and 2820 South. The minor arterial cross-section includes 55 feet of pavement in an 80 foot right-of-way. The cross-section maybe three, four, or five lanes. A three-lane major collector pavement width could consist of one 12-foot travel lane in each direction, 13-foot center turn lane, and 9-foot shoulders. Similar to the minor arterials, the total width of right-of-way is 80-feet.



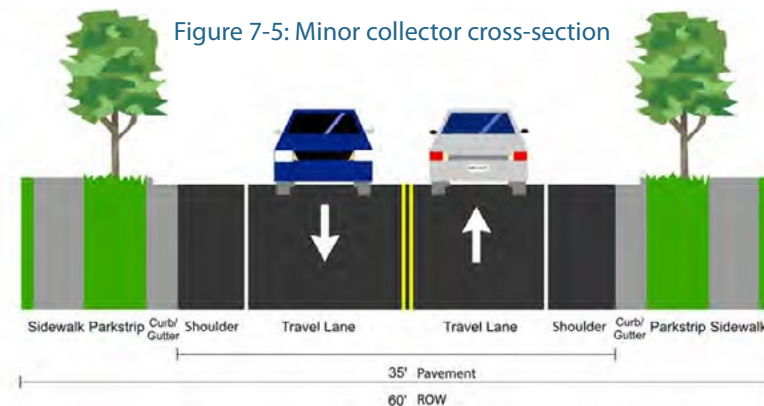
Collectors

Collector streets are designed to offer local traffic access to arterial streets but they are not designed for long distance travel. Collectors have less vehicle capacity than arterials, but more capacity than residential streets. These roads typically have no limitations to street or driveway access and facilitate slower speeds, generally 35 miles per hour or slower. There are two planned collectors in Magna between 7200 West and 8000 West, which are a UDOT frontage road south of S.R.201 and 2590 South/Canal Road. There are also two planned collectors in the south west corner of Magna to create Little Valley Access roads, and a one small collector is planned for the extension of Craig Rocky Vince Lane. The drawing of the collector cross-section as shown in Figure 7-4 and includes a 66-foot right-of-way with 41 feet of pavement. Collectors may include a two or three lane cross-section. The example shown in Figure 7-4 has a single 12-foot travel lane in each direction, a center turn lane, and 2-foot shoulders. Another design option is to remove the center turn lane and include shoulders wide enough to accommodate bike lanes and/or parking.



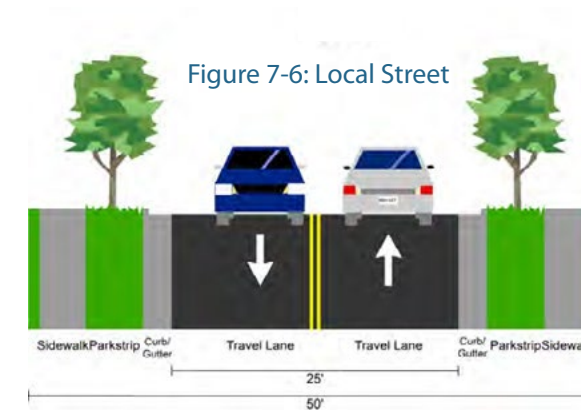
Minor Collectors

Minor collectors, like all categories of collectors, are designed to provide balance between mobility and access over a short distance and can be an essential connection to channel local, neighborhood streets into a regional arterial system. Collectors can successfully balance mobility and access through a downtown environment while promoting walkability and active transportation. The minor collector in Figure 7-5 has a pavement width of 35 feet and a ROW 60 feet



Local Streets

Local streets are designed to offer homes access to the greater roadway network by connecting to larger collectors and arterials. Local streets are typically laced with driveways on both sides and have posted speed limits of 25 miles per hour. These streets are part of developers' plans for neighborhoods and are built within sub-divisions. Local streets exist throughout Magna and are in all of the residential developments. Figure 7-6 is a local street cross-section with a 50-foot right-of-way and a 25-foot pavement width.



ACTIVE TRANSPORTATION

An important piece of the master plan is accommodating all travel modes including active transportation (AT). Section 5 of this plan addresses sidewalks and walking facilities in detail, including developing a 10-year maintenance plan for sidewalk improvements.

Future bicycle facilities also play an important part to a complete plan. Future bike lanes are planned on 3100 South and 8000 West, and a protected bike lane is planned along 2700 South passing Pleasant Green Elementary School. An east/west multi-use path is planned in Magna, south of S.R.201.

Besides dedicated bike lane facilities neighborhood byways are also planned throughout Magna. These byways are typically designated with sharrows and bike stencils but not dedicated lanes. Neighborhood byways are planned on local roads with slow speeds that residents are already biking on. Figure 7-7 shows the future active transportation bicycle facilities.

Figure 7-7: Salt Lake County's future Active transportation facilities



Figure 7-8 shows WFRC's planned active transportation projects until 2050. This regional level plan offers AT corridor connections throughout Magna. Tying this vision with Salt Lake County's Active Transportation Implementation Plan (ATIP) will help create a backbone map of projects that can then be used to integrate more local, fine grain routes and connections.

As Magna's population grows and job opportunities, entertainment and amenities appear in and around the township, safe, convenient and comfortable active transportation infrastructure will become in higher demand. Having a collective vision to implement Magna's AT in a way that is able to be responsive and adaptive to changing future needs will help the township provide holistic mobility solutions for tomorrow.

Figure 7-8: WFRC's Planned Active Transportation Projects for Magna



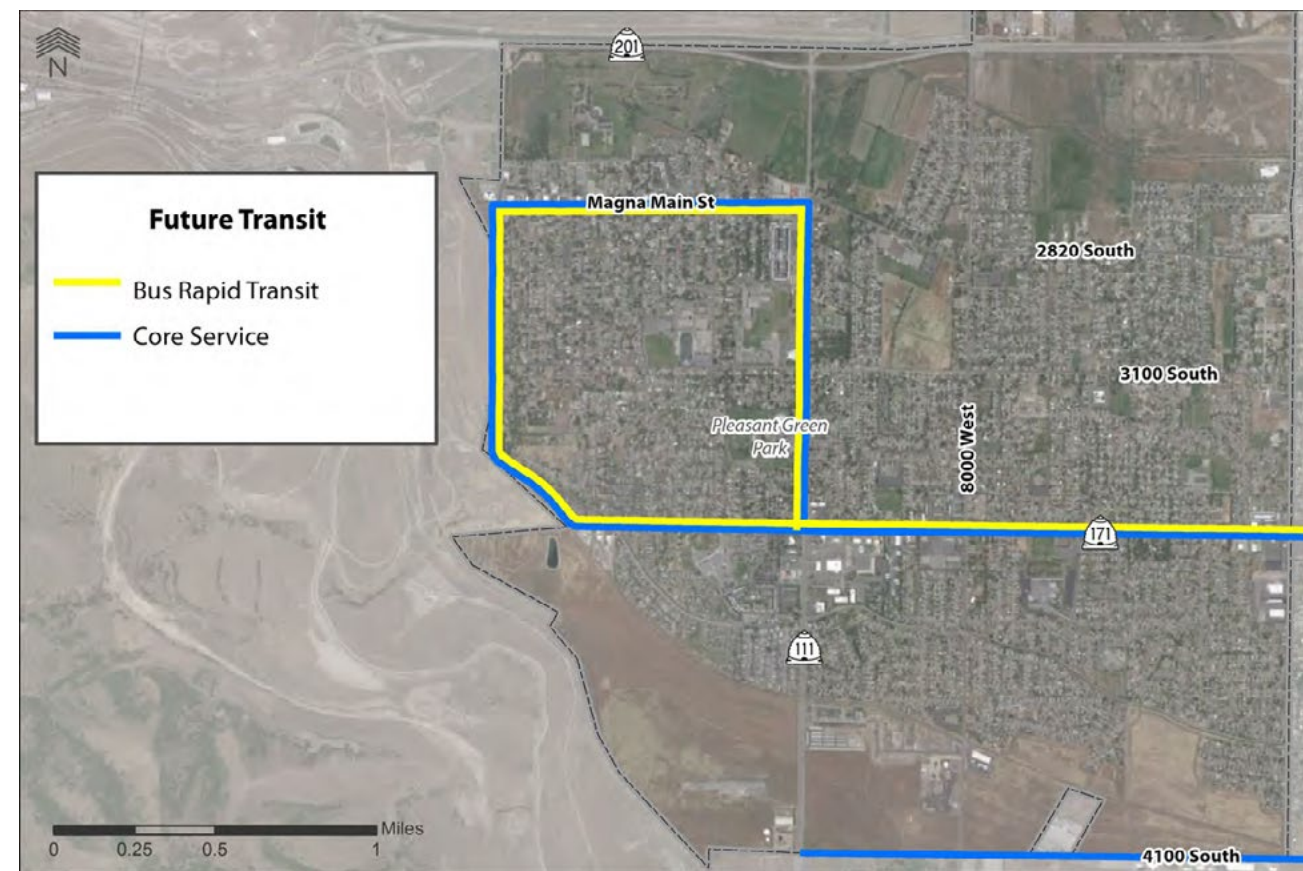
TRANSIT

Transit is an important part of multi-modal transportation as well as any city's Transportation Master Plan. Transit provides a viable mobility option across economic strata for both residents and commuters. The WFRC and UTA are planning on expanding transit service in Magna in the short term. There is a planned bus route for 2031-2040, running 15.6 miles along 3900 South/4100 South from 8400 West in Magna to Wasatch Boulevard in Millcreek.

Although not in Magna, there is also the 5600 West Express Service, which is planned for 2019 -2030. This new high-frequency service is part of the Mountain View Corridor expansion and will service residents on the west side of the Valley, including Magna. It is anticipated that this new service will enhance transit ridership in Magna.

Figure 7-9 is a map displaying the future of transit service with the new express route highlighted.

Figure 7-9: Future Transit Facilities



CAPITAL FACILITIES PLAN

A capital facilities plan is designed to show the future transportation investment needed in a community. It enhances existing transportation corridors, and plans spot intersection improvements to provide future residents of the community with an adequate transportation system. Magna's capital facilities plan for future growth between the planning years of 2020-2050 is provided below. Figure 7-10 is a map of all the needed transportation project over the next 30 years. Tables 7-2 and 7-3 are the detailed project lists with planning level cost estimates and potential funding sources. Table 7-2 is the next 10 years of needs and Table 7-3 shows the needs from 2031-2050.

Figure 7-10: Draft project map: 2020-2050

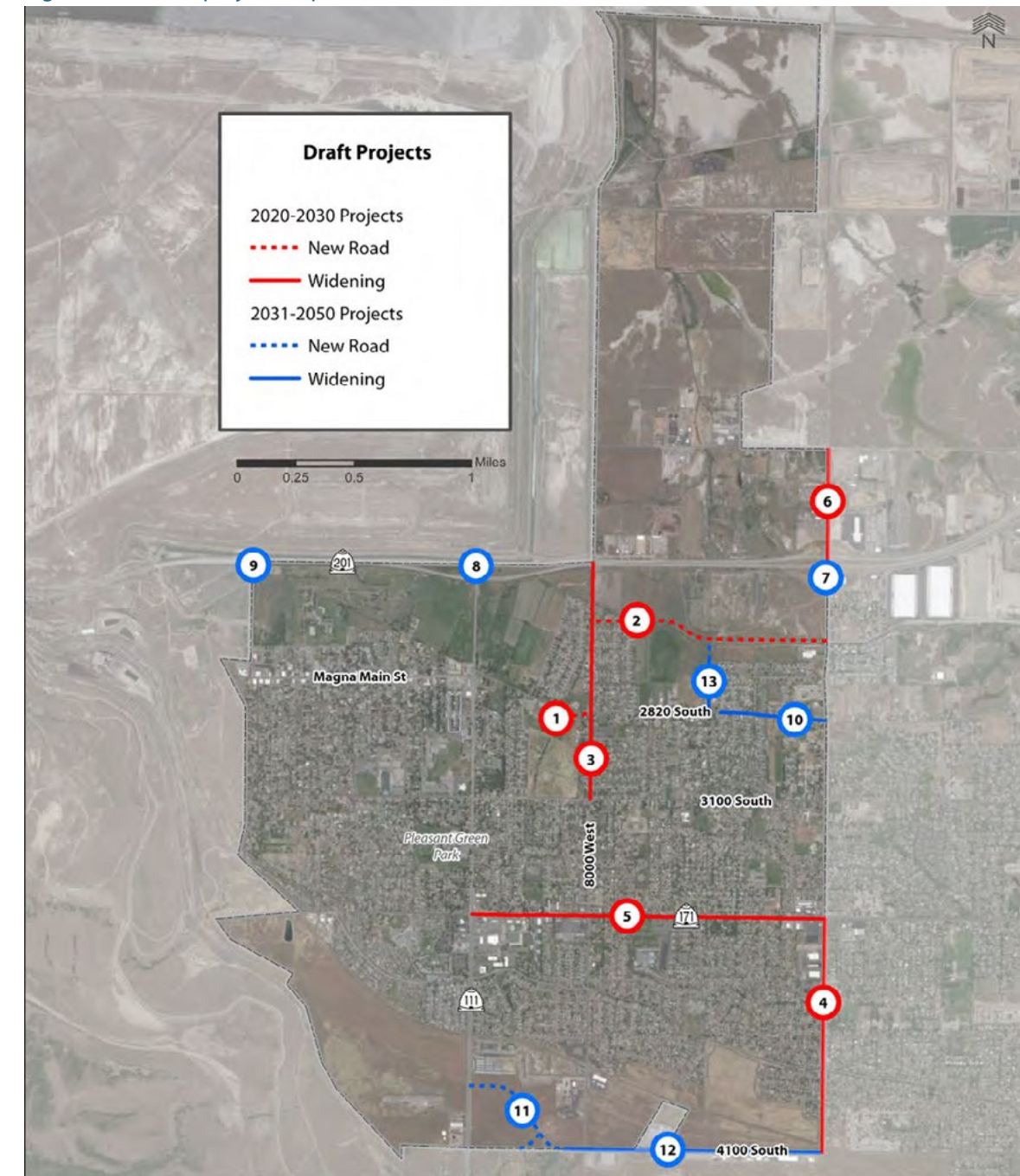


Table 7-2: Capital Facilities plan costs: 2020-2030

Project #	Location	Improvement Type	Total Cost	Funding Source
1	2700 South / 8000 West Intersection Realignment	Intersection Realignment	\$ 2,060,000	Magna
2	2550 South / Beagley Rd: 7200 West to 8000 West	New Collector - 66'	\$ 20,020,000	Magna/WFRC
3	8000 West: 3100 South to S.R.201	Widen to Collector - 66'	\$ 4,420,000	Magna/WFRC
4	7200 West: 4100 South to 3500 South	Widen to Minor Arterial	\$ 3,200,000	Magna/WFRC/WVC
5	3500 South: S.R.111 to 7200 West	Widen to Arterial	\$ 10,750,000	UDOT
6	7200 West: S.R.201 to 2100 South	Widen to Minor Arterial	\$ 4,640,000	Magna/WFRC
Subtotal (Magna): \$ 5,260,000				
Subtotal (Magna/WFRC): \$ 29,080,000				
Subtotal (UDOT): \$ 10,750,000				
Total: \$ 45,090,000				

Table 7-3: Capital Facilities plan costs: 2031-2050

Project #	Location	Improvement Type	Total Cost	Funding Source
7	SR. 201 / 7200 West	Upgrade to Interchange	\$ 40,000,000	UDOT
8	SR. 201 / SR. 111	Upgrade to Interchange	\$ 40,000,000	UDOT
9	SR. 201 / 9180 West	Upgrade to Interchange	\$ 40,000,000	UDOT
10	2820 South: Fetzer Dr. to 7200 West	Widen to Major Collector - 80'	\$ 2,100,000	Magna
11	4100 South: S.R.111 to 8000 West	New/realign Minor Arterial	\$ 17,920,000	Magna
12	4100 South: 8000 West to 7200 West	Widen to Minor Arterial	\$ 15,740,000	Magna
13	Craig Rocky VinceOshea: 2820 South to Oshea	Widen/New Minor Collector - 60'	\$ 4,990,000	Magna
Subtotal (Magna): \$ 40,750,000				
Subtotal (UDOT): \$ 120,000,000				
Total: \$ \$ 160,750,000				

2020-2030 Projects

- 2700 South / 8000 West Intersection Realignment** - This project will realign the road west of the intersection, removing the dogleg intersections in close proximity to each other. This will decrease turning speeds and general confusion, and increase sight distance creating a safer environment and a more comfortable user experience.
- 2590 South / Canal Road Extension: 7200 West to 8000 West** - This is a new connection from 8000 West to 7200 West along the north side of the Riter Canal and 2550 South corridor. This is part of a larger regional project from 5600 West to 8000 West. This will improve east to west traffic flow within these communities and support local development efforts.
- 8000 West: 3100 South to S.R.201** - This project will improve the corridor by adding turning lanes where needed and will widen the roadway to include curb, gutter, and sidewalks. ROW acquisition may be required.
- 7200 West: 4100 South to 3500 South** - This project will widen this portion of 7200 West to four travel lanes, two in each direction with a center turn lane where possible. This is needed to accommodate the future growth planned for the southwest portion of Magna. This is a proactive measure to provide the appropriate capacity in advance of the increase of vehicle trips.
- 3500 South: S.R.111 to 7200 West** - This widening project will improve mobility options by constructing a standard cross-section. This is a commercially zoned area with a planned bus rapid transit expansion that will run from Magna Main Street to Wasatch Boulevard.
- 7200 West: S.R.201 to 2100 South** - This will widen 7200 West north of S.R.201 to five lanes to support regional economic development including the new investment industrial and warehouse development as part of the Inland Port. Also, this widening will include a center turn lane to provide access, especially for trucks. 7200 West will be widened to a minor arterial to ensure that congestion along this road does not become a major issue.

2031-2050 Projects

- S.R. 201 / 7200 West** - This interchange upgrade project will address existing congestion and accommodate future traffic demand by widening 7200 West from 2400 South to five lanes from S.R.201 to 2400 South. In the near term the corridor will widen to three lanes north of 2400 South. This widening design will be compatible with expansion when five lanes is required due to growth at the inland port. Improvements are currently planned in the WFRC RTP for completion between year 2030 and 2040.
- S.R. 201 / S.R. 111** - This project will upgrade the existing at-grade intersection to a grade-separated interchange. This will address existing congestion while providing additional capacity for future growth within Magna as part of regional S.R. 201 improvements.
- S.R. 201 / 9180 West** - This interchange project will convert the at-grade intersection to a grade-separated interchange. This will provide secondary access to S.R. 201 from the northwest portion of Magna, helping to alleviate congestion along S.R. 201 as well as shift traffic patterns from other arterials like S.R. 111 to 9180 West.
- 2820 South: Fetzer Dr. to 7200 West** - This project will widen this portion of 2820 South to an 80' major collector as necessary. Most of this road is currently constructed to the 80' collector standard. This project would widen minor sections near the 7200 West intersection allowing for turn lanes at the intersection and improving the transition to Parkway Boulevard (2820 South). Parkway Boulevard is planned to be widened to five lanes from 7200 West to 5600 West and will have a partial interchange with Mountain View Corridor freeway.
- 4100 South: S.R.111 to 8000 West** - This project is for a new minor arterial that realigns 4100 South to connect to the planned Little Valley Development. The exact alignment of this corridor is to be determined, and should it should align with a new road into the Little Valley development around 3950 South.
- 4100 South: 8000 West to 7200 West** - This project will widen 4100 South to a minor arterial providing access to the future residential development to both the north and south of 4100 South, as well as allowing through traffic to move unimpeded by vehicles turning off of and entering 4100 South.
- Craig Rocky VinceOshea: 2820 South to Oshea** - This road will be expanded to the north to become a 60' minor collector, connecting 2820 South the future 2590 South/Canal road extension. This will provide more mobility options to users and distribute demand over a greater area limiting future congestion.

FUNDING

All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as a result of new development.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State or (UDOT), Salt Lake County, and the local metropolitan planning organization (WFRC). Magna will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. Magna will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if the Magna recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the community.

Federal Funding

Federal monies are available to cities and counties through the federal-aid program. UDOT administers the funds. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

Congestion Relief – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas

Mode Choice – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles

Air Quality Improvements – projects showing demonstrable air quality benefits

Safety – improvements to vehicular, pedestrian, and bicyclist safety

State and County Funding

The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees,

driver license fees, inspection fees, and transportation permits. 75% of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in Magna fall under UDOT jurisdiction, it is in the interest of Magna that the staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005 the State Senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities and counties to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. The funding available through the local corridor preservation fund is generated by County vehicle registration fees. UDOT holds onto the money collected through vehicle registration taxes but does not control it. UDOT releases funds upon notification from the County Council or Government. It is the County's responsibility to program and control monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process, found at the following link www.udot.utah.gov/public/ucon.

City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-ways and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements, which are not impact fee eligible, is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand throughout the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of the SAA may be initiated by the municipality by a resolution declaring public health, convenience, and necessity require the creation of a SAA. The boundaries and services provided by the district

must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Implementation

The specific roadway improvements required to accommodate future growth throughout Magna were identified in Figure 7-10. Projects costs for the CFP for 2020-2030 are in Table 7-2; and in Table 7-3; for 2031-2050.

The total costs for the 2030 CFP projects is \$45.1 million dollars with Magna and WFRC generally financially responsible for \$34.3 million dollars. Detailed description of each project is included in Table 7-2 and these projects are ordered based on the project priority. Many of the identified projects are for UDOT roads or roads which would be eligible for WFRC funding assistance. Where a planned project occurs on a UDOT road, it is assumed that the City would not participate in funding that project. In the case of WFRC eligible roadways such as 8000 West, which is not an existing UDOT road, Magna would be responsible for a 6.77% match of the total project cost. This 6.77% would need to be funded by the community with the funding mechanisms described earlier.

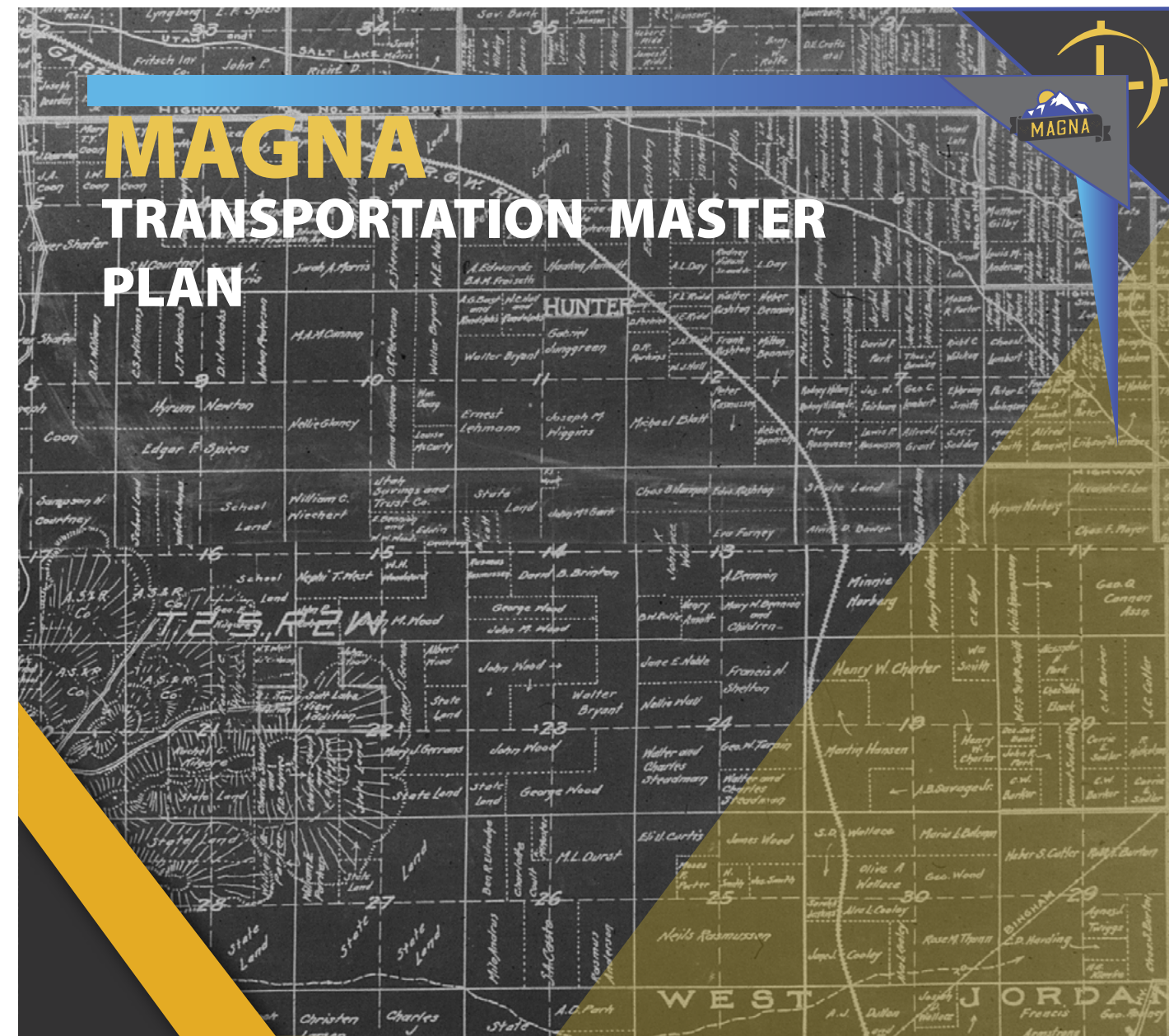
Also included in Table 7-3 are the other projects necessary for the year 2050 functionally classified roadway network. Although this transportation plan should be regularly updated, all the roadway improvements that were identified will accommodate forecast traffic volumes.

CONCLUSION

Overall Magna is in a good position to improve their transportation system with relatively low cost projects based largely on the fact that the community is mostly built out and doesn't need to accommodate much new growth. The projects included with the capital facilities plan are selected to ensure sufficient level of service along Magna's future roadway network. The sidewalk plan included in this TMP is a tool that provides a holistic view of transportation for Magna by including more choices for mobility and access and helping to establish an active transportation network that can accommodate all residents. Public comments received during the creation of this plan include expanding the transit network, implementing traffic calming measures, widening roads, and creating trail connections. With proper planning all of this is achievable, and every project implemented can contribute to the quality of life in Magna.



MAGNA TRANSPORTATION MASTER PLAN



avenue CONSULTANTS

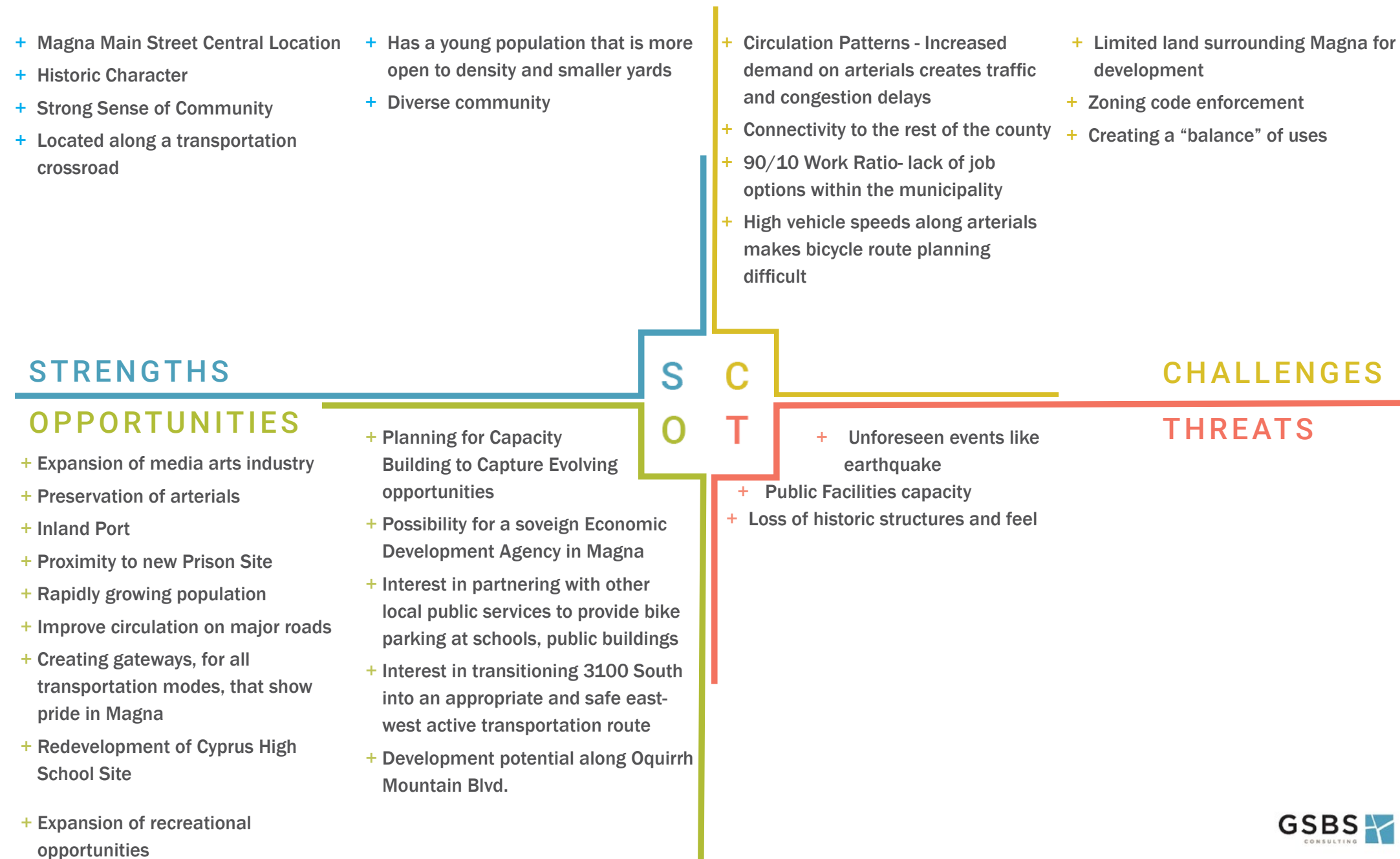
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APPENDIX C

SWOT ANALYSIS
SCOT / LIA

DRAFT SCOT DIAGRAM

MAY, 2020



DRAFT SCOT DIAGRAM - LIA

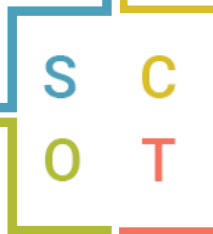
MAY, 2020

- + Community (e.g. small, close knit)
- + Library (lots of activities, meals for kids)
- + Nature/Animal life/Sunsets/Salt Lake view
- + Emergency services, police, fire station
- + Everything's nearby and close
- + Mountains
- + Quiet (usually)
- + Schools
- + Civic engagement in community events, projects
- + History
- + Nice parks/public areas
- + Café Rio
- + Chess club
- + Gym
- + Magna Park Movies
- + Many food places
- + The Rec
- + Traditions/culture

STRENGTHS

OPPORTUNITIES

- + Better parks, Skatepark, Copper Park, Water park/pool
- + More safe, fun places for kids (e.g. shopping, shops on Magna Main, bowling, restaurants, teen center, etc)
- + New Cyprus
- + Community spirit/Civic engagement
- + Education
- + Library events, upgrades
- + Better looking buildings
- + Cultural representation
- + New schools
- + Public transit
- + Space for new facilities (e.g. clinics, businesses)
- + The Rec
- + Boys & Girls Club
- + Close to WVC, which has everything-ish
- + Community Farmer's Market
- + Decrease violence
- + Donations
- + Festivals
- + Food drives
- + Grocery stores
- + Investments
- + LIA
- + More suicide prevention
- + Open to starting new foundations/organizations
- + Scholarships
- + Work at Senior Center



- + Roads (including unsafe crosswalks)
- + Water system/quality
- + No fun places/things to do
- + Unfinished sidewalks
- + Old/ugly/not well maintained buildings etc
- + No retail stores/malls
- + Lack of/poor service [NOTE: do they mean internet?]
- + Transit system
- + Low income
- + Construction
- + Lack of civic engagement
- + Old schools
- + Small town
- + Unsafe
- + Bad reputation

- + Community Council Delay New Cyprus
- + Drug addicts
- + Dry random fields
- + Dry/desert climate
- + Ghetto
- + Kids on the street
- + Lack of variety
- + Middle School
- + No college
- + No good restaurants (not just fast food)
- + Police department
- + Rape incidents
- + Skatepark remodelling
- + Stores closed on Magna Main St
- + Streetlights (broken, not enough)
- + Theft

CHALLENGES

THREATS

- + Drugs & Alcohol
- + Gangs
- + Lack of funding/resources
- + Neighborhood violence/not safe to walk alone
- + Roads (potholes, unsafe)
- + Sidewalks (broken, none)
- + Crime
- + Earthquakes
- + Racism/xenophobia
- + Shootings
- + Water system/quality (stinks)
- + Big disasters
- + Fights
- + Gentrification
- + Housing developments
- + Infrastructure
- + Lack of civic engagement and awareness
- + New Cyprus building delays
- + No continuing education opportunities
- + No fun things to do (e.g. Walmart, parks)
- + Over population
- + Overcrowded schools
- + Pollution
- + Some teachers
- + Streetlights (broken, not enough)
- + Suicide



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APPENDIX D

ENGAGEMENT SUMMARY*

GSBS CONSULTING

* AMMENDED TO INCLUDE SURVEY SUMMARIES.
JANUARY 25, 2021

ENGAGEMENT SUMMARY

Magna residents shared their thoughts and vision for the future of Magna on an online interactive mapping tool. Users selected an area on the map and recorded what they liked, disliked, or ideas they had. Other participants were then able to comment on their idea in a discussion-based online forum format. Comments were categorized by general theme and used to guide the Steering Committee in their decision making.

SOCIAL PINPOINT COMMENTS

MOBILITY

- I do love the addition of the new sidewalks for the kids to use for school and neighbors for walking. I also love the trees. Living directly on this road, we have noticed that the addition of the trees and the speed counter has definitely affected the speed people exit the Bacchus highway lately. Not perfect, but definite improvement.
- In light of the recent cycling fatality at this intersection [9180 W 201 EXPY], PLEASE improve the ability for cyclists to cross here more safely!! There really is NO OTHER WAY to travel west from this area if cyclists from the Magna area wish to bike to the scenic Great Salt Lake area. Google maps navigation even MISDIRECTS bikers to travel through restricted private property (Kennecott) in an attempt to avoid this highway. Can we work with Kennecott on finding a life-saving solution?? A toll road? Bridge? Anything!
- I would like a safe, & friendly, public walkway along the canal.
 - + The canal road is private property and people should not be allowed to walk alongside it.
- The canal is private property, people should not be walking along its access road, homes that line the canal do not want a walking trail that encroaches on the privacy in their backyards...
 - + It would be nice to have a safe walking path to enjoy along the canal.
- There are no other east and west routes close to home and it gets bogged down.
- The sidewalks along many of these streets are either nonexistent or in accessible. Lots have tree trunks growing through them or are overgrown with brush. I would love to see sidewalks updated, so that people will actually use them instead of walking on the road. Historic, easy walking, opportunity for change
- An overpass with on/off ramps would be helpful to keep traffic flowing on 201 freeway especially during rush hour. There is a lot of congestion due to traffic lights at these times.
- No bus service centralized to the community.
- Isolated area, no good transportation services [directly south of current Cyprus HS Site].
- Fast reckless driving [8400 W].
- No TRAX access.
 - + The area you have marked on the map is too undeveloped to currently warrant a TRAX station.
- There needs to be a turn light installed [8400 W Magna Main Street]. Turning west can be impossible at certain times.
- Again, a highly used intersection [on 8400 W Western Drive], children crossing for school, no turn signals.
- No rail.
- Too much congestion [on 8400 W], dangerous amounts of traffic.
- Always congested due to West Jordan commuters trying to get to the freeway... hoping Mountain View will improve this a lot! (8400 West).
- I can't take public transit to work because it doubles my commute, and I don't feel safe on the 35M.
 - + I feel the same way. I don't feel safe on the 35M, and there are often smokers on the bus who, while not smoking on the bus, reek of smoke and it's so strong that I get a migraine.
- This [8400 W Herzog Ave] is a heavily traveled intersection, the placement of bus stops here is dangerous, right of way views are blocked for pedestrians and cars.
- I dislike the Small intersection [3100 S, just East of 8400 W] , buses headed East and turn right onto 8400 West swings into the turn lane for the westbound traffic.
 - + They need to bite the bullet and finish widening 8400 and maybe even a bus lane right now, this intersection is dangerous because of how they did the sidewalks mixed with a narrow intersection.
- 8400 West is just an unsafe road. A lot of speeding and cross-traffic that doesn't have lights.
- It's easier to cut through neighborhoods than drive the main roads during high traffic times.
- People don't like to share the road.
- No bus stops on this road [1840 W].
- I like that it is convenient to get to the bus line from my house.
- I dislike that there is no TRAX in Magna.
- 3500 route connects most lines and max works well.
- I'd ride the bus to work at the Magna Library if there was a route straight there.
- I like the Smiths because it is close to home, easy to walk to good bus service.
- Road too wide - encourages speeding. No sidewalks [8400 West].
- Magna has great regular bus service.
- Not safe to walk busses only go one direction [County West Dr.]
- Bus transportation is awful.
 - + The closest bus route to your location is 1/3 mile north on 80th west until you reach 3500 South.
- Crazy thought what if we put a roundabout here rather than a 4 way stop [-8818 W 3100 S]. This intersection is just not as functional as it could be.
- Bus Service to downtown takes too long.
 - + Same for me. I work at the U, and when we are not in lockdown (working from home), I would spend three hours a day on transit, as opposed to one hour by car. Could we have the S-line train that goes from Central Pointe to Sugar house extend all the way to Magna?
 - + I live in Magna and work in downtown Salt Lake City. I would have to leave at least an hour earlier if I used public transportation.
- I like the Utah -111.
- Bus service is inconsistent!!
 - + That is because buses do not travel down "Burr Drive"
- The speed limit on this street [8000 W] is a bit high for having families and kids around. I have seen vehicles speed up over the 40 mph speed limit and it is dangerous. I think that lowering the speed would provide some sense of caution to the vehicles passing by.
- Difficult to turn onto 3500 S during peak hours, missing sidewalk segments so not safe for walking, bus transit is noneffective
- There is only a stop sign and it's located where a school is, new residential, and only a left or right turn. Waiting takes a long time and has witnessed barely missed accidents.
- Close to home & there's usually a bus there [Copper Bend Rd.], before Coronavirus. Right now it's not convenient & I'm driving.
- The bus stops are too far for me to walk to and to get downtown or almost everywhere takes forever using mass trans.
- 3500 South 8400 West can be a very dangerous intersection.
- No room for more roads without cutting into people's property.
- I like the bus service.

- 3100 S. 8400 W is a busy intersection with large trucks. Create a bypass road for large trucks on lower the speed limit and enforce it.
- I dislike 7200 West and 201.
- 7200 West and 201 are terrible.
- I like that there is not a lot of traffic [Magna Main and 8950] but the newer road is failing and has turned into a bouncy obstacle course.
- I like there is a proper mix of transportation options - easily walkable

URBAN DESIGN

- This is a burned-out lot, not a park [Hodgson Park]
- This park [Magna Copper Park] is unsafe in an unsafe neighborhood.
 - + Just because you feel unsafe does not mean it is unsafe, the park has had its share of crime, but like any other park it is still safe.
 - + Would like the parks to be safer. Could the police patrol this park more?
- Old Magna needs updated sidewalks and gutters. Magna main is set up to be walk-able but almost no streets to it have usable sidewalks. To also curb speeding traffic, we need to look into street design that slows traffic. For example, streets that have bump outs for street parking but the sidewalks alternate side to side around the bump outs help slow traffic because they remove the straight car paths. Here is a video on ways to adapt out streets. <https://www.youtube.com/watch?v=3g-z-PEzTas>.
- We need to fix parking for this [Magna Copper Park] park. The street needs to be widened to better accommodate the parking stalls and continue it down the street where there is no parking or sidewalk.
- I like some of the elements in this video: <https://www.youtube.com/watch?v=3g-z-PEzTas>
- This area [3100 S Spencer Ave] needs a facelift.

LAND USE

- Old abandoned Hollywood Video is an EYESORE! Graffiti on the outside, dirty on the inside. Whoever owns the lot should tear it down or lower their rent/sale-price already!
- Anybody else ready to see it as a restaurant? A hobby shop? A daycare? A salon? A gym? Anything would be better than what it has been for years.
- The Church and Church Field are important to me.
- Is this [3082 S 8000 W] to remain agricultural, when it is now surrounded by residential?
 - + Why are these residential neighborhoods planned for agriculture,

when similar residential neighborhoods are planned/zoned residential? Retired, I want to build an apartment in my basement, to rent, for additional income but I'm R-1. I was told that if I could get it rezoned agricultural, I could do that. Do these green areas have that advantage, but I do not? I was also told that the application fee for rezoning is \$1,000.

- It [On the south corner of 9200 W] should be bulldozed.
- We've had a gas station here [3500 S 8150 W] for years, and now it's just an abandoned lot.
- The [8400W 3500 S] area is important because there are a lot of stores and shops close to home.
- [800 W 3500 S] Shopping center could use some retail that could draw people to more one-stop shopping.
- Why are these residential neighborhoods planned for agriculture when similar residential neighborhoods are planned/zoned residential? Retired, I want to build an apartment in my basement, to rent, for additional income but I'm R-1. I was told that if I could get it rezoned agricultural, I could do that. Do these green areas have that advantage, but I do not? I was also told that the application fee for rezoning is \$1,000.
- The new Cyprus High School will be built at a new site at approximately 4100 South and 8400 West.
- This [The lot on 9400 W 3200 S] should be bulldozed.

PARKS, TRAILS AND OPEN SPACE

- It would be nice to have a safe walking path to enjoy along the canal.
- The canal road is considered a trail in many parts of the valley. In fact, a section of the canal road in West Valley is labeled "Utah and Salt Lake Canal Trail" and is being developed by the Salt Lake county and West Valley City Parks and Recreation. The original plan was for the trail to continue to 8400 West but I haven't found anything that shows it going that far yet. Officially the recreational trail is between 5600 and 4000 West but many already hike, jog, and bike the Magna section.
- I like the park that is close to my home
 - + o There are no services [at some of these parks]
- It's [Magna Copper Park] a public park that is unsafe in an unsafe neighborhood.
 - + o Just because you feel unsafe doesn't mean it is unsafe, the park has had its share of crime, but like any other park it is still safe.
 - + Unsafe? How is it unsafe? I have never felt unsafe, I use this park every week.
- We need more parks

- This [9150 W between 2880 S 3000S] area us a drain on resources and we should do something about getting rid of the people that are here
 - + "Not sure what you mean by drain on resources. A park? It's not maintained, I would like to see it maintained, and then people might use it more. I would even help as a part of community effort. As to 'getting rid of the people that are here' - where do you suggest they go? What is the problem that you see with these people?"
- A skate/bike park would be Amazing!! Something for the young adults to do.
- Adults have walking paths and toddlers have park toys. A skate/bike park would be a fantastic addition to help keep our younger adults occupied with healthy activity. Place it somewhere with food nearby and you can't go wrong.
- We have lovely walking parks for adults and toddler parks for the little ones, but something for the teens would be wonderful. A skate/bike park could help give them an energy outlet that is healthy and invigorating for a community. There are several wonderful examples throughout the valley.
- I wish this [Pleasant Green Cemetery] cemetery was a little bit better kept. Often when I visit there is a lot of trash (beer bottles, general trash) left by others. Maybe providing some public use garbage cans to keep the trash down. Also, paving the pathways and adding some low maintenance desert landscaping would be a nice touch.

HOUSING

- Stop building so many houses each year. Two or Three new subdivisions a year is enough. It is getting too crowded on the roads, schools, shopping & almost everywhere in Magna.
- Too much high-density housing.
 - + No input/approval for high density development. Salt Lake County rubber stamp to generate taxes. This isn't a well thought out or laid out plan like daybreak with a mix of uses and public parks. This is cramming as much housing into an area for developers to make money. Shame on the leaders, if there are any, of Magna for not fighting harder to stop this.
 - + Agreed. Odd that a planning website is created AFTER the county approved developments that are going to adversely affect the future of Magna. Access to 201/7200 W will be a nightmare when these units are complete.
 - + There is too much high density housing. Too much development in Magna, which leads to, more Traffic on the roads.
- I don't like trailer parks.
- Apartments bring more people and also help build a base for businesses. I would like to see smart development of apartments as well as condos.

COMMUNITY RESOURCES

- I would love to have a Community Emergency Response Team (CERT). Helping the community come together more prepared for situations such as earthquakes, fires, first aid/CPR trainings, etc.
- Why aren't there more options for high-speed internet? COVID has shown how internet access has moved from a luxury to a utility. What are the plans to provide greater access to providers and/or partner with Utopia?
 - + While not just for this area, Magna would get a big boost if we were to install fiber Internet throughout our township.
- I know this is a long shot but with Cyprus moving in a few years what is this became the Township building and campus. What if this holds so many of our great local programs? I would love to see Magna have a robust local community support center. We could do amazing things with this space. I think that is what we lack in many cities and towns we don't have our officials in one building we don't have our resources available to the people.
- More incentives to have a business in Magna are needed as Magna Main is always a little underwhelming.
- More opportunities for home business and a local farmers market. A lot of larger lots could be used for small agriculture.
 - + I love the idea of a local farmer's market and would love to participate in small agriculture.
- The high school is important to me because that is where my kids go and there are a lot of community events there.

AMENITIES

- Would be nice to have a Hardware store built somewhere in Magna. It sure would make home and yard projects convenient to be able to run somewhere close to get supplies.
- Copper Hills is the best elementary school in Magna.
- I like the library on Main Street
 - + Magna Library - our family uses this often
 - + I go to the library several times a week (even in lockdown, to pick up holds and return items). This is such a great institution.
- This [commercial center on 3500 S 8400 W] is important because there are multiple choices for food, groceries, and Rx.
- The [Walmart shopping center/ commercial area] is the main area for magna residents to get groceries/food etc.
 - + I visit this often
- The lamps/lights on Main Street look nice but come too far out in the road.

MAGNA MAIN STREET

- Magna Main is the heart of our community.
- We need to protect all of Magna's historic main street.
- I love Magna Main because of its history, but I feel like there are not many family-friendly establishments other than the Library and the Empress theater. I would like to see more businesses that the whole family can enjoy.
- Historic Magna Main Street makes this city unique and should be revived. It is one of Magna's best assets.
- Historic, easy walking, opportunity for change
- Magna Main has the Empress Theater; I like theatre.
- This [Magna Main Street] is important because of the historic (100+ year-old) buildings which are part of the local character.

OTHER COMMENTS

- Using an outdated map is frustrating and shows this survey is poorly setup as is local government. Wasted time and taxpayer funds.
- This is a nice place to live.

SOCIAL PINPOINT SURVEY RESULTS

As part of the web-based outreach process a series of surveys on General Plan topics were available to residents to provide feedback on the goals and strategies identified as part of the planning process. The response rate was low and therefore it is difficult to generalize from the results. However, the feedback was provided to the Steering Committee and helped to shape the recommended plan.

The survey schedule was:

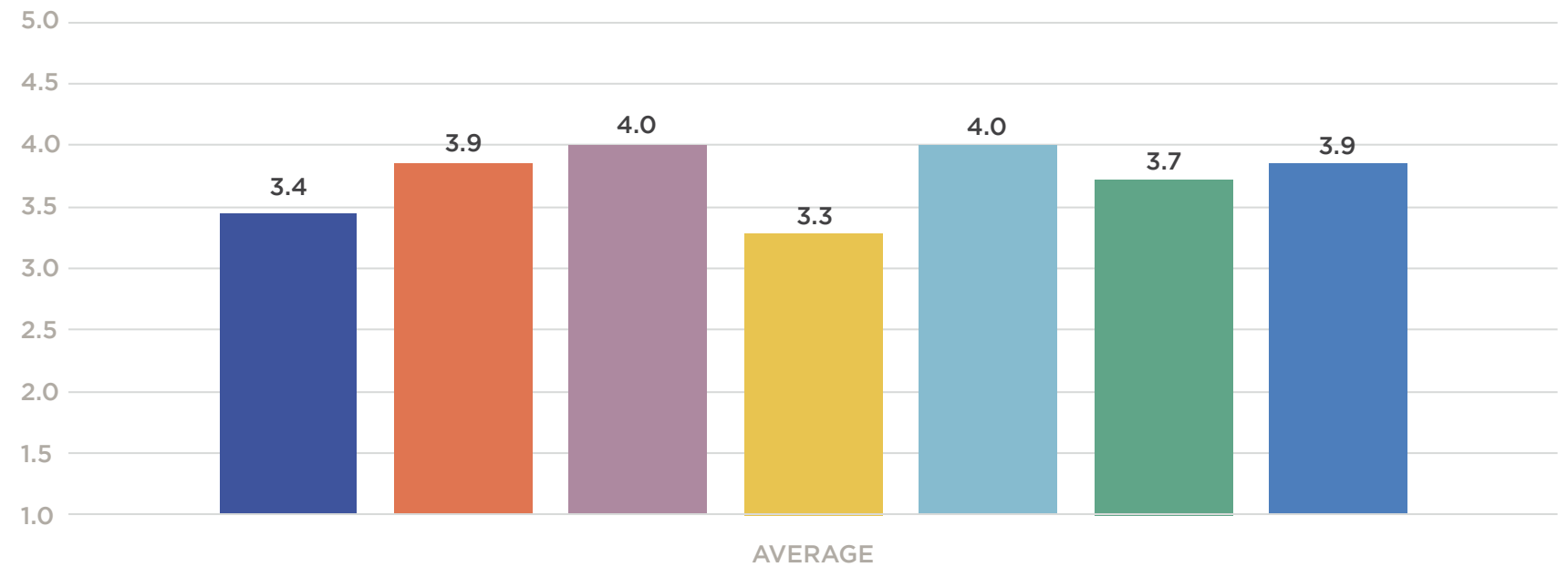
1. 2019 Draft Vision and Goals Statements
2. Housing Goals
3. Parks and Open Space Goals
4. Economic Development Goals

2019 DRAFT VISION AND GOALS STATEMENTS

When the 2020 phase of the General Plan process kicked off, the Steering Committee prioritized review and verification of the draft vision and goals from the prior process. The Draft Goals Statements survey asked respondents to indicate their level of agreement with each of the statements. The scale was 1 = strongly disagree, 2 = disagree, 3 = neutral, 4 = agree, 5 = strongly agree.

As can be seen in Figure D-1, the average response to each of the seven goal statements ranges from 3.3 to 4.0 indicating that respondents were generally either neutral or agreed with the goal statement. The two goal statements with the highest level of agreement concerned preservation of natural resources and the use of activity centers to promote economic development in the community.

FIGURE D-1: DRAFT GOAL STATEMENTS REVIEW



GOAL 1: FRAMEWORK | Establish a framework for development that follows sustainable best practices and is consistent with the vision and core values of the community. Implement these best practices in the General Plan.

GOAL 2: COMMUNITY | Develop a community with quality urban design that encourages social interaction and supports family and community relationships, as well as healthy, active lifestyles.

GOAL 3: NATURAL RESOURCES | Ensure that future development practices sustain a high level of environmental quality, preserve the Municipality's natural resources, maintain quality open space, and reduce the Municipality's overall ecological footprint.

GOAL 4: MOBILITY | Promote land use development patterns that provide high quality of life opportunities to all and offer multiple mobility choices.

GOAL 5: ACTIVITY CENTERS | Promote the development of viable commercial, employment, and activity centers to serve the community.

GOAL 6: HOUSING | Provide diverse housing choices for a variety of needs and income levels to create places where all citizens are welcome to live.

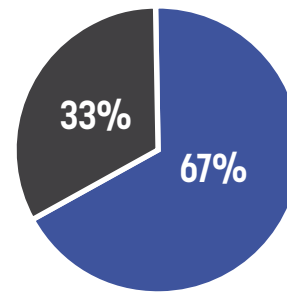
GOAL 7: PUBLIC FACILITIES | Provide a full range of public facilities and services that reflect the needs of the community.

HOUSING GOALS SURVEY RESULTS

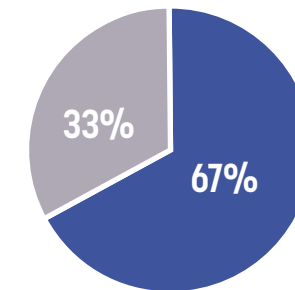
A survey was available through the Social Pinpoint platform to gauge responses relating to Magna's housing goals. Each goal was listed and respondents were asked to indicate their level of agreement with the stated goal. Response options were Agree, Disagree, Neutral or I Don't Know.



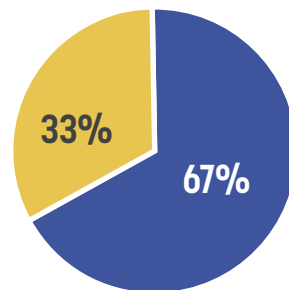
3. Develop diverse housing options that allow a complete occupancy life cycle and options for populations to "age in place"



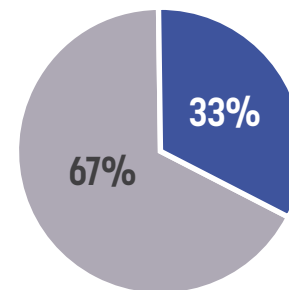
6. Develop safe and visually pleasing residential neighborhoods that are within a 10-minute walk from parks, open space, or trail systems.



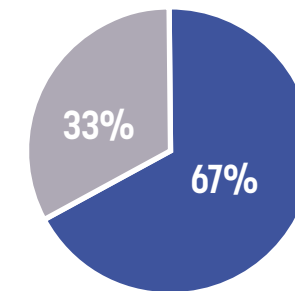
1. Provide abundant and diverse housing options for a variety of needs and income levels to create places where all citizens are willing and able to live.



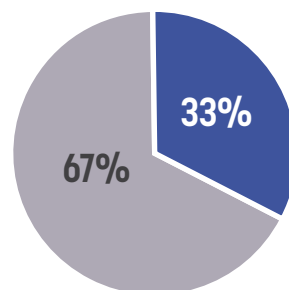
4. Promote compact, mixed-use development in appropriate areas, especially along the historic Magna Main corridor and in major activity centers.



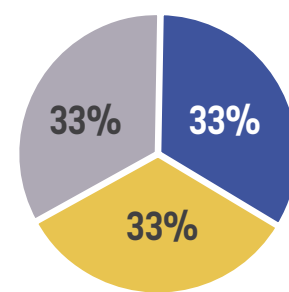
7. Explore grant and funding opportunities to support neighborhood stabilization and pride of ownership.



2. Provide sufficient housing for current and future populations that is safe and affordable for a range of income levels while preserving existing housing.



5. Encourage residential development that establishes a diversity of lot sizes, dwelling types, densities, and price points, providing spaces for renters and owners.

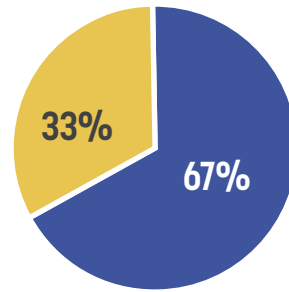


PARKS AND OPEN SPACE GOALS

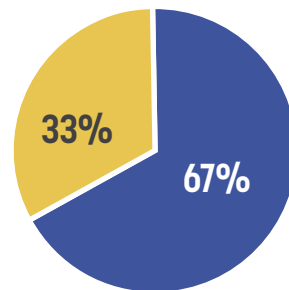
A survey was available through the Social Pinpoint platform to gauge responses relating to the draft Parks and Open Space goals identified by the Steering Committee. Each goal was listed and respondents were asked to indicate their level of agreement with the stated goal. Response options were Agree, Disagree, Neutral or I Don't Know.



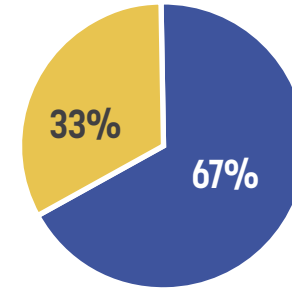
1. Improve access and quality of parks, trails, and open space for all areas of Magna.



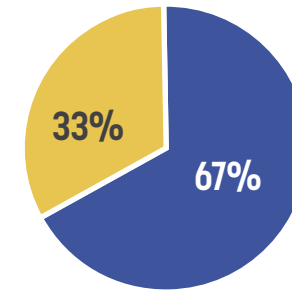
2. Maintain a minimum of 3.4 acres (the current number) of park space per 1000 residents in Magna as growth occurs.



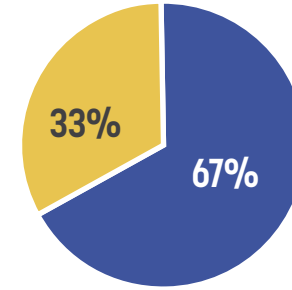
3. Strive for a maximum 10-minute walk from most homes and businesses to the nearest trail, publicly available open space area, or park by pursuing opportunities to acquire land for neighborhood parks in strategic locations



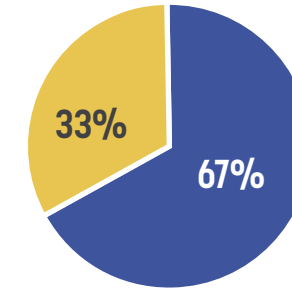
4. Coordinate with local developers and private interests to construct and maintain parks and trails in underserved areas.



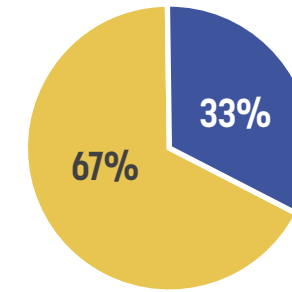
5. Complete a trails master plan that identifies a recommended alignment for the Magna Loop Trail system to connect all existing, planned, and future parks in the community and circle Magna.



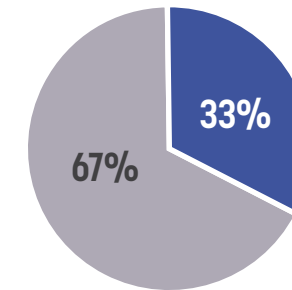
6. Improve trail connectivity between Magna, surrounding municipalities, and Salt Lake County.



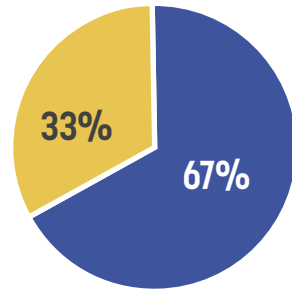
7. Develop partnerships with utility companies and irrigation companies for trail corridors.



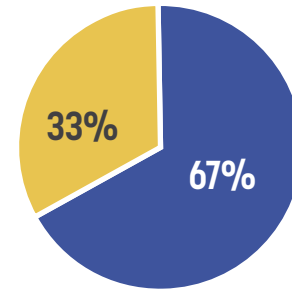
8. Prioritize school walk routes, connectivity to mixed-use and community areas, and currently underserved neighborhoods through a sidewalk improvement program.



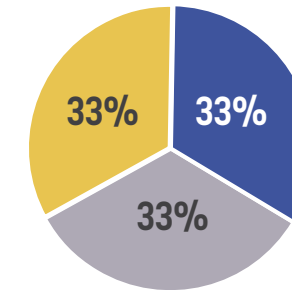
9. Plan for the addition of land surrounding Magna to the existing Metro Township boundary with a focus of increasing public space and natural amenities for residents.



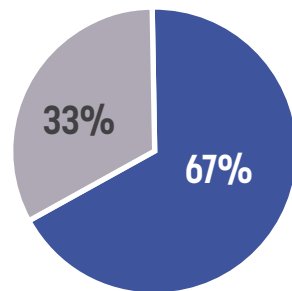
12. Provide opportunities for community cleanup events to improve pride of ownership for local parks, trails, and open space and to reduce waste disposal in public areas.



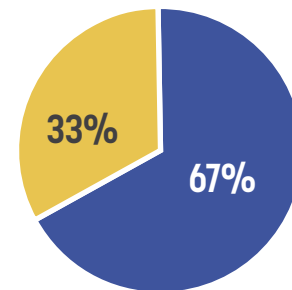
15. Implement development requirements that include minimum parks and trails construction and maintenance standards.



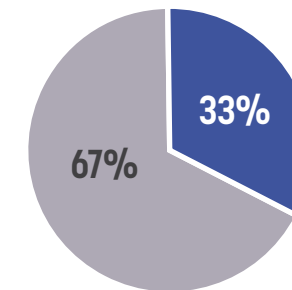
10. Plan for future Oquirrh range trails when appropriate



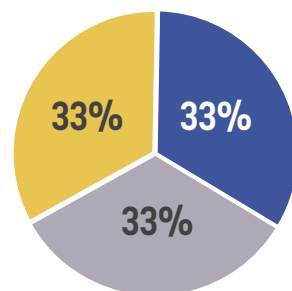
13. Ensure adequate and sustainable funding for parks, trails, and open space assets.



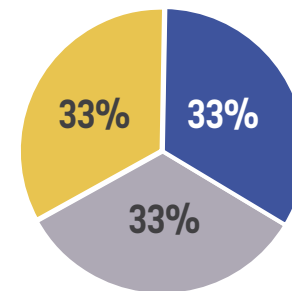
16. Work closely with Salt Lake County to ensure minimum standards for construction, operations, and maintenance of existing and future Salt Lake County-owned parks and trails.



11. Create a critical lands/open space strategy to preserve environmentally critical areas along the lake front and in the Annexation Declaration area.



14. Identify appropriate ongoing funding sources for construction and maintenance of parks, trails, and open space through grant funding options and targeted distribution of Metro Township Budget.



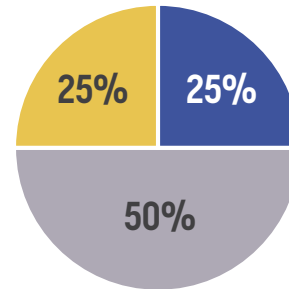
ECONOMIC DEVELOPMENT GOALS

A survey was available through the Social Pinpoint platform to gauge responses relating to the draft Economic Development element and goals identified by the Steering Committee. Questions one through six focused on opinions of current economic conditions and opportunities in Magna. The response options for these questions were Agree, Disagree, Neutral or I Don't Know. Questions seven through 30 presented the draft economic development goals for review. Response options were Important, Not Important, or Neutral.

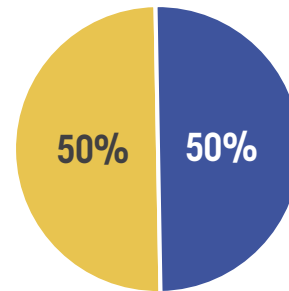
■ AGREE
 ■ NEUTRAL
 ■ DISAGREE
 ■ I DON'T KNOW

CURRENT ECONOMIC CONDITIONS AND OPPORTUNITIES

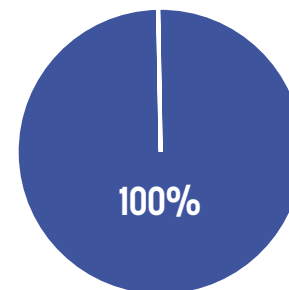
1. Magna Main Street should be developed/redeveloped to act as a town center.



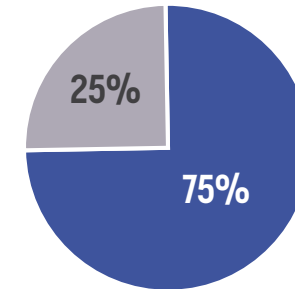
2. Grant funds should be used to help preserve historical structures within Magna.



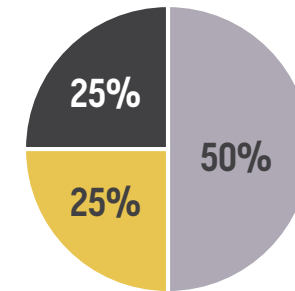
3. Current shopping center areas are easy to get to from where I live.



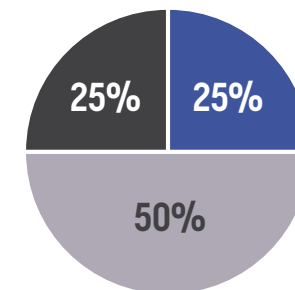
4. Most of my daily shopping and appointments can be met by visiting businesses in Magna



5. I have enough employment opportunities within Magna



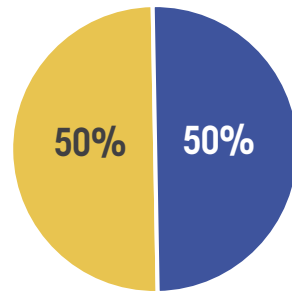
6. I would like to see new development include shops, offices, and housing mixed together.



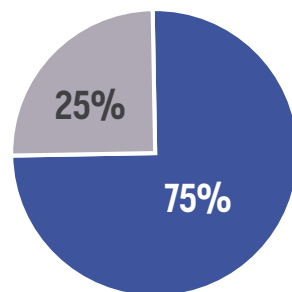
DRAFT ECONOMIC DEVELOPMENT GOAL STATEMENTS



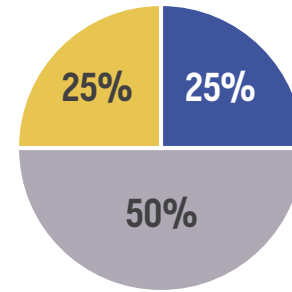
7. Adopt zoning that encourages new development or redevelopment on historic Main Street to maintain the current scale and look of buildings and improve public spaces.



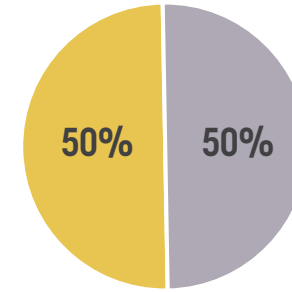
8. Develop an incentive and reinvestment policy to encourage private investment in existing buildings and businesses.



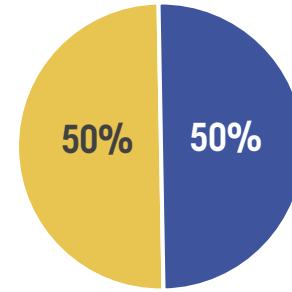
9. Identify areas in Magna for high quality new development along corridors or at key intersections while regulating nuisances.



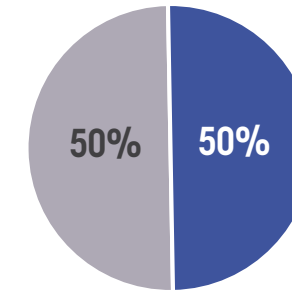
10. Identify redevelopment sites and market catalyst areas to developers, real estate brokers, stores and companies to invest in the area.



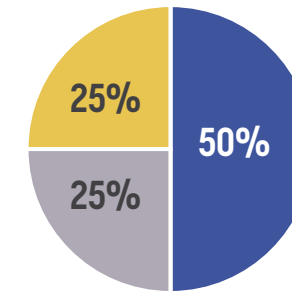
11. Explore the development of small area plans that envision redevelopment in key infill locations like the current Cyprus High property.



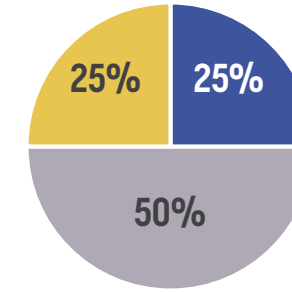
12. Explore policies that support local partners to invest in property improvements.



13. Develop policies and strategies to improve public infrastructure and investment in enhanced landscaping, wayfinding, street amenities, and incentives to encourage redevelopment of key locations.

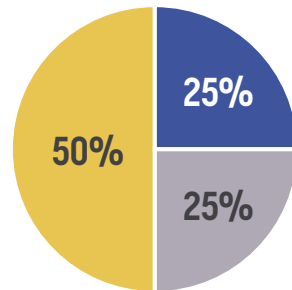


14. Participate in regional, statewide, and national opportunities to promote the Township and answer "Why Magna?"

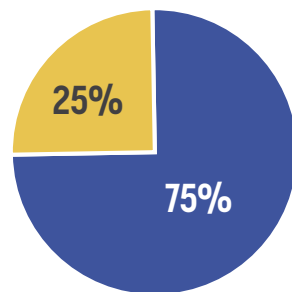


■ IMPORTANT
 ■ NEUTRAL
 ■ NOT IMPORTANT

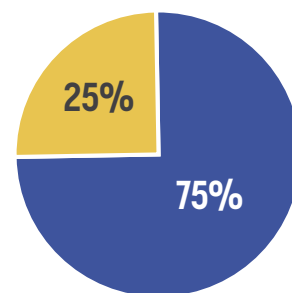
15. Explore engaging a national recruitment firm to help promote Magna to national retailers.



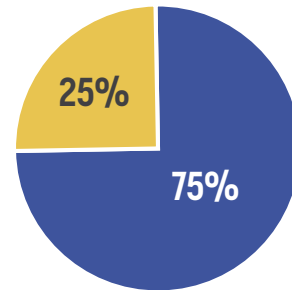
16. Recapture sales tax revenue through commercial development by promoting commercial vacancies and development opportunities within the community.



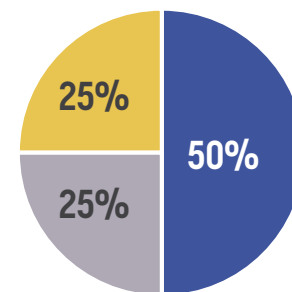
17. Engage in continuous marketing of Magna through positive news stories, websites, social media articles, and publications about Magna's successes.



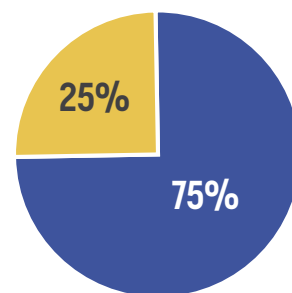
18. Develop a neighborhood assessment to identify changes in neighborhoods over time, account for issues that can be mitigated or resolved, and promote pride of ownership and community empowerment.



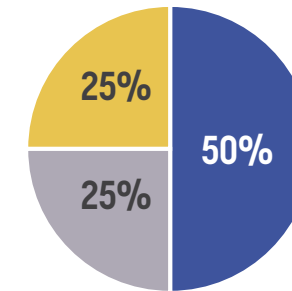
19. Create a community support program that prioritizes neighborhoods to receive City resources; including funding and outreach.



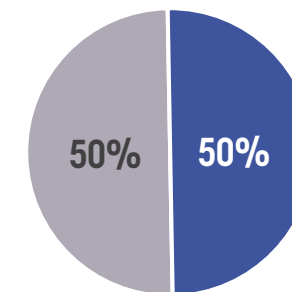
20. Collaborate with non-profit and community organizations to generate a database of community resources that can leverage neighborhood revitalization.



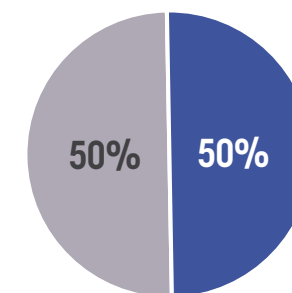
21. Host annual business appreciation events to update existing businesses on Magna activities.



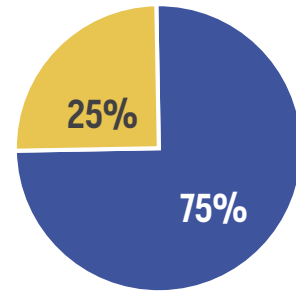
22. Maintain relationships with existing small businesses and to ensure small businesses and local operators are successful over time.



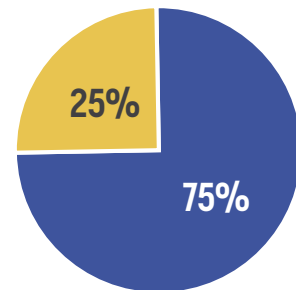
23. Explore opportunities to grow and use local workforce programs to improve skills and talent of Magna's talent base.



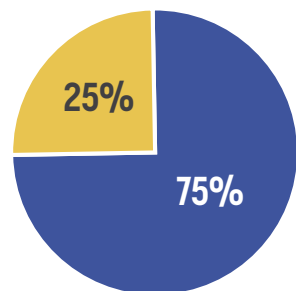
24. Support programs with higher education partners to support the business needs of local employers.



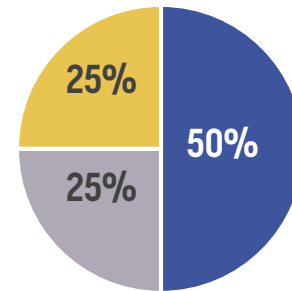
25. Pursue federal and state programs that can encourage skills training and support regional economic development.



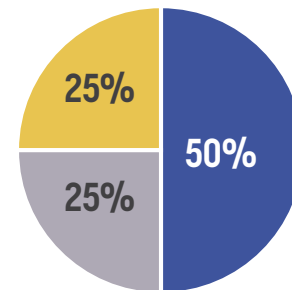
26. Explore programs and incentives to cultivate, retain, and/or recruit young talent in Magna, including youth leadership programs, community involvement, local non-profits, and higher education opportunities.



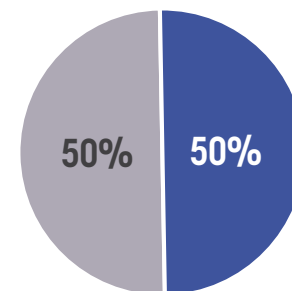
27. Identify future uses with the goal of fiscal long-term sustainability and pursuit of city status in the future.



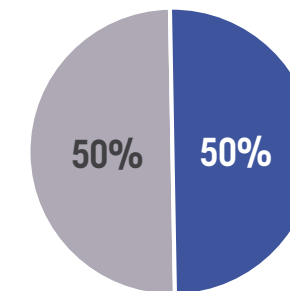
28. Prioritize missing sidewalk segments.



29. Establish annual goals for sidewalk construction and improvements.



30. Focus on creating sidewalk connections between neighborhoods, commercial areas, and other key locations such as schools or parks.



APPENDIX E

MAGNA MARKET ASSESSMENT
MAGNA, UT | CATALYST COMMERCIAL

INTRODUCTION

This Market Assessment was completed in late 2020 to support Magna's General Plan update process. The market-based opportunities identified in this analysis inform the recommended land use policies included in the Future Land Use element of the plan. This analysis supports the recommendations and future decisions by providing data and information to ensure that future actions align with market opportunities and reflect Magna's vision.

Magna's vision is to encourage new development and economic growth while maintaining existing neighborhoods, protecting existing operators, and strengthening Main Street and corridors.

The following goals are informed by the vision.

- Promote responsible and sustainable growth through development of viable commercial, employment, and activity centers that serve the community.
- Encourage development and redevelopment of Magna Main Street to strengthen its role as a historical center and urban district through expansion of the RDA and addition of a "form-based" regulations.
- Create a diverse and balanced pattern of development by integrating a balance of context-sensitive uses within major activity and commercial centers.
- Continue to promote, recruit, and encourage new corporate and commercial development in Magna.
- Identify strategies to improve or create targeted redevelopment that serve as gateways to existing and future residential neighborhoods.
- Coordinate with Salt Lake County RDA, Inland Port, and other state governmental authorities to continue to invest public funds in strategic areas that will increase higher paying jobs within targeted industries.
- Grow Magna's local talent base.

PURPOSE

Magna's General Plan seeks to address the present and future needs of Magna as well as the management of growth and development within its borders. This Market Assessment helps identify, inform, and create implementable opportunities to harness such growth and development in a sustainable and responsible manner. This analysis identified several types of market demand and their likelihood for success within the context of the General Plan process.

These findings informed the policy recommendations needed to align Magna's strengths, assets, priorities, and opportunities. Ultimately, this process is about creating a business plan to enable Magna to align land use strategies with economic development potential to achieve Magna's future.

KEY DATA/INFORMATION

- As of 2020, The Municipality population was 29,251 (ESRI).
- The population is currently 50.4% male and 49.6% female.
- Magna's 2020 median age is 30.2 years
- The household count changed from 7,722 in 2010 to 8,530 in 2020, an annual growth rate of 1.04%.
- Magna's average household size is currently 3.42, compared to 3.43 in the year 2010.
- Currently, 32.9% of Magna's population is under 18-years and that portion of the population is anticipated to increase marginally to 33.5% in 2025.
- Magna residents are predominantly white, comprising 78.4 percent of the population in 2010 and 75.6 percent of the population in 2020.

- Nearly 45 percent of Magna's population has attained some college, an associate degree, a bachelor's degree, or a graduate or professional degree.
- Magna currently has 8,530 households with an average household size of 3.42 persons per household.
- Owner-occupied households represent 73.8% of the total households in Magna.
- Median Household Income: \$63,813.
- Mean Household Income: \$78,565.
- Per Capita Income: \$22,854.

Table C-1 illustrates Magna's Market Opportunities.

TABLE C-1: MAGNA'S MARKET OPPORTUNITIES

	INDUSTRIAL	RESIDENTIAL	RETAIL	OFFICE
DEMAND	Moderate	High	Moderate	Moderate
OPPORTUNITIES	<ul style="list-style-type: none"> + Access and connectivity to Salt Lake International Airport. + Availability of land and existing synergy with industrial uses. 	<ul style="list-style-type: none"> + Increase density near commercial with mixed-use and transitions. + Creates urban context to support more urban forms. + Broaden product types. 	<ul style="list-style-type: none"> + Increasing population and incomes will create a demand for additional retail. + Infill retail/increased density in existing developments. + Market shows existing leakage across multiple categories. + Ability to integrate into natural amenities. 	<ul style="list-style-type: none"> + Leverage regional higher ed. facilities and proximity to talent. + Proximity to airport. + Quality of life. + Natural amenities.
CHALLENGES	<ul style="list-style-type: none"> + Competition in the market. + Natural wbarriers (lake, mountain, etc.) 	<ul style="list-style-type: none"> + Maintaining affordability. + Preserving and uplifting existing neighborhoods. 	<ul style="list-style-type: none"> + Changing retail needs and e-commerce will impact retail merchandising. + Key will be to create flexible spaces to accommodate changes over time. + Infill/redevelopment is more likely than net new development. 	<ul style="list-style-type: none"> + Lack of synergy with other corporate uses in Magna. + Thinner market factors.
TARGET ABSORPTION	5-10,000 SF/Yr	<ul style="list-style-type: none"> + 162 units of single-family + 92 units of multifamily 	218,000 SF	5-10,000 SF/Yr
ANNUAL HISTORICAL	-5-10,000 SF	-100 Units (MF & SF)	-10,000 SF	>-5,000 SF

EXISTING CONDITIONS

POPULATION AND GROWTH

Magna is located west of Salt Lake City, in the northwest portion of Salt Lake County. As of 2020, the Municipality population numbered 29,251 (ESRI). In 2010, the Census count in the area was 26,505, showing a 1.03% annual increase over the past ten years. Magna's five-year population projection (year 2025) is 31,356. This represents a 1.40% increase in each of the next five years. The population is currently 50.4% male and 49.6% female. Population growth is likely to exceed these projections due to a substantial amount of planned development that is either recently entitled for residential development or in the entitlement process. As the City continues to improve quality of life and invests in quality projects, land in Magna will continue to be very desirable and will continue to increase in value. With limited vacant land, the time is critical to set forth a plan and policies that protect Magna's vibrant and healthy vision.

AGE, HOUSEHOLDS, AND HOUSEHOLD SIZE

Magna's 2020 median age is 30.2 years, which is greater than a four percent increase from Magna's 2007's median age of 25.8; This remains lower than the median ages of the County (32.7), State (30.9), and Country (38.5). Compared to larger geographic contexts (Figure C-1), Magna's lower median age conveys that many young families live in the community and that many parents choose to raise their children in Magna. The household count changed from 7,722 in 2010 to 8,530 in 2020, an annual growth rate of 1.04%.

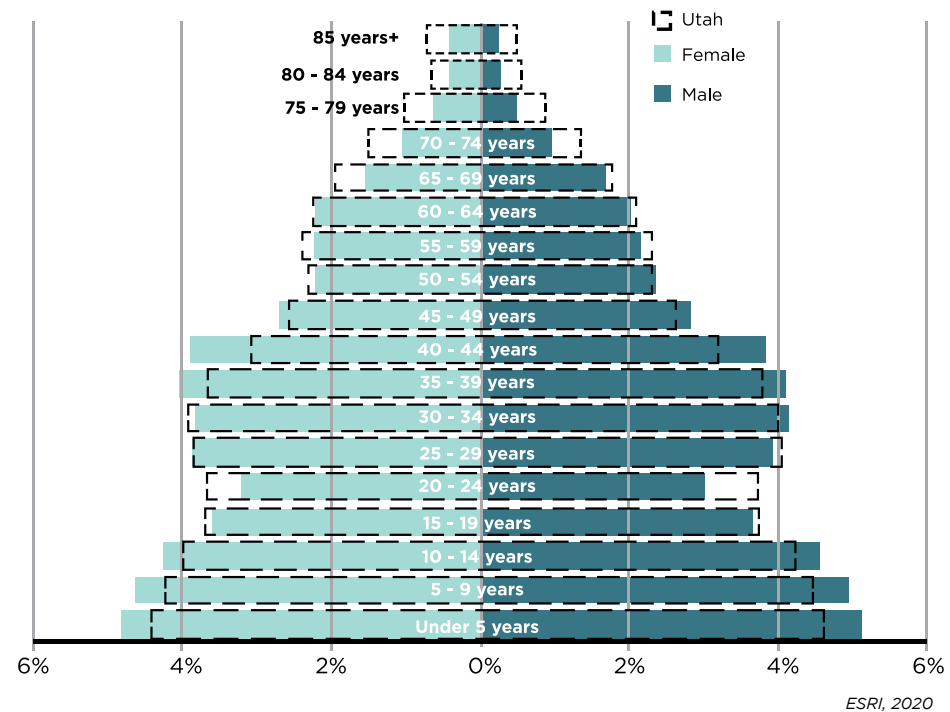
Households in 2025 are predicted to increase to 9,126, which would equal an annual growth rate of 1.36%. Magna's average household size is currently 3.42, compared to 3.43 in the year 2010.

POPULATION BY AGE AND SEX

The population pyramid below depicts Magna's evolving population by age and sex for 2020. As a triangular shape with the beginnings of "booms" and "busts," Magna's pyramid shows a growing population. The most populated age brackets are the youngest brackets, from babies through 14-year olds. There is a lower amount of people, aged 20 to 24 years, representing an opportunity to attract and retain recent college graduates and new families. The highly populated brackets from 25 through 44 years suggests a strong labor pool and creates stability for the community.

2025 projections convey how age and sex in the population may change in the near future. Currently, 32.9% of Magna's population is under 18-years and that portion of the population is anticipated to increase marginally to 33.5% in 2025. Population of groups from newborn through to 25 to 34 years have dropped, and future projections uphold this pattern. The 35 to 44-year cohort increased in 2020 from 2010, and future projections show continuation of the upward trend. Population in the 45 to 54-year group dropped from 2010 and no change is anticipated. The age group 55 to 64 years increased from 2010, but a decrease is projected for 2025. The 65 to 74-year cohort experienced steady growth in 2020 and growth will continue through 2025. No significant changes are expected for age groups above 74 years.

FIGURE C-1: MAGNA AGE PYRAMID



RACE AND ETHNICITY

Magna residents are predominantly white, comprising 78.4 percent of the population in 2010 and 75.6 percent of the population in 2020. The pattern that a decreasing percentage of Magna's population is white will likely continue as a result of net migration and continued diversity throughout the United States. Magna is predicted to be 73.5 percent white by 2025, with a non-white population approaching 17 percent. In 2020, 14.4 percent of people identified "some other race" as their racial identity. 4.2 percent of the population identified as "two or more races." Native Hawaiian and other Pacific Islanders comprised 2.4 percent of the population in 2020. Asian, American Indian or Alaska Native, and Black or African American each comprised about one percent of the population in 2020. People of any racial identity who identify as Hispanic or Latino/a made up about 23.3 percent of the population in 2010 and 25.3 percent in 2020. This percentage is expected to increase to over 27 percent in 2025 (Table C-2).

TABLE C-2

	Percent of Population		
	2010	2020	2025
TOTAL	26,514	29,251	31,355
White Alone	78.4%	75.6%	73.5%
Black Alone	0.9%	1.1%	1.3%
American Indian Alone	1.0%	1.1%	1.1%
Asian Alone	0.8%	1.3%	1.5%
Pacific Islander Alone	2.0%	2.3%	2.4%
Some Other Race Alone	13.3%	14.4%	15.6%
Two or More Races	3.6%	4.2%	4.6%
Hispanic Origin (Ethnicity)	23.3%	25.3%	27.2%

ESRI, 2020

EDUCATIONAL ATTAINMENT

Higher educational attainment corresponds to greater job choice, higher wages, and better quality of life. Nearly 45 percent of Magna's population has attained some college, an associate degree, a bachelor's degree, or a graduate or professional degree. Overall, Magna has experienced little change in educational attainment in the seven-year period from 2010 to 2020. In 2010 and 2020, the mode education level attained remained constant, with "high school graduate" comprising the largest percentage of the population of any one education category.

HOUSEHOLDS

Magna currently has 8,530 households with an average household size of 3.42 persons per household. The size of the households has remained steady over the past ten years and is expected to remain steady over the next five years. The vast majority of these households are classified as “Families” (6,759).

Magna is anticipated to add 604 new households within the next five years, a 6.8% annual growth rate. The anticipated annual growth rate over the next five years in Magna Families is 7 percent, and proportionate growth amongst owner-occupied households is a strong indicator of the need for single-family homes.

Owner-occupied households represent 73.8% of the total households in Magna. While owner-occupied units are typically considered to be more desirable in suburban markets, the appropriate mix of rental units (20.7%) can be an integral component of attracting service workers and younger couples who haven't reached the purchasing stage of their residential life cycle. The median home value of \$226,758 in Magna is significantly cheaper than the median home value of \$345,284 throughout Salt Lake County, making it an attractive and affordable place for young families to start their lives.

INCOME

Median Household Income: \$63,813

The MHI is middle amount of income when listing all household incomes in a list. Magna's 2020 MHI is just over \$63k, which is about \$13k below Salt Lake County's MHI.

Mean Household Income: \$78,565

The mean household income is the average income of all households in the area. Magna's mean household income is similar to its MHI, indicating few high- or low-income outliers. Salt Lake County's mean household income is much higher, at nearly \$100k.

Per Capita Income: \$22,854

Per capita income is the total income divided by the total population. It conveys the income per person assuming an even distribution. Magna's 2020 Per Capita Income falls under Salt Lake County's PCI of \$33.1k.

TOP PSYCHOGRAPHIC SEGMENTS

1. UP AND COMING FAMILIES (35.8%)

Up and Coming Families is a market in transition—residents are younger and more mobile and ethnically diverse than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals. The recession has impacted their financial well-being, but they are optimistic. Their homes are new; their families are young. And this is one of the fastest-growing markets in the country.

Characteristics:

- Education: 66% have some college education or degree(s).
- Hard-working labor force with a participation rate of 71% (Index 114) and low unemployment at 7% (Index 81).
- Most households (63%) have 2 or more workers.
- Careful shoppers, aware of prices, willing to shop around for the best deals and open to influence by others' opinions.
- Seek the latest and best in technology.
- Young families are still feathering the nest and establishing their style.
- Median Age: 40.5
- Median Household Income: \$127,000

2. AMERICAN DREAMERS (17.8%)

Located throughout the South and West, most American Dreamers residents own their own homes, primarily single-family housing—farther out of the city, where housing is more affordable. Median household income is slightly below average (Index 91). The majority of households include younger married-couple families with children and, frequently, grandparents. Diversity is high; many residents are foreign born, of Hispanic origin. Hard work and sacrifice have improved their economic circumstance as they pursue a better life for themselves and their family. Spending is focused more on the members of the household than the home. Entertainment includes multiple televisions, movie rentals, and video games at home or visits to theme parks and zoos. This market is connected and adept at accessing what they want from the Internet.

Characteristics:

- Education: While nearly 17% have earned a college degree, the majority, or 63%, hold a high school diploma only or spent some time at a college or university.
- Unemployment is higher at 7.4% (Index 136); labor force participation rate is high at 66%.
- Most American Dreamers residents derive income from wages or salaries, but the rate of poverty is a bit higher in this market (Index 116).
- They tend to spend money carefully and focus more on necessities. They are captivated by new technology, particularly feature-rich smartphones.
- Connected: They use the Internet primarily for socializing but also for convenience, like paying bills online.
- Median Age: 32.5
- Median Household Income: \$50,900

3. MIDDLEBURG (13.9%)

The Middleburg segment is made up of neighborhoods transformed from the easy pace of country living to semirural subdivisions in the last decade, when the housing boom reached out. Residents are conservative, family-oriented consumers. Still more country than rock and roll, they are thrifty but willing to carry some debt and are already investing in their futures. They rely on their smartphones and mobile devices to stay in touch and pride themselves on their expertise. They prefer to buy American and travel in the US. This market is younger but growing in size and assets.

Characteristics:

- Education: 65% with a high school diploma or some college.
- Unemployment rate is lower at 4.7% (Index 86) than the national average.
- Labor force participation typical of a younger population at 66.7% (Index 107).
- Traditional values are the norm here—faith, country, and family.
- Prefer to buy American and for a good price.
- Comfortable with the latest in technology, for convenience (online banking or saving money on landlines) and entertainment.
- Median Age: 36.1
- Median Household Income: \$59,800

4. FRONT PORCHES (13.3%)

Front Porches blends household types, with more young families with children or single households than average. This group is also more diverse than the US. More than half of the householders are renters, and many of the homes are older town homes or duplexes. Friends and family are central to front porches residents and help to influence household buying decisions. Households tend to own just one vehicle but used only when needed. Income and net worth of these residents are well below the US average.

Characteristics:

- Composed of a blue-collar work force with a strong labor force participation rate, but unemployment is slightly high at 7.1%.
- Price is more important than brand names or style to these consumers.
- With limited incomes, these are not adventurous shoppers.
- They would rather cook a meal at home than dine out.
- They seek adventure and strive to have fun.
- Median Age: 34.9
- Median Household Income: \$43,700

5. HOME IMPROVEMENT (8.7%)

Married-couple families occupy well over half of these suburban households. Most Home Improvement residences are single-family homes that are owner occupied, with only one-fifth of the households occupied by renters. Education and diversity levels are similar to the US as a whole. These families spend a lot of time on the go and therefore tend to eat out regularly. When at homes, weekends are consumed with home improvement and remodeling projects.

CHARACTERISTICS

- Higher participation in the labor force and lower unemployment than US levels, most households have 2+ workers.
- Cautious consumers that do their research before buying, they protect their investments. Typically spend 4-7 hours per week commuting, and, therefore, spend significant amounts on car maintenance (performed at a department store or auto repair chain store)
- They are paying off student loans and home mortgages.
- They spend heavily on eating out, at both fast-food and family restaurants.
- They like to work from home, when possible.
- Median Age: 37.7
- Median Household Income: \$72,100

ESRI, 2020



A historic single family structure in Magna (GSBS Consulting)

MARKET DEMAND

RESIDENTIAL TRENDS

Based upon the regional demographic conditions and trends, new home demand is anticipated to remain strong throughout the Salt Lake City Metropolitan Area, including the Municipality of Magna over the coming years. As development patterns continue to expand outward from the valley core towards the mountain fronts, Magna is poised to harness a reasonable amount of the regional growth. While construction and new deliveries of residential product are likely to tighten due to COVID-19, the Salt Lake market is still anticipated to experience positive net growth.

Temporary, limited supply may coincidentally put upward pressure on home prices which could create a window to introduce a broader range of product types into the market. Additionally, increasing population growth in the region will create additional market demand for residential and commercial development, fueling additional opportunities for new mixed-use developments that harness development synergies.

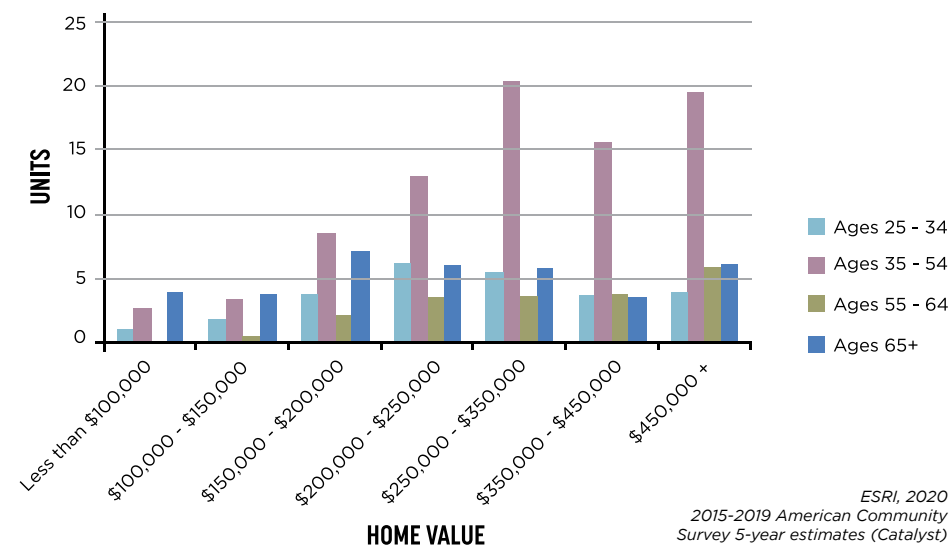
Our analysis shows that Salt Lake County is projected to gain over 5,800 total new households annually over the next five years. By 2025, ESRI projects that Salt Lake County will have grown from 397,918 households to 427,192. Based upon qualified income to home value proportions and owner propensity by income category, there are an estimated 3,679 qualified new households expected annually. Turnover of existing owner and renter-occupied households will generate potential demand for nearly 16,250 new households. Demand for net new households generated by existing and net new owner and renter-occupied households will create an opportunity for Magna to absorb 162 single-family residential units.

RESIDENTIAL DEMAND

To understand both regional and local residential demand, Catalyst calculated demand (in annual residential units) for Salt Lake County. The regional demand (Salt Lake County) was then analyzed and calibrated to the local level (Magna) to understand the estimated capture rate for Magna. Based upon the annual number of homes built regionally (Historical U.S. Census building permits), as well as annual household growth projections from the Wasatch Front Regional Council (WRFC) and ESRI, Catalyst calibrated the regional demand to understand Magna's opportunity to capture annual housing demand.

Across all income categories, our projections show that Magna has the potential to capture over 160 new buyers annually based on a conservative capture rate, of which there is a demand for over 55% of total new homes valued between \$200,000 - \$450,000. Income levels also show a moderate need for housing under \$200,000 (23%).

FIGURE C-2: MAGNA ANNUAL SINGLE-FAMILY DEMAND



To better understand, the single-family residential demand is broken down not only by income categories but also by age groups (Figure C-2). Different age groups represent different preferences in home typologies and product type, further nuancing the need for differentiated home types.

RESIDENTIAL STRATEGIES TO CAPTURE FUTURE DEMAND

Harnessing new homebuyers

Homebuyers ages 25 - 34 tend to be first-time buyers and represent a growing cohort. According to the National Association of Realtors 2017 Home Buyers and Sellers Generational Trends Report, this cohort is increasingly purchasing in suburban markets similar to Magna. Forty-nine percent of buyers 36 and younger now have children under the age of 18, and over 65% of homes are represented by married couples. In Magna's case, the vast majority of buyers in this age category are likely seeking homes with connectivity to multi-modal transportation networks (highway access, light rail, bike/walking, etc.) that are primarily market rate (\$200,000+). This type of product within this age cohort constitutes 26 total units of demand.

Attracting the move-up market

The age group of 35 - 54 represents the largest portion of demand within Magna, generating 51% of total demand. Buyers in this group are in their prime purchasing years, likely with children under 18 years old. Buyers in this cohort typically purchase the highest-priced homes of all buyers and have the largest square footage and most bedrooms. Neighborhood choices for this cohort are typically influenced by the quality and convenience of the accompanying school district, and access to transportation and convenience of commute to work. This cohort generates over 80 units of demand alone.

Harnessing mature professionals

Purchasers in the age group of 55 - 64 differ from the 65+ cohort in that they tend to have higher median incomes and are more likely to have children under 18 still in the home. This cohort is likely to buy a multi-generational home for children over 18 living at home and caretaking of aging parents. The primary motivating factors for home purchases amongst this group are often related to retirement, desire to be closer to family, or desire for a smaller home (empty nesters). Buyers in this cohort project that they will live in this home for 20 years at longest. The mature professional's cohort will drive demand for almost 20 units annually.

Catering to Seniors and Retirees

Purchasers in the cohort of ages 65+ typically move the longest distance of any group and are least likely to make compromises on their home purchase. These homebuyers are likely to have retired or scaled back their work demands and have the lowest median home incomes. The primary motivating factors for moving in this cohort include a desire to be closer to family and friends, desire for a smaller home, or retirement. Buyers in this group are least likely to purchase a single-family detached home, with nearly 24% of buyers in this group purchasing senior-related housing. This cohort is also most likely to purchase a new house, which can support an additional 36 units.

The size of a home will play into the age of the buyer and the size of them. Younger buyers and empty nesters typically buy smaller homes on smaller lots. Some of this is for ease of upkeep but may also point to younger buyers being more intentional about "living smaller". Magna could find a competitive advantage in focusing on high-quality, smaller homes with extra amenities and larger homes that are integrated in mixed planned communities to cater to executives and choice families.

Creating multigenerational communities

Often, a mixed-use development will drive the "community" to all generations of buyers. Developers can choose to do age-restricted communities, but these do not create multigenerational neighborhoods, which over the long run allow for aging in place and then backfill from younger buyers as the homes age. Suburbs built in the 1970s and 1980s are now seeing the turnover as young families move out to the suburbs and look for quality neighborhoods. These older suburbs typically offer quiet, safe, low crime neighborhoods with established homes with large trees and full landscaping. These neighborhoods become more multigenerational as they age.

MULTI-FAMILY DEMAND

Table C-3 shows multi-family demand in Magna. Through review of the Magna 2019 Housing Plan, we acknowledge the monthly housing allowance that exists in the Municipality. The monthly housing allowance outlines the maximum amount a household can spend on housing costs per month, including utilities and other fees. The monthly housing allowance represents the total housing costs affordable at 30 percent of gross income. (Definition from ULCT “Housing Policy in Utah” 2018). Below is a chart of annual multifamily demand by rental range within age cohorts and the corresponding % AMI on rent:

Catering to the creative class

TABLE C-3: ANNUAL MULTIFAMILY DEMAND BY AGE COHORTS

Monthly Rental Rate	% AMI	Annual Demand (in units per year)			
		Ages 25 - 34	Ages 35 - 54	Ages 55 - 64	Ages 65+
\$500-\$750	17%	3	4	1	5
\$750-\$1,000	18%	4	5	1	4
\$1,000-\$1,500	16%	3	6	0	4
\$1,500-\$2,000	18%	4	6	2	4
\$2,000 +	24%	5	21	3	6

Source: ESRI, 2020
2015-2019 American Community Survey 5-year Estimates

According to research conducted by RealPage, renters ages 25 - 34 tend to be characterized into two sub-categories; “starting-out single” and “young adult roommates”. Starting-out singles tend to have limited incomes and high rent-to-income ratios. This cohort also tends to move frequently while choosing smaller apartments in Class B & C properties in suburban markets. Similarly, the young adult roommate cohort tends to move frequently, but tends to live in higher-end products (Class A & B) in suburban markets due to their dual-income structure. Across both cohorts there is a need for connectivity and access to transportation, especially to large employment hubs, while there is also a desire for amenity packages such as a luxury pools, grill, event rooms, dog parks, and other amenities.

Harnessing to mature wage earners

Similar to the aforementioned single-family demand, the age group of 35 - 54 represents the largest portion of demand for new multifamily product within the City. Renters in this cohort are predominantly characterized by their age (mid 40’s), moderate median incomes (\$50,000’s), and propensity to renew leases. These residents are typically single or unmarried, and without children, which allows them the freedom of living in the suburbs in quality developments, without the strain or commitment to home ownership.

Capturing active adults

According to research conducted by RealPage, the cohort of 55 - 65 can best be characterized by the moderate incomes, draw on retirement savings, and propensity for smaller units. Similar to the 35 - 54 cohort, residents of this cohort tend to renew leases and value stability. These residents may seek smaller units after moving out of single-family homes to avoid maintenance, make better use of space (empty nesters), or just soak in the amenities of suburban multifamily living.

Seniors

Renters in the cohort of ages 65+ typically move the longest distance of any group and are least likely to make compromises with regarding their desires. These renters are likely to have retired or scaled back their work demands and have the lowest median home incomes. The primary motivating factors for moving in this cohort include a desire to be closer to family and friends, desire for a smaller living space, retirement, or need for additional care/special services. Amenity-rich and age-restricted developments are amongst the most targeted product types in this cohort, while access to entertainment, active living, and shopping are all critical components.

Additional Residential Policies to Consider

The desire for people to have increased accessibility to their place of employment is an emerging and growing theme that can be provided by Magna. Any future development should consider the needs and desires of all generational cohorts and should rightfully seek to provide services and amenities that can be leveraged to accommodate more equality in economic development.

Although there is a fair portion of rental-occupied housing units (23.2%) in Magna, it is in most cases traditional, suburban single-family units. To improve future performance, connectivity, and community integration, an integrated and thoughtfully designed plan should include a variety of residential products and price points to capitalize on the local market.

The most effective way to attract high-quality mixed-use development, especially on any city-owned property, is through the issuance of an RFQ/RFP. This would expand the pool of prospective developers and would be an effective way to introduce new development types and products into the local market. Through this approach, the Municipality can require specific development standards consistent with the proposed elevated design standards, as well as active retail and other amenities to customize the development to the specific location. This would also eliminate the master developer issues that many cities face when engaging one developer responsible for an entire district.

COMMERCIAL

The majority of Magna's commercial development is along the Magna Main Street Corridor, along the 3500 South Corridor, and along the outskirts of the Municipality, including some corporate/industrial uses along the northern and southern boundaries. There are several nodes of commercial development along the 3500 South Corridor, that are home to primarily auto-oriented, deep parking field type developments. The tenants of these locations tend to lack connectivity to the adjacent neighborhoods and trails, while large parking fields and a plethora of curb cuts for ingress/egress make it challenging for the pedestrian experience to become a focus.

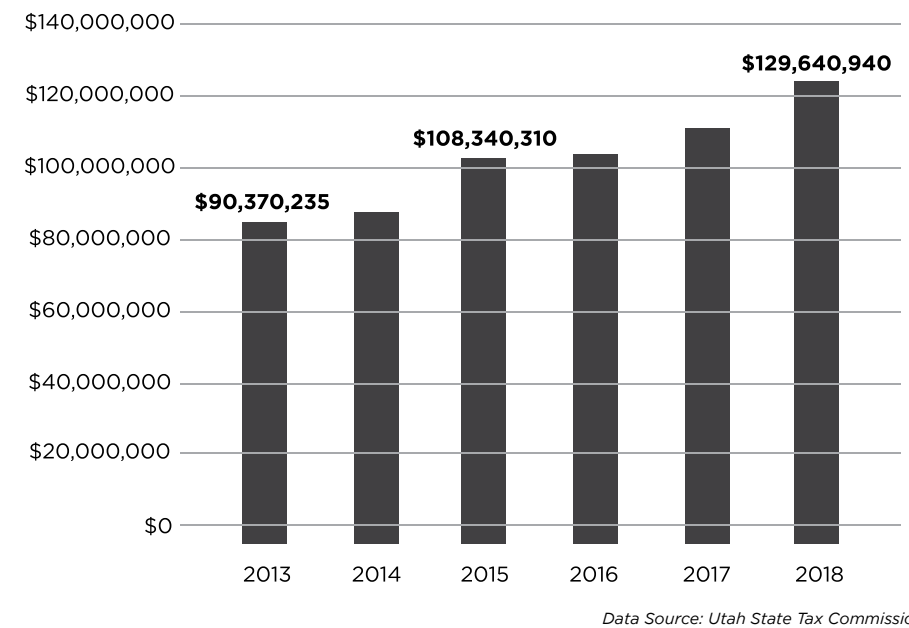
Similarly, the Magna Main Street Corridor is intermittently sprinkled with commercial development, with the majority being found on the western edge of the Municipality. There are several blocks of fairly contiguous commercial development, but again the corridor is spotted with some non-conforming uses that make for a lack of adjacency predictability. This can make it challenging to achieve quality development.

EVOLUTION OF RETAIL

Retail generates jobs, sales tax, and property taxes and also contributes to the overall fiscal health of the Town. Magna depends on the Municipality's revenue coming from sales tax (includes tax from business services, taxable goods and retail sales), enhancing Magna's retail sector adds to the economic vitality of the Town. Attractive retail amenities can assist in corporate attraction, add to neighborhood values, and provide a high quality of life for residents, workers, and visitors.

Retail is one of the most important brand elements for a community, especially communities that rely heavily on sales tax to drive budgets. In addition to providing a consistent revenue source, retail supports revitalization and sustainability, if tailored to the needs and interests of the local consumers. According to the Municipality's 2020 adopted budget, Gross Taxable Sales have grown 43.46% from 2013 to 2018 in Magna (Figure C-3).

FIGURE C-3 GROSS TAXABLE SALES BY YEAR (ZIP CODE 84044)



Although the U.S. Consumer spending continued to grow into 2020, the platforms used to deliver retail are becoming more complex. This accelerated in 2020 due to COVID-19. Despite rumors of a pending retail collapse, the sector is restructuring to adapt to consumer needs and preferences. The most highly touted retail investment prospects according to Urban Land Institute for 2019 were Urban/high-street retail, Neighborhood/Community shopping centers, and Lifestyle/Entertainment Centers. The resiliency and adaptability of these formats are currently being tested for pick-up only services due to COVID-19.

The Entertainment sector has arguably been negatively impacted more than any other sector as a direct result of COVID-19. Cinemas were particularly hard hit causing many closures and bankruptcies. While historical factors included access to large parking fields and proximity to other peer retailers, today,

physical stores are now just part of the equation. According to Cushman and Wakefield, a retailer's network must also cover three important elements: experience, design, and location.

EXPERIENCE

While the millennials are responsible for driving change towards a desirable experience over a product, Baby Boomers are still responsible for most consumer spending. Creating innovative ways of interacting with consumers is key in the new age of retail. Experiential retail and dining such as in food halls, entertainment, interactive space, and activated open space are now critical in capturing foot traffic.

DESIGN

Retail must captivate the customer's attention through physical store design to survive in the future markets. Designs should seek to be engaging with experiences, and attractive in presentation. Several examples include open kitchen concepts, interactive art installations, augmented wayfinding, or opportunities to capture the experience and share through social media, such as wall murals, "Instagram-able" destinations, or original tag locations. Common or shared spaces create opportunities to implement urban design concepts that showcase new technology and engage visitors. Dog parks, Wi-Fi enabled spaces, spray parks and play areas all serve as examples. The space should serve as more than a retail destination, but as a gathering place that generates a sense of authenticity for the community.

LOCATION

While technology continues to create new methods of facilitating the retail experience, the culmination of technology, transportation, and logistics are the crossroads. Technology continues to innovate and create new options for facilitating purchases (last-mile delivery, in-store pickup). Increased transportation options can help generate foot traffic, while creating a sense of gathering place. Transit Oriented Developments, micro mobility stations, and connected trails and bike lanes can help facilitate the experience for consumers.

Magna is positioned uniquely to provide retailers with the ability to cater to all three elements, in terms of development opportunities. Located in the Salt Lake

Valley, natural beauty and character surrounds Magna. Naturally amenitized land, coupled with the strategic connections and accessibility to Salt Lake City via major thoroughfares and an interstate, make Magna a prime location for development. On a more granular scale, Magna has several strategic catalyst sites that are positioned appropriately to support a variety of commercial uses, including new build, redevelopment, downtown, and in-fill. Having several developable environments is critical in affording the Municipality options for differentiated experiences and providing a variety of authentic developments.

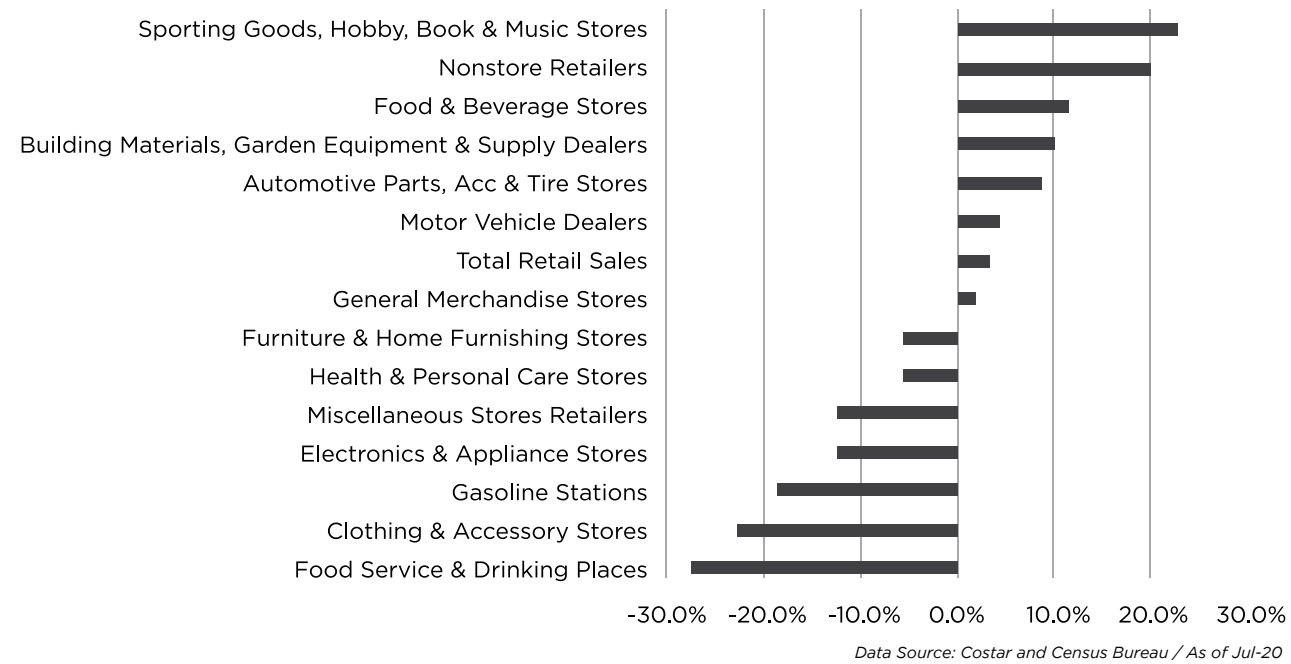
CREATING A SUSTAINABLE AND AUTHENTIC RETAIL MIX

Authentic retailers who are socially responsible and create an experience that elicits an emotional response are the successful destination for those with a disposable income like the population around Magna. Somewhere that guests can enjoy a meal, take a pleasant walk, and experience live music generates the response that drives sales and repeat customer traffic. Some hallmarks of quality retail developments include:

- High Quality Design
- Experiential
- Regional Accessibility
- Mixed - Use
- Merchandise Options
- Activation

While the economic climate is changing in light of COVID-19, and the formats and retail typologies that are succeeding continue to evolve, several key categories continue to emerge as strengths. Operators that provide essential goods or services such as grocery, food and beverage, and even general merchandise will continue to thrive as people exercise caution in their social interactions. On the other hand, retailers that provide non-essential soft goods like clothing and accessory stores, food services, and health and personal care stores will continue to suffer without showing the ability to adapt and provide goods and services in a more inviting way. The chart below illustrates some retail categories and the corresponding change in sales from February to July 2020.

FIGURE C-4: RETAIL CATEGORY DISPERSION CONSISTENT WITH BROADER MARKET CHANGES
FEBRUARY - JUNE 2020 % CHANGE IN SALES, BY CATEGORY



RETAIL DEMAND

As part of this process, Catalyst used a 12-minute drive time from the intersection of 3500 South and South 8400 West to represent the Primary Retail Trade Area (PTA) of Magna, Table C-3. This PTA represents the geography from which the majority of Magna's customers travel to shop within the community. To calculate demand, Catalyst analyzed the amount of retail leakage within the PTA (potential demand dollars less the existing supply in dollars.) The resulting retail gap or "leakage" represents the amount of dollars being spent on retail categories outside of the community. To calculate demand in square footage, Catalyst analyzed retail leakage within the PTA including the estimated individual demand from student, workforce, commuter, visitor, and residential drivers, and converted the amounts to square footage based on extensive industry knowledge and experience.

Retail demand for Magna can be traced to several sources. Generally, the primary driver of retail demand is new household growth in the area. Typically, the residential component of the community provides up to 80% of total retail demand in a given market. Based upon the existing population and median household income within the PTA, there is a total Purchasing Power of over \$3.6 billion. Some of the categories with the most significant retail leakage include Furniture Stores, Electronics & Appliance Stores, Health & Personal Care Stores, Sporting Goods/Hobby/Musical Instrument Stores, and Other General Merchandise Stores.

Commuter demand is generated by a percentage of the total commuter traffic passing by a given location, and in Magna's case, plays a key role in the overall demand due to large traffic volumes. Proximity to Salt Lake City International Airport and access via 2400 S are the greatest generators of regional traffic. Several other key commuter corridors include regional connections via 3500 S, Magna Main Street, and 3100 South. Currently, commuter demand creates nearly an additional 8,000 square feet of retail demand.

Workforce is also a strong contributing factor of retail demand. The Magna PTA has a current employment of over 35,000 employees. The retail demand generated from these workers totals nearly over 80,000 square feet of annual demand. As businesses continue to move out from the core of Salt Lake City and daytime population increases with the presence of additional businesses in the PTA, retail demand will increase as well. Typical goods and services that are driven by workforce and commuters generally include: Grocery stores, Health and beauty stores, Gas stations, General Merchandise stores, Office Supply stores, Sporting Goods stores, and Restaurants and eating establishments.

Based on the categorical demand generated by the residential, commuter, and workforce components, there are 218,061 square feet of unmet retail demand. To harness this demand, additional square footage in the categories listed in Table C-3 can be supported in Magna.

TABLE C-4: MAGNA 12-MINUTE DRIVETIME PTA RETAIL DEMAND CHART

Category	NAICS	2020 Demand	2020 Supply	2020 Total Demand (Sq Ft.)	2050 Total Demand (Sq Ft.)
Auto Parts, Accessories & Tire Stores	4413	17,302	82,312	-	-
Furniture Stores	4421	32,081	20,580	11,501	15,022
Home Furnishings Stores	4422	17,556	91,327	-	-
Electronics & Appliance Stores	443	64,538	36,627	27,911	35,601
Bldg Material & Supplies Dealers	4441	109,102	341,113	-	-
Lawn & Garden Equip & Supply Stores	4442	7,096	15,690	-	-
Grocery Stores	4451	218,200	438,261	-	-
Specialty Food Stores	4452	44,543	242,519	-	-
Beer, Wine & Liquor Stores	4453	11,178	5,531	5,647	7,082
Health & Personal Care Stores	4,464,461	95,087	81,287	13,801	21,655
Gasoline Stations	4,474,471	13,580	397,691	-	-
Clothing Stores	4481	71,023	203,825	-	-
Shoe Stores	4482	26,224	24,738	1,486	3,357
Specialty Retail (i.e. Jewelry, Luggage & Leather Goods Stores)	4483	19,353	18,777	576	1,890
Sporting Goods/Hobby/Musical Instr Stores	4511	78,598	70,420	8,178	14,259
Book, Periodical & Music Stores	4512	9,806	17,331	-	-
Department Stores Excluding Leased Depts.	4521	178,313	618,932	-	-
Other General Merchandise Stores	4529	200,422	99,434	100,988	126,689
Florists	4531	3,035	1,867	1,168	1,511
Office Supplies, Stationery & Gift Stores	4532	21,314	23,836	-	-
Used Merchandise Stores	4533	18,692	34,301	-	-
Other Miscellaneous Store Retailers	4539	63,435	54,343	9,092	14,317
Full-Service Restaurants	7221	9,151	-	9,151	10,902
Limited-Service Eating Places	7222	16,769	493	16,276	19,422
Special Food Services	7223	7,941	4,617	3,324	4,257
Drinking Places - Alcoholic Beverages	7224	258,638	254,046	4,592	21,763
Total Demand (SF)		1,617,348	3,179,896	218,061	302,935

Source: ESRI, 2020
International Council of Shopping Centers (ICSC), Catalyst

CORPORATE TRENDS

The relocation and/or creation of companies to the greater Salt Lake market are identified as a critical task by the Salt Lake City Economic Development Department (SLC ED). Through the existing business environment and economies in the nation, the (SLC ED) has identified several reasons for businesses to operate in the market, including:

- Business-friendly environment
- International Airport
- Foreign Trade Zone
- Development-ready sites
- Proactive incentives to meet business needs
- Current moratorium on impact fees
- Partnerships with organization to help businesses succeed

According to the National Center for Education Statistics (NECS), there are 54 colleges within about 50-miles of Magna. Several top-tier institutions in the area include the University of Utah, Brigham Young University, Westminster College, and others. Through this educated population, existing business composition and competitive advantage that the Salt Lake Metro area possesses, a list of targeted industries includes:

- Financial Services
- Information Technology
- Manufacturing, distribution, and logistics
- Life Sciences
- Outdoor products and recreation

While nearly every submarket in the Salt Lake City office market had increased vacancy, and experienced negative absorption, Magna still presents a unique opportunity for the greater Salt Lake market to capture a portion of the employment growth through quality office development. Although the amount of existing office square footage in Magna is relatively small, it is conceivable that Magna could absorb -10,000 square feet of office product annually.

Magna's proximity to the urban core of Salt Lake City makes it an attractive market, especially when coupled with the quality of life, ease of access via several transportation routes, and development opportunities. Office development in Magna can be harnessed through several mediums; net new development of small office, redevelopment of existing maker space or downtown space, or the addition of office space to existing structures.

Table C-4 is a breakdown of existing industries in Magna. Some of the industry's best suited to harness small office development include Real Estate & Rental leasing, Health Care & Social Assistance, and Professional, Scientific & Tech Services.

Based upon the makeup of Magna's existing businesses, there is an opportunity to share synergies and target outreach from the greater Sat Lake Metro chamber regarding Scientific & Tech. Services, Retail, and Manufacturing, distribution and logistics, and outdoor products and recreation. Increasing resiliency through diversification could occur through the implementation and partnership with Westpointe Workforce Training and Education Center, the University of Utah Lassonde Entrepreneur Institute, Small Business Development Center, or the Miller Business Incubator offered through Salt Lake Community College.

TABLE C-4: EMPLOYMENT OPPORTUNITY BY INDUSTRY

by NAICS Codes	Businesses Number	%	Employees Number	%
Construction	15	6.2%	70	2.5%
Manufacturing	11	4.5%	121	4.3%
Retail Trade	44	18.1%	706	25.0%
Food & Beverage Stores	10	4.1%	315	11.2%
Miscellaneous Store Retailers	8	3.3%	20	0.7%
Finance & Insurance	10	4.1%	45	1.6%
Real Estate, Rental & Leasing	17	7.0%	22	0.8%
Educational Services	10	4.1%	477	16.9%
Health Care & Social Assistance	22	9.1%	249	8.8%
Accommodation & Food Services	24	9.9%	413	14.6%
Food Services & Drinking Places	24	9.9%	413	14.6%
Other Services (except Public Administration)	32	13.2%	114	4.0%
Total	243		2,820	

ESRI, 2020

CATALYST AREAS

Magna is built out, with a limited number of remaining vacant areas within the jurisdiction. The greatest opportunities for future development lie in the remaining vacant or re(developable) land located in the Catalyst Areas identified through this section (Figure C-5). The importance of analyzing the amount of vacant land within the Municipality is that it will allow Magna to understand its potential to grow in population and develop in the future. This land also represents areas where decisions must be made regarding service provisions and roadway expansion or maintenance. The remaining land can be developed in many ways; thus, it is important to ensure future development and regulating ordinances are aligned with the Municipality's established vision. The following section evaluates the land within the Town and selects several Catalyst Areas based upon development potential, strategic position, and several other factors. As stated in the introduction, these Catalyst Areas represent the largest remaining areas that have not been fully realized.

The Catalyst Areas are:

- 3500 South Commercial Nodes
- North Magna Industrial
- Magna Main Street
- Cyprus High School (Re)Development
- 4100 South and 8400 West

3500 SOUTH COMMERCIAL NODES

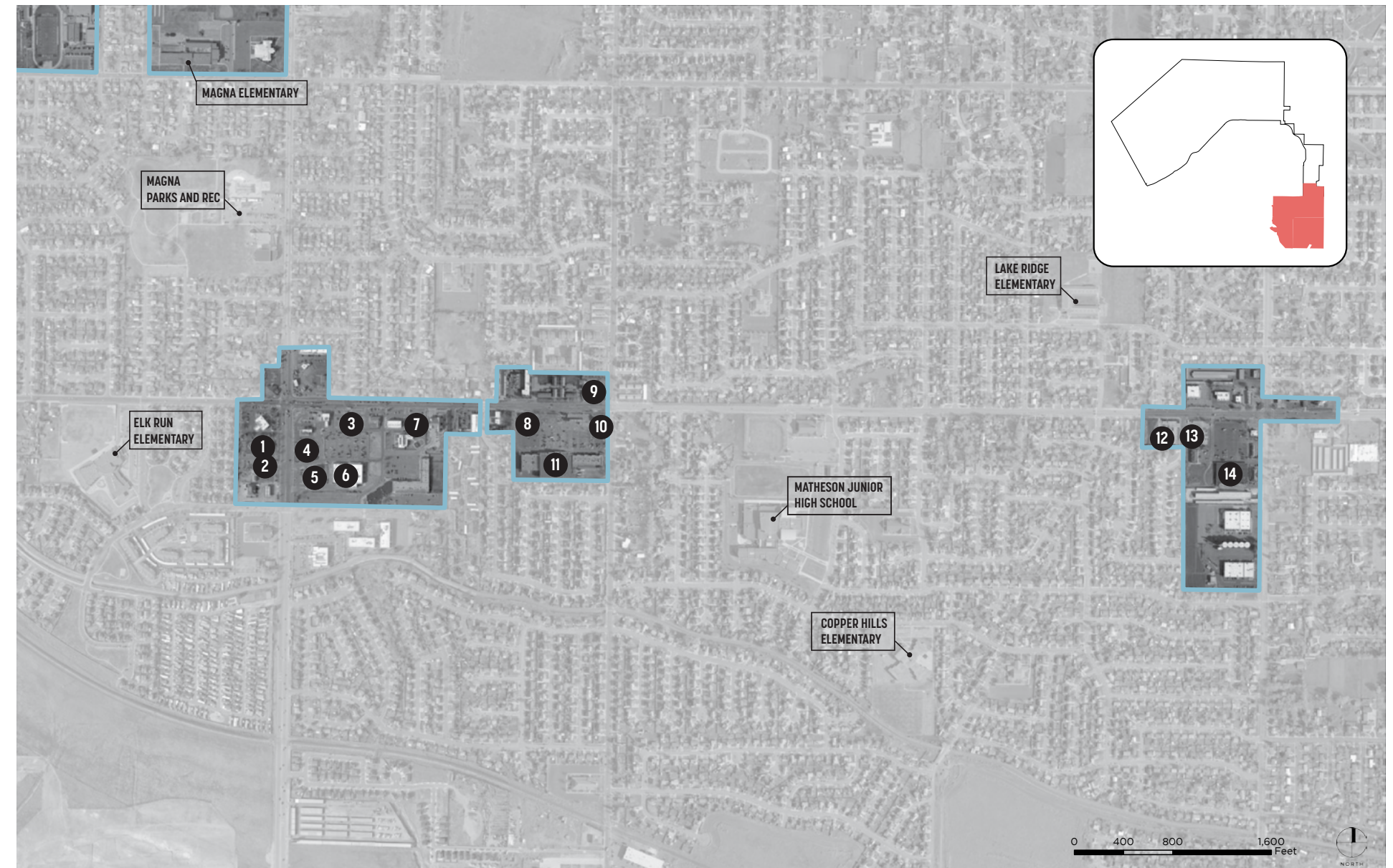
The commercial nodes along 3500 South represent the largest retail development in Magna. 3500 South is a major thoroughfare that starts in Magna and runs east through West Valley City all the way to I-215. Average Annual Daily Traffic (AADT) counts along 3500 South from the Utah Department of Transportation (UDOT) show that in 2017 peak traffic counts reach 17,000 near the intersection of South 8000 West.

These nodes are populated with national and regional retail at the intersections of Bacchus Hwy, South 8000 West, and South 7200 West. Some key retail within the nodes includes Walmart, Smith's, McAlister's, Jimmy John's, and others. Each node can generally be characterized by traditional drive-in retail with large parking fields, lack of green space or natural space integration, immediate transitions to residential neighborhoods, and minimal connectivity.

The most immediate potential of these nodes lies in the ability to activate parking fields, develop green space (temporary or permanent) that can integrate into the built environment, infill development to increase density, and the addition of buffers and additional connection points (pedestrian, trails) into existing neighborhoods. Challenges of redevelopment in this area lie primarily because limited space remains for additional development, and activation of open space or parks would likely be temporary.

The area along 3500 South is situated to take advantage of the regional commercial gravity. A majority of the in-fill would likely consist of quality infill commercial. The need for additional connectivity and access along 3500 South would enhance access and could create greater connections between the properties for circulation, safety and synergy.

FIGURE C-5: 3500 SOUTH COMMERCIAL NODES CATALYST AREA



- | | | | |
|------------------|----------------|------------------|--------------|
| 1 A&W | 5 Cafe Rio | 9 Wendy's | 13 Auto Zone |
| 2 McDonalds | 6 Walmart | 10 Carl's Jr | 14 Reams |
| 3 Arctic Circle | 7 Jimmy John's | 11 Smith's | |
| 4 Little Caesars | 8 Pizza Hut | 12 O'Reilly Auto | |

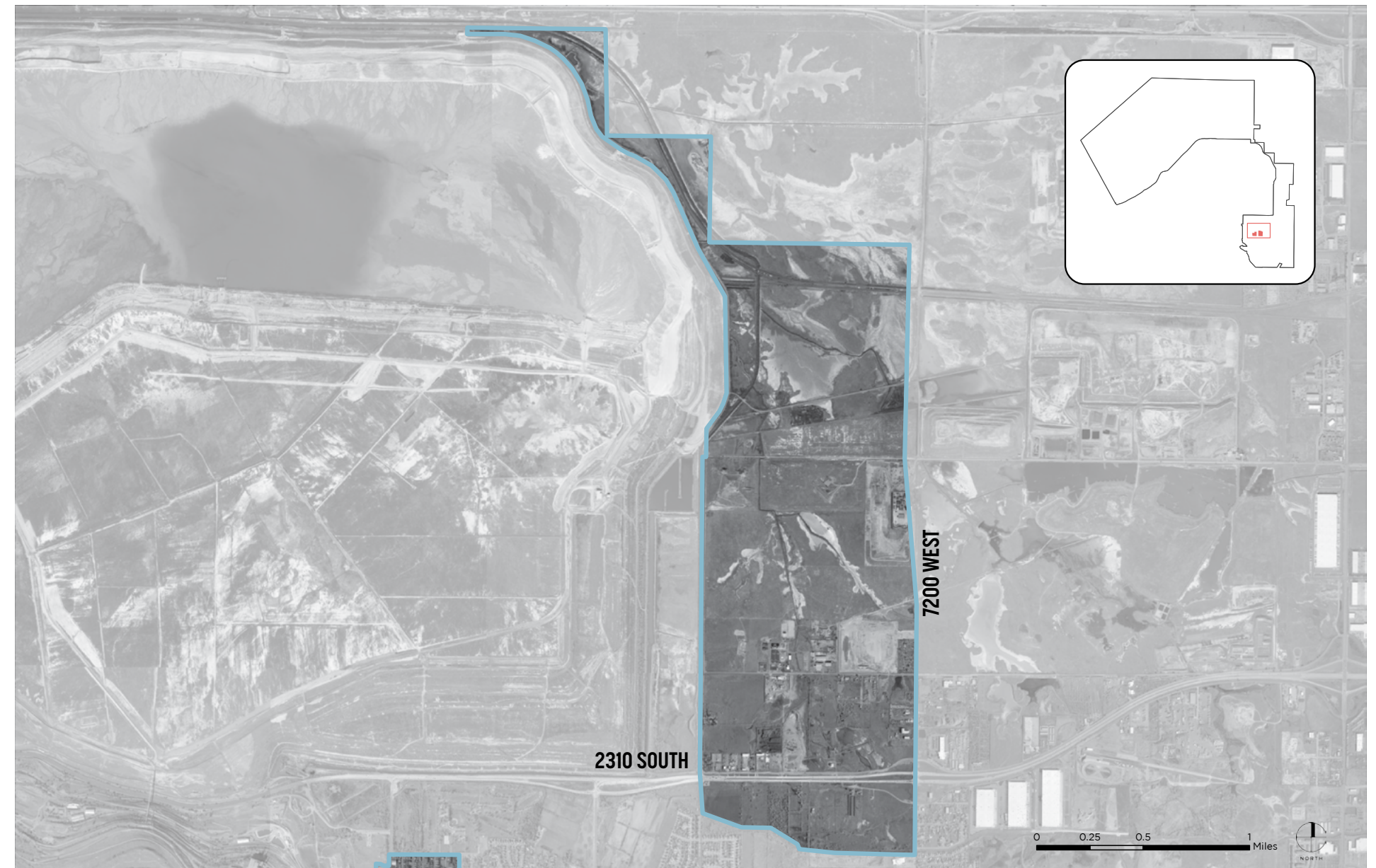
NORTH MAGNA INDUSTRIAL

The Industrial land in Magna exists immediately adjacent to the Kennecott tailings ponds 1 & 2, starting south of 2400 South and running north all the way up to I-80 (Figure C-6). The land is characterized by several bodies of water, including Kersey Creek Canal and several detention/retention ponds.

This catalyst site features abundant open space and is surrounded by a mix of industrial and small commercial uses. The southern boundary of the site is buffered by 2400 South and residential development. 2400 South provides a natural barrier for development, as well as buffer from the existing residential development. The eastern boundary of site features similar open space and industrial uses.

The most significant potential of the site is the location and frontage along 2400 South that brings visibility and accessibility from a major thoroughfare. The sites the land will likely need to be tested and cleared of any potential contamination from the tailing's ponds along the northern portion, but there may be some potential to develop additional light industrial.

FIGURE C-6: NORTH MAGNA INDUSTRIAL CATALYST AREA



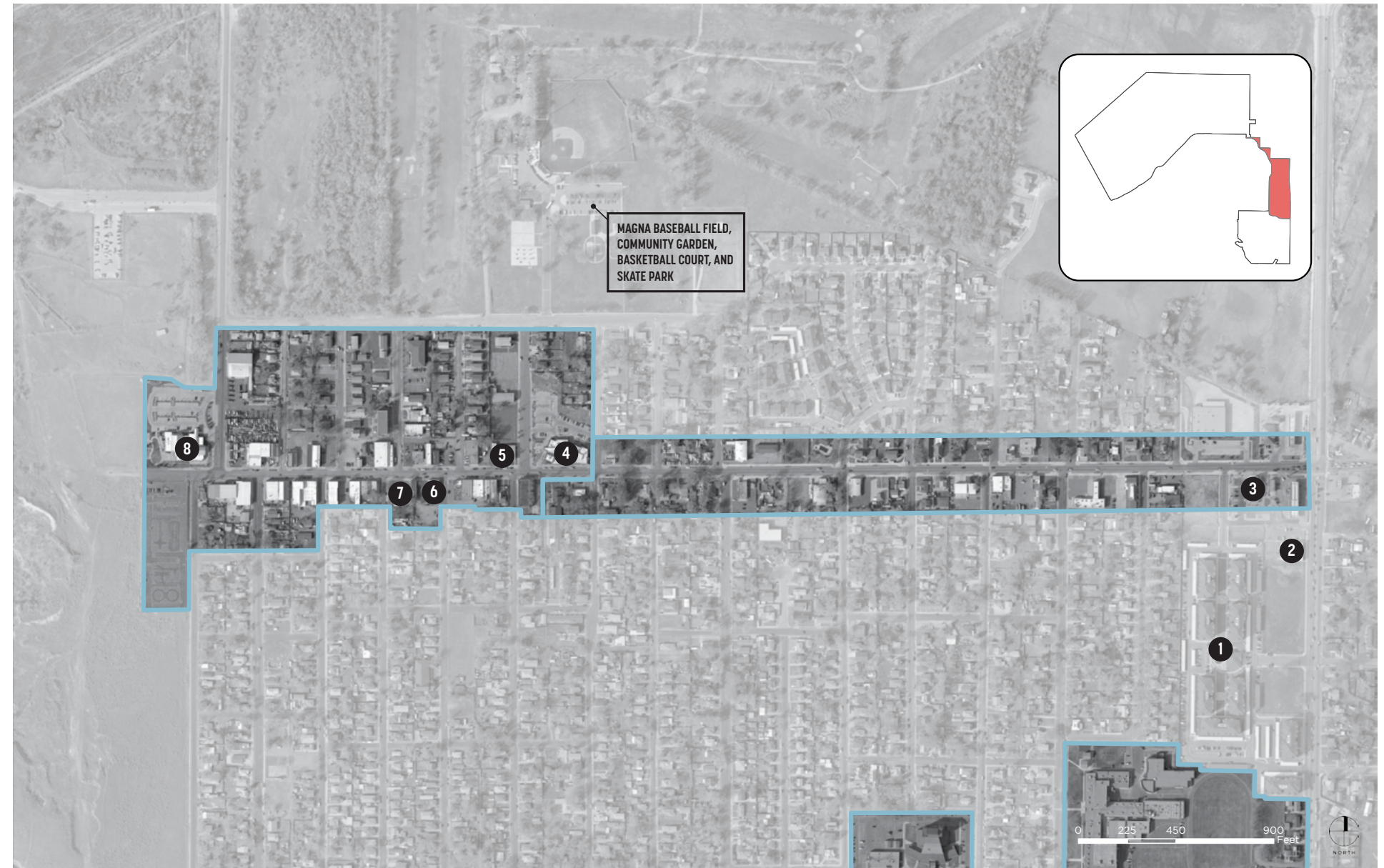
MAGNA MAIN STREET

Historic Magna Main Street has the potential to serve a social role and encourage active living through the promotion of walking and sustainable development patterns. The street's historic character, walkable streetscape, and an assortment of small local businesses and amenities can act as an attraction for visitors and function as a festival street (Figure C-7).

While Magna Main Street has a broad mix of successful tenants, there are several notable gaps in the tenant mix, such as office, entertainment, hospitality, mixed-use housing, services, and restaurants that have active patios. Another observation is the mixed merchandising. While Main Street has a local reputation as a communal gathering space, its core tenant mix is fragmented in the audiences it serves. Mainstreet has access to a broad target audience, providing goods and services to the immediate community, but currently only services a limited population base. In addition, non-retail uses are lacking at strategic locations that would be helpful in creating the context for restaurants with patios or retail locations with active storefronts.

In terms of promotion and marketing, Magna Main Street is under-represented in major events that bring large numbers of tourists. The local events that are bringing choice local tourists are not as effective with issues obtaining liquor permits and the promotion of events. We also observed a lack of brand identity and consistency among marketing and promotional materials between the various entities that operate along Main Street and promote events.

FIGURE C-7: MAGNA MAIN STREET CATALYST SITE



- | | |
|----------------------------|---------------------------------|
| 1 Oquirrh Hills Apartments | 5 Magna Chamber of Commerce |
| 2 Family Dollar | 6 Colosimo's |
| 3 Burger King | 7 Magna Mini Park |
| 4 Magna Library | 8 Magna Kennecott Senior Center |

CYPRUS HIGH SCHOOL (RE)DEVELOPMENT

Cyprus High School was built in 1918 and represents the largest opportunity for (re)development in Magna. The existing context indicates the site is ripe for redevelopment, with frontage along West 3100 South, and residential buffering between the two schools Figure C-8.

The ideal strategy for this area would be to create a master plan and zoning base that creates a cohesive vision with an infrastructure strategy and potential incentives to lure quality development to this site. This area could support a number of uses including mixed-use or higher density housing, regional retail, corporate or institutional uses.

FIGURE C-8: CYPRUS HIGH SCHOOL POTENTIAL (RE)DEVELOPMENT AREA



- 1 Oquirrh Hills Apartments
- 2 Family Dollar

4100 SOUTH AND 8400 WEST

The area surrounding the 4100 South and 8400 West intersection is currently vacant except for some light industrial and the UFA Training Center in the eastern portion of the site (Figure C-9). This area is expected to change with the addition of a large proposed residential development. The proposed 78 acre development includes R-3, R-5 and multifamily development along 8400 West. Some commercial development is also expected along 8400 West

The area should prioritize walkability between proposed commercial aligning 8400 West and residential development to the east, as well as consideration for connectivity to established neighborhoods to the north. Coon Creek runs directly through the parcel and provides opportunity for additional open space or for a trail connecting north into Magna, aligning with the Parks, Trails and Open Space element of this plan.

FIGURE C-9: 4100 SOUTH 8400 WEST CATALYST AREA



APPENDIX F

ANNEXATION DOCUMENTS

Policy No.: _____

Annexation Policy Plan

Definitions

1. Magna Metro Township – The Magna Metro Township (hereinafter known as “Magna”) is an incorporated Metro Township (hereinafter known as “municipality”) pursuant to Utah Code Annotated (hereinafter known as “UCA”) §§ 10-2a-401 et seq.
2. Magna Metro Township Council – The Magna Metro Township Council (hereinafter known as the “Council”) is the municipal legislative body for Magna pursuant to UCA § 10-3b-501.
3. Annexation Policy Plan – The Annexation Policy Plan is a plan for identifying and establishing the process for annexation of unincorporated properties adjacent to Magna pursuant to UCA § 10-2-401.5.
4. Property Owner – The property owner shall be the owner of real property located within the boundary of the proposed annexation area pursuant to UCA § 10-2-401(2) *et al.*

Purposes of Policy

The purposes of this policy statement are as follows:

1. To establish an “annexation policy plan” as required by UCA § 10-2-401.5 to provide for the expansion of Magna at such time the property owner and the Council determine expansion has become prudent and feasible;
2. To aid the Council in its deliberations concerning the possible acceptance or rejection of any proposed annexation;
3. To assure that Magna has adequate time to prepare for the budgetary and operational impact of annexation; and
4. To minimize (a) disruptions to the Magna’s operations caused by the processing and evaluation of proposed annexations and (b) any adverse economic impact on the municipality arising from any approved annexation.

Prerequisites to Annexation

Any area proposed for annexation into Magna must meet the following requirements:

1. The annexation area is an area contiguous to the Magna’s then-current legal boundaries and is located within Magna’s potential “expansion area”, as defined in UCA §10-2-401(d).
2. If annexation occurs, the annexed area will not leave or create any unincorporated island or peninsula.
3. The size, location and configuration of the annexed area conform to all other requirements of the annexation requirements of the State of Utah.

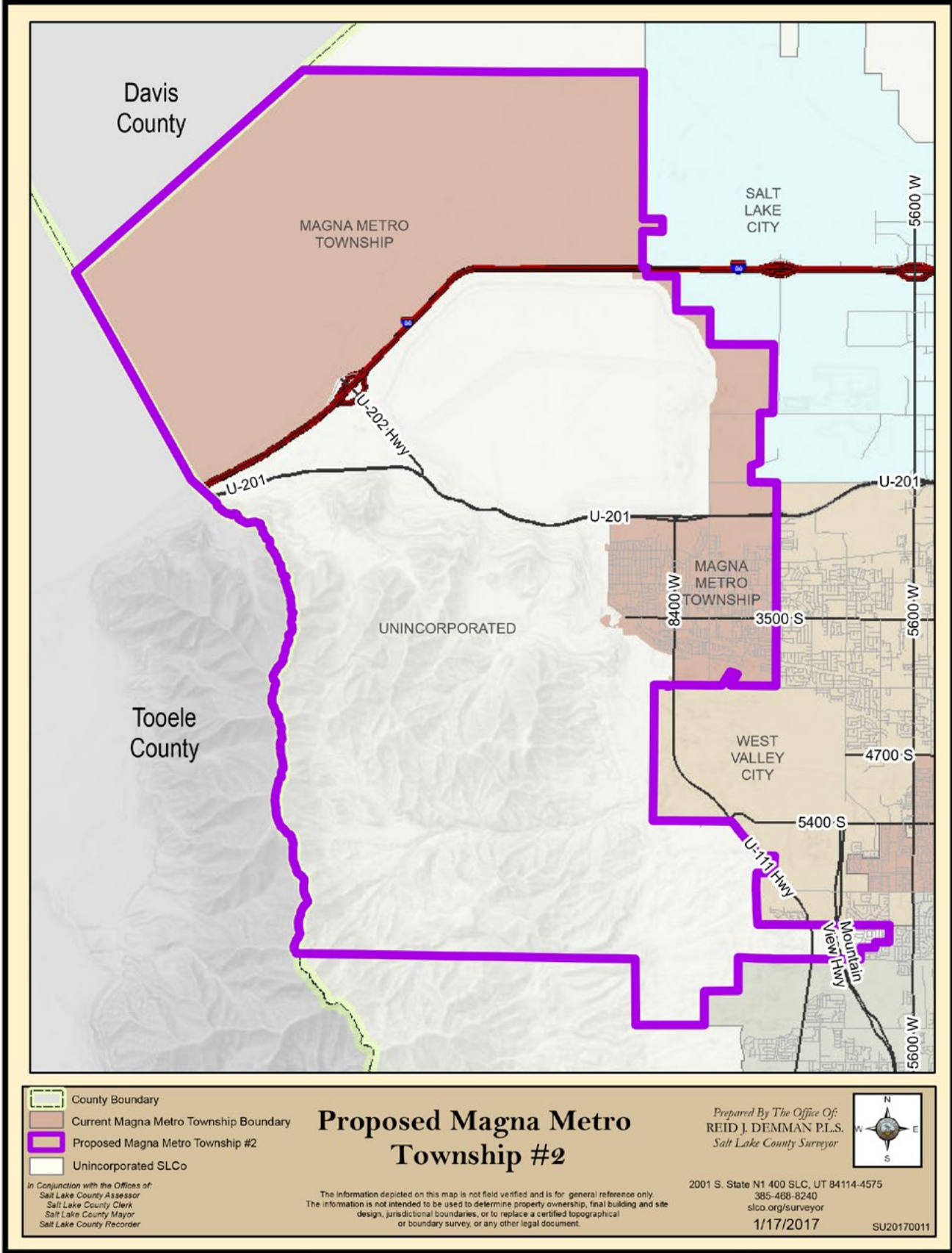
Additional Factors to Be Considered by the Council

Prior to accepting or rejecting any proposed annexation the Council shall consider the following additional factors:

1. The compatibility and historic identity between Magna and the area being considered for annexation;
2. The quantity and quality of parks, trails, open space, public recreation facilities and developable land located within the proposed area for annexation;
3. The needs of the proposed annexation area for present and future municipal services and the plans and capabilities for providing such services;
 - a. All municipal-type services provided to Magna are provided by Local Districts, Interlocal Cooperation Agencies via legally-defined service areas, or from regulated public utilities operated in accordance with State Law. Though annexation will not directly impact Magna as an entity unto itself, it may impact the Local Districts and Interlocal Agencies that provide services. Those impacts are expected to be nominal, but should be considered by the Council as a part of the annexation process.
4. Anticipated tax consequences to residents of Magna and the area being considered arising from the annexation;
5. Concerns and interests of businesses and other affected entities located within the area regarding the proposed annexation;
6. Effect of annexation on the development of land located within the area to be annexed; and
7. Common school and neighborhood ties between Magna and the potential annexed area.

Procedure

Any proposed annexation shall follow the processes pursuant to UCA §§ 10-2-401 to 428, *et al.*



- County Boundary
- Current Magna Metro Township Boundary
- Proposed Magna Metro Township #2
- Unincorporated SLCo

Proposed Magna Metro Township #2

Prepared By The Office Of:
 REID J. DEMMAN P.L.S.
 Salt Lake County Surveyor



In Conjunction with the Offices of:
 Salt Lake County Assessor
 Salt Lake County Clerk
 Salt Lake County Mayor
 Salt Lake County Recorder

The information depicted on this map is not field verified and is for general reference only. The information is not intended to be used to determine property ownership, final building and site design, jurisdictional boundaries, or to replace a certified topographical or boundary survey, or any other legal document.

2001 S. State N1 400 SLC, UT 84114-4575
 385-468-8240
 slco.org/surveyor
 1/17/2017 SU20170011

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APPENDIX G

STEERING COMMITTEE MATERIALS

AGENDA | MAY 28, 2020

Magna General Plan
Steering Committee Agenda
May 28, 2020
6:30 – 8:00 PM

AGENDA

1.	6:30 – 6:45	Review Vision and Goals
2.	6:45 – 6:55	Review SCOT gathered from Steering Committee Minutes
3.	6:55-7:00	Review Process
4.	7:00 – 7:15	Outline Chosen Domain Name Review Website and Content
5.	7:15 – 7:25	Review Social Pinpoint Material
6.	7:25 – 7:55	Open House Outline
7.	7:55-8:00	Additional Questions and Comments
8	8:00	Conclude

AGENDA | JUNE 25, 2020

Magna General Plan
Steering Committee Agenda
June 25, 2020
6:30 – 8:00 PM

AGENDA

1.	6:30 – 6:45	Project Updates
2.	6:45 – 7:45	Catalyst Commercial Updates for Economic Development and Economic Development Discussion
3.	7:45-8:00	Review Current/Actual Land Use Map

AGENDA | JULY 23, 2020

Magna General Plan
Steering Committee Agenda
July 23, 2020
6:30 – 8:00 PM

AGENDA

1.	6:30 – 6:35	Project Updates
2.	6:35 – 7:00	Catalyst Commercial Updates for Economic Development and Economic Development Discussion
3.	7:00-7:40	Goal 5: Activity Centers Group Discussion
4.	7:40-8:00	Land Use Updates

AGENDA | AUGUST 20, 2020

Magna General Plan
Steering Committee Agenda
August 20, 2020
6:30 – 8:00 PM

AGENDA

1.	6:30 – 6:35	Project Updates
2.	6:35 – 7:00	Economic Development Goal Updates and Discussion
3.	7:00-8:00	Trails, Parks and Open Space Overview and Discussion <ul style="list-style-type: none"> • Goal 3 Review • Goal 7 Review
4.	8:00	Conclude

AGENDA | AUGUST 27, 2020

Magna General Plan
Steering Committee Agenda
August 27, 2020
6:00 – 7:30 PM

AGENDA

1.	6:00 – 6:45	Parks, Trails and Open Space
2.	6:45 – 7:30	Land Use
3.	7:30	Conclude

Group Notes:

- Funding from budget towards parks, trails and open space. Is the community open to allotting a funding source towards them (Jeff)
- We want to connect to the rest of the community. How can we connect to the rest of Salt Lake County- let's make it a priority. Focus on connectivity, quality, to benefit community and county.
- Address funding and staff resources that will be needed for completion.
 - We first need to agree that it is a priority.
 - We are not a municipality so funding becomes more complicated
- By Staying a Metro Township we are restricting ourselves. We are missing steps and cannot facilitate what our community needs when we are working under the MSD
- Magna has not had a fiscal way to make this [opportunities like trails, etc.] happen (Mark)
- Consider ED Goal of Identifying future uses and ED with the goal of fiscal long term sustainability and pursuit of city status in the future (Christine)
 - City status should be a forefront (Sara)
 - Make sure this is a top goal in multiple sections of the plan (Christine)
- Our open spaces have be handled by ZAP funding though grants
 - 10 Minute walk initiative
 - Is there something we can take to the community to engage them?
- Poor quality of new Magna Main Street Sidewalks
- 8200-8400 sidewalks are extremely wavy and difficult to navigate

AGENDA | SEPTEMBER 17, 2020

Magna General Plan
Steering Committee Agenda
September 17, 2020
6:00 – 7:30 PM

AGENDA

1.	6:00 – 6:05	Introductions
2.	6:05 – 6:40	Goals and Objectives in the Transportation Plan
3.	6:40-7:30	Discussion
4.	7:30	Conclude

Public Comments:

Mobility

- I do love the addition of the new sidewalks for the kids to use for school and neighbors for walking. I also love the trees. Living directly on this road, we have noticed that the addition of the trees and the speed counter has affected the speed people exit the Bacchus highway lately. Not perfect, but definite improvement.
- In light of the recent cycling fatality at this intersection [9180 W 201 EXPY], PLEASE improve the ability for cyclists to cross here more safely!! There really is NO OTHER WAY to travel west from this area if cyclists from the Magna area wish to bike to the scenic Great Salt Lake area. Google maps navigation even MISDIRECTS bikers to travel through restricted private property (Kennecott) in an attempt to avoid this highway. Can we work with Kennecott on finding a life-saving solution?? A toll road? Bridge? Anything!
- I would like a safe, & friendly, public walkway along the canal.
 - The canal road is private property and people should not be allowed to walk alongside it.
- There are no other east and west routes close to home and it gets bogged down.
- The sidewalks along many of these streets are either nonexistent or in accessible. Lots have tree trunks growing through them or are overgrown with brush. I would love to see sidewalks updated, so that people will use them instead of walking on the road. Historic, easy walking, opportunity for change
- An overpass with on/off ramps would be helpful to keep traffic flowing on 201 freeway especially during rush hour. There is a lot of congestion due to traffic lights at these times.
- No bus service centralized to the community.

AGENDA | SEPTEMBER 24, 2020

Magna General Plan
Steering Committee Agenda
September 24, 2020
6:00 - 7:30 PM

AGENDA

1.	6:00 - 7:30	Future Land Use <ul style="list-style-type: none"> • Draft Goal Review
2.	7:30	Conclude

AGENDA | OCTOBER 22, 2020

Magna General Plan
Steering Committee Agenda
October 22, 2020
6:00 - 7:30 PM

AGENDA

1.	6:00 - 6:30	Parks, Trails and Open Space <ul style="list-style-type: none"> • Draft Goal Review
2.	6:30-7:00	Housing <ul style="list-style-type: none"> • Draft Goal Review
3.	7:00-7:30	Transportation <ul style="list-style-type: none"> • Draft Goal Review

AGENDA | OCTOBER 29, 2020

Magna General Plan
Steering Committee Agenda
October 29, 2020
6:00 - 7:30 PM

AGENDA

1.	6:00 - 6:45	Housing <ul style="list-style-type: none">• Draft Goal Review
2.	6:45-7:30	Transportation <ul style="list-style-type: none">• Draft Goal Review
3.	7:30	Adjourn

AGENDA | NOVEMBER 19, 2020

Magna General Plan
Steering Committee Agenda
November 19, 2020
6:00 - 7:30 PM

AGENDA

1.	6:00 - 7:00	Discussion of neighborhood designations and needs
2.	7:00-7:30	Review of draft future land use map
3.	7:30	Adjourn

AGENDA | DECEMBER 17, 2020

Magna General Plan
Steering Committee Agenda
December 17, 2020
6:00 - 7:30 PM

AGENDA

1.	6:00 - 7:30	Review of Draft General Plan and Future Land Use Map
3.	7:30	Adjourn

MEETING MINUTES | NOVEMBER 2, 2017



Magna General Plan Update Process – 2017 & 2018
Thursday, November 2, 2017 – 6:30pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #1
Max Johnson – Planning and Development Services Staff
Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee Meeting Minutes Summary
Meeting began at 6:33pm

Committee Members and Staff	Public
Mark Elieson – Planning Commissioner, representing the Magna TPC	Clare Collard
Jeff Stephenson – Kennecott Utah Copper (Rio Tinto Kennecott)	
Laura Jo McDermaid – Citizen	
Shirl White - UFA	
Sara Van Roosendaal – Planning Commissioner, representing the Magna Chamber of Commerce	
Cindy Whitehair - Citizen	
ABSENT TONIGHT	
Todd Richards – Planning Commissioner representing the Magna Town Council	
Brent Atkinson – UPD	
Magna Water Company – Currently VACANT	
Staff	
Wendy Gurr	
Max Johnson	

MEETING MINUTES SUMMARY

Agenda Item #1 – Introductions

The committee introduced themselves.

Agenda Item #2 – Create a tentative meeting schedule

The group discussed options to set a more concrete meeting schedule, and decided to meet on the first and third Thursday’s of the month at 6pm.

Agenda Item #3 – Overview of the General Plan Update Process

The group talked about one of the township council’s main priorities being to update the general plan. This sentiment has been echoed by the planning commission, and therefore, this steering committee has been created, to update the plan and refine priorities for the community. We discussed that the main goal of the general plan is to identify aspects that’s important to the community. Identifying among other things, both the desirable attributes Magna covets, and the undesirable land uses it seeks to reduce or eliminate. Also important are the types of development and land uses that should be targeted for future growth, and for more intensive land uses; having an eye toward the future and considering our limited vacant land resources.

It was suggested that main roads/corridors should be developed with a commercial emphasis, and where the viability of additional commercial uses could be explored. This strategy will allow for commercialized corridors to buffer residential uses on the interior, thereby protecting residential uses and helping to avoid conflicts between uses.

Transportation was also discussed as a major concern. The committee stressed that transportation corridors should be zoned for commercial development. Roads suggested to be initially labeled as corridors for discussion include: SR-201, 3500 South, 7200 West, 8000 West, and U-111, with a suggestion to develop property abutting SR-201 for industrial uses, and to possibly continue Parkway Blvd in WVC to the west, entering Magna beginning at 7200 West.

It was mentioned that over 400 kids graduated this past year from Cyprus High School, but residential building permits issued were much lower, suggesting that we’re telling our kids: “thanks for coming to Magna, and now it’s time to go.” This is the time to change this perception, adding that commercial development requires an increase in population, playing directly into the Little Valley Gateway and Fieldstone projects currently being developed.

As a note, the annexation policy plan and the Planned Community (P-C) Zone are both nearing adoption by the Council. These documents were described and discussed briefly.

A question was asked about why the community is seeking an annexation policy plan. The answer given was that Magna wants to potentially expand in land area at the southwest portion of the metro township and possibly other areas. Magna would like this property for future growth, coupled with the fact that Cyprus High School will be relocated here. Magna also wants to make the overall development process easier to navigate.

General Plan Initial Statement Points

- A. Identify land uses Magna seeks to add or increase, and also identify less desirable uses that Magna can focus on, to reduce or possibly eliminate.**

- B. Identify future development potential in Magna that should be targeted for more intensive growth.**
- C. Support increased commercial growth along corridors while protecting residential neighborhoods.**
- D. Support growth of Magna’s residential base so as help foster family life-cycle housing opportunities for children as they mature, and thereby improving opportunities for economic development.**

Agenda Item #4 – Goals to Achieve

- a. Review existing goals**
- b. What does the committee believe needs to be added to the general plan?**
- c. What does the committee feel should be changed from the existing general plan?**
- d. Review plan revisions periodically.**

The group discussed different ways to increase parking on Main Street; 1) look for vacant lots where parking could be added; 2) identify how much parking will be needed; 3) identify potential properties in close proximity to Main Street where parking could be added; and 4) consider utilizing shared parking agreements where feasible.

The Empress Theatre was an example where a lack of available parking was described. They use a shared parking agreement in the daytime hours, but experience problems securing adequate spaces in the evening. The committee suggested the Empress could staff the parking lot at night to allow patrons who have a theatre ticket to park for free, while requiring a fee from others who are using Empress parking.

Ultimately, the group wants Magna Main to be walkable. It appears that a multi-dimensional approach will be needed to address this concern. A discussion of vacating alleys was discussed as another possibility. Other issues discussed briefly regarding Main Street, though not entirely specific to Main Street included:

1. Using eminent domain for dilapidated properties along the south side of Main Street
2. Addressing blight
3. Applying for grants where possible
4. Determine if a historic district should be created
5. Possibly create a Main Street overlay zone where these and other tools could be explored for their appropriateness
6. Exploring solutions to Magna’s absentee landlord problem
7. Preserve opportunities to maintain the film industry on Main Street
8. Look at refining the parking area near Copper Park (2600 S)

the pride of Magna; 3) potential redevelopment of the current Cyprus High School site that’s approximately 30 acres (If existing high school site is redeveloped, consider reinvigorating some neighborhood commercial zoning where appropriate); 4) connect and enhance our trail system; 5) ensure we are creating the right “balance” of uses (create an appropriate mix of uses and desires through the creating of the general plan, as there are many layers of social issues that need to be considered); 6) preserve arterials, where feasible, for commercial development; and 7) plan for the future so when opportunities arise, we can be prepared to seize the opportunity to grow Magna.

General Plan Initial Statement Points

- A. Create ways of adding parking on and near Main Street.**
- B. Bring a walkability component to Main Street.**
- C. Determine zoning of Main Street; rezone or create a historic district.**
- D. Explore solutions to absentee landlords.**
- E. Preserve film industry status in Magna.**
- F. Improve traffic congestion on major road ways.**
- G. Create gateways on Magna’s perimeter.**
- H. Create a small area plan or specific area plan in the event the current Cyprus high school site becomes available for redevelopment.**
- I. Continue to refine our trail system.**
- J. Develop responsibly by employing the right “balance” for the betterment of Magna.**
- K. Align Magna to take advantage of opportunities when they’re presented**

Agenda Item #5 – Public Input or suggestions

The committee asked if sales tax data is available in Magna, because the guess is that 5600 West, for example, has a huge amount of sales tax leakage that Magna would one-day hope to reduce. Data would also help to determine the types of businesses that could become catalysts to help spur future economic development.

Considering the structure for future committee meetings, a suggestion was made to complete an exercise to prioritize 10-15 topics and schedule these items for future discussion sessions. Items mentioned included: 1) discuss corridors and commercial development; 2) pros and cons of various residential choices; 3) infill and outer-fill development, sprawl, and density; and 4) inform the photographer (Scott Taylor?) that was mentioned in the meeting who would be willing to take pictures of Magna for the general plan.

Agenda Item #6 – Notes, Reminders, and Action Items

1. *AI – When available, staff to send portions of the draft text to committee members to mark-up*
2. *AI – Committee to review and mark-up 'existing general plan goals and objectives' handout and return to staff*
3. *AI – Staff to send current general plan to committee members*
4. *AI – Staff to research WVC's future plans for Parkway Boulevard (2820 S.)*
5. *Request for future meetings – Can we bring maps to help enhance the discussions?*
6. *The next meeting is scheduled for November 16, 2017*
7. *Provide a digital copy of the current general plan to the committee members, and bring a couple of hard copies to a future meeting*

Adjourn – 7:53pm

MEETING MINUTES | NOVEMBER 20, 2017



Magna General Plan Update Process – 2017 & 2018
Monday, November 20, 2017 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #2
Max Johnson – Planning and Development Services Staff
Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee Meeting Minutes Summary
Meeting began at 6:05pm

Committee Members and Staff	Public
Mark Elieson	
Jeff Stephenson	
Laura Jo McDermaid	
Shirl White	
Cindy Whitehair	
Sara Van Roosendaal	
Todd Richards	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

Agenda Item #1 – Introductions – Tom Zumbado

Tom Zumbado was introduced to the group. Tom is the Salt Lake County GIS Specialist for Planning and Development Services. This was his first meeting with the committee.

Agenda Item #2 – Review agenda – Also Agenda Item’s #4, #5, & #6 were discussed at this time

- *Agenda Item #4 – Specific topic discussion item #2 – Corridors & conditional uses – this item was moved to a future meeting.*
- *Agenda Item #5 – Recap current goals and evaluate need for additional goals – One item was mentioned that needs to be added to the goals: Goal #3 Mobility. Add more parking on or adjacent to Main Street.*
- *Agenda Item #6 – Discuss steering committee meeting schedule – dates and topics. The committee created a list of items to work on during the winter and spring. A draft schedule was introduced to the group.*

At the initial meeting of the steering committee, November 2, 2017, it was agreed upon by the group to develop and prioritize a punch list of topics to discuss throughout this steering committee process. The initial draft of these main priorities is shown under Agenda Item #3 below.

General Plan Initial Statement Points

- A. Add an item to the Magna Goals, under Goal #3 Mobility. Add more parking on or adjacent to Main Street.***

Agenda Item #3 – Specific topic discussion item – Prioritize the top 12 projects and finalize scope

Initial List of Potential Committee Projects

These items will be prioritized by the committee at a future meeting.

- Maintain desirable characteristics of Main Street*
- Accessibility and walkability*
- Blight*
- Increase parking opportunities on Main Street and in the parks*
- Gateways to Magna*
- Trails*
- Balance development*
- Target zones – vacant land*
- Evaluate sales tax data of existing retail adjacent to corridors*
- Determine the possibility of creating a historic district and/or historical building designations*
- Explore what can be done to help reduce or eliminate absentee landlords in Magna*
- Evaluate if Main Street should be rezoned or options that could be employed*

13. Explore options to reinvigorate alleys in Magna
14. Determine goals and strategies to accommodate growth and mixed-use in Magna

The topics above were discussed to consolidate and prioritize these projects. The project list will be revised based on this discussion and distributed to all committee members. To summarize, the major subjects by priority were consolidated to the following three main groupings:

1. Target zones
2. Balance development
3. Main Street

There was also a discussion regarding alleys; this item will be tabled for future discussion. Additional points of interest in this discussion were to: 1) make sure we understand what the goals of our children will be, and to plan for the housing types they will desire, coupled with the understanding that they will most likely have different priorities and aspirations; 2) identify what businesses are catalytic, that can help attract additional retail uses; and 3) correct current situation where the U-111 and SR-201 corridors are problematic for vehicles wishing to stop to shop.

The group then reviewed some aerial maps of Magna. The four-color map was described by staff and the decision of the group is that this map was a good map for determining future land uses for the community and that it should remain as the general plan is revised.

There was a discussion of the new Little Valley Gateway project and potential transportation connections to serve this development (i.e. connection through the Elk Run development to the north, access from U-111, and the “bypass” road).

There was one opinion mentioned that the bypass road should not occur, though others seemed to have differing opinions. The term “bypass” does not accurately depict what the intent of the roadway will be. It is basically an additional road to help reduce overall traffic congestion in Magna.

Realigning the corner at 4100 S. and U-111 was also reviewed. Discussion centered around moving 4100 S. as it transitions west, to move more to the north, then back west as 4100 S. approaches U-111 near 3700-3800 S. This would create a completely viable commercial intersection, to help grow commercial opportunities. The road through Little Valley Gateway may also serve as a great chance to enrich our bicycle and pedestrian network.

The only school planned for relocation to the Little Valley Gateway project is the high school. Decisions regarding the future of the current high school site, or the Jr. High or elementary school sites have not been determined at this time.

General Plan Initial Statement Points

- A. Visualize the goals our children will have, based upon their priorities and aspirations, to help plan for their desired housing types.
- B. Identify and seek businesses that will help attract additional retail uses.
- C. Infuse corridors with commercial uses.
- D. Continue using the existing four-color thematic future land use map.
- E. Enrich our bicycle and trail network.

Agenda Item #7 – Notes, Reminders, and Action Items

AI Response from the steering committee meeting of November 2, 2017 – Committee question: What is West Valley City’s future plans for Parkway Boulevard (2820 S.)? – Answer: No specific text was found on the WVC plan regarding Parkway Boulevard or the current bicycle plan. Connectivity seems to be the largest issue for the committee at this location. The group discussed the opening of a new section of Mountain View Corridor, and the implications for Magna. A suggestion was made to invite the County transportation engineers to a future meeting to discuss transportation-related issues for Magna.

General Plan Initial Statement Points

- A. Transportation connectivity is desired throughout Magna.

Agenda Item #8 – Notes, Reminders, and Action Items

- AI – Invite County transportation engineers to a future steering committee meeting to discuss transportation related issues in Magna.

Adjourn – 7:25pm

MEETING MINUTES | DECEMBER 7, 2017



Magna General Plan Update Process – 2017 & 2018
Monday, December 7, 2017 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #3
Max Johnson – Planning and Development Services Staff
Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee Meeting Minutes Summary
Meeting began at 6:06pm

Committee Members and Staff	Public
Mark Elieson	
Jeff Stephenson	
Laura Jo McDermaid	
Shirl White	
Cindy Whitehair	
Sara Van Roosendaal	
Todd Richards	
Terry Pollack	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

Agenda Item #2 – County transportation engineer available for questions

We are gathering transportation questions right now, and will have a transportation engineer available soon to answer these questions. There was a discussion regarding the potential future of Magna transportation arterials. It was suggested that the vision for the bypass road was originally thought of as a replacement for U-111, to circumvent U-111, and that U-111 would possibly be dead-ended at SR-201.

Another possibility discussed was that U-111 would take the form of a lower-speed tree-lined boulevard with reduced speeds, rather than an arterial. Meaning that U-111 would be more representative of a local road and the “bypass” road would become the arterial. A committee member also asked about the status of the realignment project on 2820 South at 8000 West. This will be a great question for the transportation engineer. When they are able to attend we will address this question. The team came up with a lot of good questions related to transportation. One of our upcoming meetings will be geared toward answering all of the compiled transportation-related questions.

Our discussion for the balance of this evening will focus on conditional uses and general plan goals and strategies.

General Plan Initial Statement Points

- A. Create a transportation plan designed to effectively plan for and manage all facets of transportation-related issues in Magna.***

Agenda Item #3 – Specific topic discussion item – Conditional uses

The committee discussed what conditional uses were, and that these uses are most often approved unless the detrimental effects of the proposed uses cannot be mitigated, as per state legislative changes under LUDMA in 2005. If conditional uses are not restricted by the community, they must be approved.

There was a discussion of a major housing shortage/gap right now. As a topical example, there are currently 5,000 more residents in Salt Lake City than there are available apartments. Developing additional housing is critical and can have a positive effect on a community, but what type of housing is built? For example, efficiency apartments can have a very positive effect for a community but is also a very controversial housing type. This topic was raised for the group to ponder as to the types of housing Magna desires in the future.

Though not an action item for this committee, a thought was raised regarding uses; that if a certain use isn’t desired, it should be removed from your allowable uses. This is something to think about as the general plan takes shape with factors such as noise, visual characteristics,

and parking issues, etc., being considered when deciding how to move forward with general plan language. This is a difficult subject as the choice of appropriate uses is both area-specific and very subjective. Also, the committee may identify a toxic zone or a number of uses you want eliminated. Uses are comparable to those found in other communities, though unique requests and zoning related issues always arise in every community.

Terry Pollack joined the meeting at 6:32pm. He will be representing Magna Water Company on the steering committee moving forward. The committee took a few minutes to bring Terry up to speed. Laura Jo McDermaid also joined the meeting at approximately 6:35pm.

Regarding conditional uses, if there's a real intense use that many in the community oppose, it's probably better if the use is removed from the ordinance rather than leave it in the ordinance as a conditional use. One question was asked if the tabular form of representing conditional uses in a zoning ordinance would be more applicable to Magna. Though not an item for a general plan discussion, it is still a good topic to review and determine if these uses should remain in the ordinance, and if cosmetic changes to the ordinance should be pursued in the near future as a project.

General Plan Initial Statement Points

- A. Define the housing types that Magna prefers. Are there any that are not desirable?**
- B. Potentially eliminate some undesirable uses from the ordinance.**
- C. Discuss if the zoning ordinance should be updated in the near future.**

Agenda Item #4 – Specific topic discussion – To determine goals and strategies to accommodate growth and mixed use to balance development

Several topics were touched upon during this discussion.

Vacant Land

A question was asked if we can look at vacant land and designate how many acres should be reserved for future development. In other words, what is the highest and best use of the land? For example, a suggestion was made that the land abutting the south side of SR-201 should be rezoned and reserved for industrial use, and that we should review our other major land

holdings and designate how we would like to see them developed, rather than become vulnerable to 'spur of the moment' development. An additional comment was that we need to develop a consensus on this issue to protect us from other developers who are looking at Magna.

Magna's Future

We need to have a good overview of what we want Magna to look like. Magna does not have a lot of vacant land and most of this land is owned by Kennecott. We need to get together with Kennecott after this process to create a great blueprint that's best for both Kennecott and Magna. Knowing that bedrooms don't bring much revenue, if Magna ever wants to be on its own, it needs to look for commercial growth as well.

Increasing Residential Opportunities

The committee discussed the possibility of creating ground-floor commercial opportunities with residential on second and possibly third or fourth floors. Some committee members were curious how this vision is being accepted. It was also noted that property would not have to be immediately rezoned, in that it's about identifying this intent in the general plan. An example was discussed regarding significant medium density residential development that's being built in the Sugarhouse area, and that we should think about how the dynamics are changing and that we need to be flexible so we can change, adapt, and take advantage of future market or trending opportunities.

Conversely, it was mentioned that there is a large movement in Magna that does not want any new density. Millennials are changing this dynamic however, as they prefer smaller density and low-maintenance yards. The group concluded that if we are desiring to add commercial development, a residential base will be needed to support this growth; that's why the need to explore large parcels of vacant land for future commercial development potential. There seems to be a consensus that if the committee is effective in portraying this dynamic in the plan, the growth will be done in an orderly and successful way.

It was also mentioned that we need to address the density issue in a way that can be viewed by the general public in a positive light and that this approach is a proactive, responsible, and

necessary direction for future growth in Magna. Many of the public that attend these meetings want larger lots. We need to communicate with them effectively that larger lots are not realistic, and that taking into consideration the entire community, it not a responsible or sustainable goal. Along these lines, there were committee members that felt we need to inform content in the general plan that identifies large-lot development as unrealistic and unsustainable for Magna as a whole.

Increasing Commercial Opportunities

The group asked if many corporations have expressed an interest in locating in Magna? Taking the circular viewpoint calculation that businesses use in determining the viability of an existing and potential consumer base, Magna only has a half-circle of potential with the Oquirrh's to the west and the Great Salt Lake to the north. This reality puts Magna behind the eight ball because there are not enough rooftops to justify major increases in commercial growth.

It was discussed that there are two types of business: one being traditional retail and the second one being industrial / medical manufacturing, which is a sector that's always looking at some positive characteristics that Magna has going for it. These businesses are also looking for short commutes for its workforce. Magna is close in proximity to major transportation facilities and close to downtown Salt Lake City, but it's not on the I-15 corridor, and these businesses traditionally look north and south along the corridor, and not necessarily east and west. Magna will have to overcome some of these perceptions in order to attract these business types. As business continues to grow on 5600 West, Magna will be next, and the possibility for enticing these types of businesses will become more realistic and attractive for this portion of Magna, rather than additional residential uses. Examples include commercial, light-commercial, and other commercial possibilities that can fit into Magna. This would be more beneficial for Magna than additional residential in this area. The group mentioned that where we will see residential growth (apartments) will most likely be in the reuse of vacant commercial properties like the Kmart in West Valley City or the old Cottonwood Mall site in Holladay.

Water-Related Discussion

Terry Pollack from Magna Water Company, contributed to our discussion from Magna Water's perspective. He began by mentioning that there is a new 43-acre residential development coming on-line soon; the White property, located between 2820 South and 3100 South, at approximately 8200 West. Along with this growth, are new commercial opportunities on 7200 West from SR-201 to I-80, and on the south side of SR-201, between 7200 West and 8000 West streets. He added that last month over 600 new homes were purchased in Magna that have applied for water and sewer service.

Mr. Pollack talked a little about Magna Water's resources, and added that Magna has a very good supply of water reserves for several years, but they are constantly working to expand their secondary water facilities. They currently use their secondary water obtained from sewer treatment plant for landscaping, watering lawns and trees at the treatment plant, but currently lack the infrastructure needed to send the secondary water back uphill to the reservoir. Magna is unique in that the entire system is gravity fed. In the future, Magna Water will focus on increasing the potential to utilize their secondary and reuse water. Magna Water is continuing their proactive approach to water storage and treatment and has several other projects in development. In closing, Mr. Pollack said that Magna Water has a premier secondary water system; it's filtered, it's screened, and it's metered. It has to be clean in order to be metered. Most providers don't have an ability to meter secondary water. The committee thanked Mr. Pollack for his attendance and welcomed him anytime at our future meetings.

General Plan Initial Statement Points

- A. Explore the possibility of rezoning vacant parcels in Magna, particularly those abutting corridors, to commercial/mixed-use development.**
- B. Collaborate with Kennecott to discuss future land use goals.**
- C. Review opportunities to increase residential densities where deemed appropriate.**
- D. Educate the community over time on the benefits of incrementally increasing residential densities in certain locations and reducing large-lot development opportunities.**

Agenda Item #5 – Recap current goals and evaluate need for additional goals

This section served as a summary to a few outstanding issues the committee wanted to discuss.

Recapping Water Discussion

During the Magna Water presentation, it was mentioned that more residential uses were planned on the north side of 4100 South between 8000 West and 8400 West. The committee has expressed a different strategy for this property. In line with the committee’s desire for commercial growth and particularly, commercial growth on corridors, the committee wants this area to be a mixed-use center with some definite commercial/retail component. There was also some discussion about the long-term use of the existing secondary water reservoir near the cemetery. The understanding is that this facility will probably need to be maintained as a redundancy facility for the water system.

Little Valley Gateway Discussion

Regarding the Little Valley Gateway project, there was a discussion that the boulevard road may move more to the south to emulate the existing railroad tracks buffering the development on the south side, rather than north of the proposed new Cyprus High school site. The density of the Little Valley Gateway project is anticipated to be approximately 1,400 new homes in the area, which amounts to a density of around 9-10 units per acre. Also, Granite School District would like the school site entitled for residential for a future time, when the school may eventually be converted back into single family homes. This modification would increase residential numbers by around 240 units. There was also a brief discussion of potential transportation connections to this development. Regarding the connection through Elk Run, the committee’s thoughts are that around half of the public stakeholders may have some genuine concerns about increased traffic into their neighborhoods, while the other half will welcome the connection without concern.

The committee discussed the thought of the new secondary water reservoir at approximately 4100 South and U-111, becoming a multi-use facility similar to an existing secondary reservoir in the city of Herriman. At this facility, folks use the reservoir as a park. There was a thought that there might be a way to create a public-private partnership to make this become a reality in Magna.

It was mentioned that the LVG project will really start to take off beginning the first of 2018. It is anticipated to take about a year to entitle the development. The committee mentioned that we should try to anticipate major concerns that may arise from the community regarding this project in the hopes of easing the transition.

General Plan Initial Statement Points

- A. Desire to seek commercial/mixed-use zoning on property abutting the north side of 4100 South, between 8000 West and U-111.***
- B. Explore the possibility of creating a private-public partnership to create a recreational facility in cooperation with a new secondary reservoir, located at approximately 4100 South street and west of U-111.***

Agenda Item #6 – Discuss steering committee meeting schedule – dates and topics

There was a request to change our committee meeting day from Thursday’s to Tuesday’s. There was a decision to change to the first and third Tuesday of each month, when possible. We decided not to meet for the balance of December. Our plans are to meet in January 2018, on the 16th and 30th, to get back on schedule. An updated meeting schedule will be delivered to the committee members.

Agenda Item #7 – Notes, Reminders, and Action Items

- AI – If the committee deems appropriate and worth while, conduct an exercise in a future steering committee meeting to review the current uses allowed in Magna, by zone*
- AI – Distribute the link to the zoning ordinance to the committee members.*

Adjourn – 7:44pm

MEETING MINUTES | JANUARY 16, 2018



**Magna General Plan Update Process –2018
Tuesday, January 16, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street**

**General Plan Steering Committee – Committee Meeting #4
Max Johnson – Planning and Development Services Staff
Phone: (385) 468-6699; Email: mrjohnson@slco.org**

**Magna Metro Township
General Plan Steering Committee – Meeting Minutes Summary
Meeting began at 6:05pm**

Committee Members and Staff	Public
Brent Atkinson	Rick Nuesmeyer
Mark Elieson	
Jeff Stephenson	
Dan Peay for Laura Jo McDermaid	
Cindy Whitehair	
Sara Van Roosendaal	
Todd Richards	
Staff	
Wendy Gurr	
Max Johnson	
Madeline Fransisco-Galang	
Crystal Hulbert	

MEETING MINUTES SUMMARY

**Agenda Item #2 – Transportation focused discussion for Magna Metro Township –
Transportation engineer available for questions**

Madeline Francisco-Galang, Salt Lake County Transportation Engineering Manager, and Crystal Hulbert, Salt Lake County Transportation Engineer, attended this meeting to answer any and all transportation-related questions for the steering committee as they pertain to the Magna Metro Township. The steering committee prepared a list of questions for Ms. Francisco-Galang

and Ms. Hulbert in advance. Those questions are identified in 'red' font. The engineer's response to those questions, and comments from the committee, appear directly after each question.

A committee member who represents Kennecott began discussing what's known as the 'bypass road,' describing that his current perception of the road is that it's a looped road, with anticipated use of the road being greater for cars than large trucks. Additionally, he said that the area by the secondary water reservoir is constrained, and that the geography in the area will dictate the roadway alignment. With a large mountain, an existing reservoir, and a cemetery in the vicinity, the transportation options are quite limited. When thinking about a bypass road, he believes that some things can be controlled while others cannot, and he currently believes that this road should run along the southerly rail line because the rail is already built-up and currently runs through the existing corridor. It avoids the cemetery and doesn't have to address the challenging topography. Therefore, only two options exist that avoids the issues related to topography; threading the needle and running the road near the reservoir, or utilize the existing rail line. He also mentioned that the rail line is not abandoned and is still owned by Kennecott, though it terminates at U-111, adding that when he envisions the 'bypass' or Oquirrh Mountain Boulevard, he believes generally that the topography and the cemetery will dictate the alignment.

1- What will the Magna by-pass road look like (r-o-w, access, users, etc.)?

Madeline Francisco-Galang said that it's a guess right now where the 'bypass' road will be sited, as no studies have currently been done, and it could be sited in one of several places. When a study is commissioned, she added, traffic counts, future transportation plans, and information from the general plan are taken into account before a decision on a location for the new road is determined. As of today, we don't have any idea where the 'bypass' road will be built, where the r-o-w is, who the users are going to be, and how it will be funded. The future of this road could involve coordination with Kennecott, UDOT, the County, and possibly other agencies along with changes or circumstances that may occur in the community, over time.

A committee member said that a map he saw about a year ago, showed the road coming in south of 4100 South, and going as far west as possible so as to not hamper development, and to try and locate it near the proposed new Cyprus High School site. Ms. Francisco-Galang said that the issue of a new road didn't come into play until the bond was passed this past November, adding that this school was an idea or a dream which grew into reality with the passage of the recent bond. The same process is in play now regarding the 'bypass' road and moving forward from maybe twenty years to possibly ten years now, as the needs and desires of Magna continue to change.

A member of the committee mentioned that he doesn't understand why you would want a 'bypass' road or any large roadway running through this subdivision, adding that the more the road capacity and speed can be restricted, the better.

One of the committee members mentioned that something needs to be done regarding transportation in Magna, because this proposed development along with the White Farm property and the Fieldstone development will increase our population by at least thirty percent. He added that these developments are basically created to become transportation centers and we will need to have the necessary infrastructure in place to accommodate the growth and added transportation pressures in Magna. Ms. Francisco-Galang responded that the current roadway capacity will not be sufficient to accommodate a thirty percent increase in population, adding that with that kind of residential growth, having a nice mix of commercial uses is important as well. She remembers that in Herriman in 1999, there was one gas station, and look at what's happened there since. With the addition of commercial opportunities, it's a totally different community now, pointing to the importance of how a community needs to be proactive now, rather than reactive.

Staff mentioned that the school district has purchased 60 acres to build the new Cyprus High School. Ms. Francisco-Galang mentioned that this is a good thing. Magna is getting a bigger high school, on a better site, and all of the development won't be residential uses, so that's a really good thing. Hopefully, we can provide for better access too. One of the committee members said that while it's not currently residential, it's being proposed to have residential near the school. Ms. Francisco-Galang mentioned that she's hopeful there will be a healthy mix of uses in this area.

2- How can we change the name of the bypass road to Oquirrh Mountain Boulevard?

The naming of the road doesn't happen until roadway studies and analyses have occurred, said Ms. Francisco-Galang, and she's sure there are residents of Magna, perhaps many of the same people here at this table, that will be part of that process.

3- How are we addressing current traffic concerns, and planning for future increases in traffic at U-111 between SR-201 and 3100 South?

Ms. Francisco-Galang said that a widening project started last summer and was extended to this summer due to some technical issues at the intersection of U-111 and SR-201; both UDOT roads. She added that we have a good relationship with UDOT and we stay informed through periodic project meetings, which we then relay general information and project updates to the Metro Townships. A member of the committee mentioned that during this project, UDOT will be adding lanes from SR-201 to 2700 South and putting in a lane extension from 2700 South to the apartments near 2800 South, and if they continued this lane to 3100 South Street we would have the same problem. Basically, he said, if you want U-111 to expand to a major roadway, there

are approximately thirteen-fourteen houses on the west side of U-111, if razed, could create space for a four-lane highway. But there again, he continued, you have a four-lane highway going right through the middle of your city. Staff asked what happens to U-111 when Oquirrh Mountain Boulevard becomes a reality? Maybe U-111 is scaled back some? Another committee member said that if you look just from a financial perspective and moving people to SR-201, it's like an order of magnitude less. Meaning, that it's bad news for the folks that own the thirteen houses in question, but much less impactful to the community overall.

Ms. Francisco-Galang said that she heard that the construction on U-111 was further out, time-wise, but said that additional funding allowed the project to continue. Staff added that there were some infrastructure issues that created delays. A committee member said that there was a sewer line down the west side of U-111, and because it was collapsing, they took the time to replace the line and then add the additional two lanes from SR-201 to 2700 South. He then referred back to his thought of extending the five-lane configuration from 2700 South to 3500 South, if consideration is given to removing the thirteen-fourteen homes mentioned above.

It's a planning move now, a member of the committee offered. Ms. Francisco-Galang said that this issue can be discussed, moving forward. The committee discussed that the road is plenty wide to extend the five-lane configuration south from 2700 South to 3500 South, except where houses in question are located. Ms. Francisco-Galang offered to ask UDOT about their long-term plans for the area and see if they're going to be extending this configuration further south, or if they're looking at a different alternative to relieve some of the traffic (i.e. is UDOT planning for some relief on U-111 from Mountain View Corridor, or developing the future Oquirrh Mountain Boulevard, or are there other options being explored?).

4- With future developments in Magna occurring, how will we be able to increase capacity to handle the impending demand?

Ms. Francisco-Galang said that the best thing you can do to plan for future development is to make sure your general plan is up to date and being followed as construction occurs. It's important that roadway development matches your transportation plan, and when development occurs, ensure that required transportation elements identified by the transportation engineer are being installed, she added. Continuing, when capacity issues seem apparent, continue to perform future planning functions, because it's the best thing you can do; being proactive rather than reactive.

5- When Oquirrh Mountain Boulevard is built, what users will it accommodate?

Ms. Francisco-Galang said that these types of roads – roads that UDOT typically builds, accommodates all modes of transportation (pedestrians, bicyclists, trucks, everything). She added that she's limited in her response right now, not knowing exactly what information a study would yield or what type of road it would be. Staff asked her if she suggests a study is something

that should be done sooner rather than later? Ms. Francisco-Galang confirmed this, adding that she will be in contact with our Office of Regional Development, the office heading up the study to connect 7200 West with SR-201 and I-80, and U-111 on the south end of the valley. These are regional facilities that affect everyone on the west side of the valley; not just Magna or West Valley City, but everyone to the south and in between, because from a regional perspective, they're affecting many people.

6- When Oquirrh Mountain Boulevard exists, what is the optimum vision of the relationship between it and U-111?

A member of the committee mentioned that when Oquirrh Mountain Boulevard is constructed, UDOT's plan when he saw it a year ago, called for U-111 to dead end at SR-201. Ms. Francisco-Galang said that once the corridor study for Oquirrh Mountain Boulevard has been completed, other traffic outcomes would also be determined, such as U-111's future. The committee member said his impression was that most of the traffic was to be routed to the 'bypass' road and through to SR-201, thereby in theory, relieving traffic issues on U-111. Another committee member said that he hasn't seen the scenario where U-111 is dead-ended shown on a map but believes that eliminating the connection that U-111 has with respect to SR-201 doesn't seem realistic. The first committee member sees the development of an Oquirrh Mountain Boulevard, for instance, as a replacement for U-111. A third committee member said he would prefer maintaining U-111 as opposed to having a major roadway bisect a community, such as in the case of Little Valley Gateway.

Ms. Francisco-Galang said that the information becomes available once a corridor study is completed, because it's a very public process where input is received from the community regarding their desires and what they would prefer not to have. After a corridor study has been done, the NEPA process initiates as the corridor study identifies approximately where, while the NEPA process involves the environmental work and also efforts the process to seek funding opportunities. The progression after the NEPA process leads to the construction phase to establish what exactly will happen. This is a major process that takes place, Ms. Francisco-Galang stressed, adding that it just doesn't happen out of nowhere. She clarified the process in that it's now on the Regional Transportation Plan (RTP), but it's only a line on a map, and it's through studies and funding and a public process, that it can be built.

7- Are there any thoughts at this time as to how overall traffic circulation will function in Magna 5 years from now? 10 years? 20 Years?

Ms. Francisco-Galang said that with increased development comes additional traffic, adding that planning for local traffic is good. She asked if anyone had been to the WFRC Planning for the Future 2050 meetings, because these workshops have taken groups through exercises where they review different centers where they may have housing and some commercial in the same general area or vicinity. Development of this nature helps create opportunities for residents to

shop locally, thereby keeping the money in the community. More diverse centers may also include employment opportunities where the community eventually becomes a work center and a destination site, where people can live, shop, and work in the same community. She added that attending these planning workshops helps one see what the vision for 2050 is, and that there are certain areas where these trends are occurring. In these instances, she stressed, you want the traffic to be local, so the community can control it. This way, if you can keep residents from leaving to shop, for instance, you won't have significant traffic, just local and inner-community traffic. She asked if that made sense. A committee member mentioned that Daybreak started in a similar manner, adding that possibly down the road in five, ten, and twenty years we're going to do something like this, and now seems like a great place to start.

One member of the committee said that with all of the development projects we have coming on-line in the next few years, traffic will greatly increase in Magna. Another committee member, agreed, mentioning the Saratoga Springs field trip the Council just completed. He said that this development now has 400 homes and is 90 percent occupied on property that was a functioning church farm just two years ago. Another committee member, referring to a new development of nearly 50 homes near 7200 West and 4100 South, said that no one thought there would be any impact to the existing community, yet every evening from around 3:30pm to 7pm cars are backed-up, waiting to turn from 7200 West, onto 4100 South.

8- How is the transportation department planning to address safety regarding vehicle/pedestrian conflicts on 3100 South Street and Main Street as a result of Oquirrh Mountain Boulevard, as residential and school zone areas will be impacted?

Ms. Francisco-Galang said that we will have to review access functionality on Oquirrh Mountain Boulevard, in that the more access is limited, the safer and more enjoyable the experience for pedestrians will be, and these opportunities to improve the experience for pedestrians and bicyclists, will enhance this road for all users. She added that other examples, such as on Mountain View Corridor and others, is they have a trail separated from the roadway, which enhances safety. If safe facilities are available, Ms. Francisco-Galang added, you have created a safety zone for people, and if you give people an opportunity to ride a trail or an alternative choice, you've done the best you can. A committee member said that creating a boulevard, with a center median for trees or planters would greatly enhance the pedestrian or bicycling experience. As another committee member described that with U-111 being a straight route, drivers are tempted to accelerate, which prompted another member to describe the issue as one of 'vision,' explaining that the roadway matters, whether it's a two-lane road in either direction, a divided highway, or a boulevard, like Wasatch Boulevard, that has one lane in either direction with a wide shoulder that accommodates bicycles. Ms. Francisco-Galang agreed, saying that it just depends on what the results of a study determine and what the community will accept.

9- With new development coming, what is the transportation department doing to ensure safety on 8000 West between SR-201 and 3100 South?

A member of the committee mentioned that there is a current plan to build two lanes in each direction. Yes, that is one of the current projects we're working on right now, Ms. Francisco-Galang said, adding that they're trying to request right-of-way from owners, so a safer area can be built. The committee member added that, over the years, people have kept inching their property out toward the road. Ms. Francisco-Galang agreed, coining this activity as 'property creep,' and added that they have had a couple of other projects where people have planted landscaping or added rocks, beyond their property line. On this specific project, she said that she has received information regarding the r-o-w location and that there are some areas that they will have to ask for r-o-w.

10- Can you give the group an indication of what final design will look like on the realignment on 8000 West at 2700/2820 South? What is the projected timeline for completion?

Ms. Hulbert said that this project is scheduled for construction in 2021 with r-o-w agreements in process over the next year or two. (There was a moment where the committee discussed on the map the exact location of this proposed realignment and where a few properties will be affected). Ms. Francisco-Galang added that the roadway piece has been partially funded and they're in the process (during 2018-2019) of seeking funding for the r-o-w portion of the project, which appears to affect three properties.

11- As an overall question, what are the future plans to maintain smooth traffic flow and traffic calming, in light of projected growth?

We currently have a traffic-calming program, Ms. Francisco-Galang said, adding that we're also promoting other modes of transportation including bicycles. She said that because of her strong relationship with UDOT, she collaborates with them on warrant studies, a couple instances of which have been accomplished over the past year. One of the committee members suggested that the intersection at U-111 and 2700 South could use some left-turn signals. Ms. Francisco-Galang said that this is a tough intersection and in her discussions with UDOT, this intersection has been identified currently as optimized, but she will see if there is an update available.

12- Do you know the future vision for SR-201 at 7200 West Street, and west of 7200 West?

7200 West will be expanding to six lanes, and we anticipate a grade separated interchange at both 7200 West and 8000 West, Ms. Francisco-Galang mentioned. A committee member representing Kennecott said that they're currently coordinating with UDOT on the south frontage road to SR-201, between 7200 West and 8000 West. Several scenarios are being contemplated at this time. He added that he and his engineering consultant, Ryan Hales, have been working with Charles Mason Hill (Chip) from UDOT, clarifying that Mr. Hill is handling

the contract work while a new project manager is coming on board to handle construction responsibilities.

13- Are there any other roadway projects planned for Magna within the next five years?

Most everything has been discussed, Ms. Francisco-Galang mentioned as the major items are the 7200 West corridor and the future development of Oquirrh Mountain Boulevard near the proposed Little Valley Gateway project. Staff asked if there are some bicycle projects coming on-line? Ms. Francisco-Galang said yes, we do have some projects which will be refined once the general plan has been updated, to determine where bicycles fit into your community; both the type of project and where the community envisions these facilities. One target area briefly discussed by the committee was the new regional park at 7200 West and 4100 South Street, which is approximately 60 acres and is currently in the preliminary design phase and being managed by Salt Lake County Parks and Recreation.

Ms. Francisco-Galang said that Helen Peters is scheduled to discuss the active transportation regional plan, and how this plan affects Magna, at an upcoming steering committee meeting. She offered to answer any additional questions.

The committee member representing Kennecott said that they and the developer of the Little Valley Gateway project (D.R. Horton), have been invited to discuss this project with the Elk Run HOA and how the development will affect their community, adding that he mentioned their desire to extend the roadway from Elk Run into the LVG project. The committee was in agreement that this road should be connected for several reasons including connectivity and access needs for the new high school. It was mentioned that a park in the existing community will be affected. A park is planned on the north side of LVG, adjacent to the rail line and the Elk Run development. The general committee consensus is that each access point added to the project increases the connectivity of LVG.

14- Can transportation projects be coordinated with law enforcement organizations to assure an orderly and managed traffic flow during construction?

Ms. Francisco-Galang said that technically, UDOT projects usually have coordination with law enforcement because of the traffic involved. For smaller projects, there's usually no law enforcement present. Staff mentioned that the committee's main concern regarding this question is how to best manage traffic during a construction event. A committee member said that the upcoming LVG project will be generating a lot of construction-related trips and coordination will need to take place regarding the County, UDOT, and UPD, etc. The committee member representing Kennecott said that when the lead haul commences, it will take place over a 14-day period at 12-hours per day, and that UPD has been contacted to help support this event. The committee member representing UPD said they will have extra patrols to help enhance a safe

environment for everyone. Ms. Francisco-Galang said that situations like these entail significant collaboration between all necessary agencies to help manage the event.

15- Is it appropriate and prudent to create a township-wide Transportation Plan and to maintain periodic updates?

This is a good idea, Ms. Francisco-Galang mentioned, saying that we have an existing plan but after discussing with Max, one of our priorities once the general plan is adopted, should be to update this plan, and ensure we have the right designations for roadways. Staff mentioned that in cooperation with this effort is the need to maintain contact with those quarterly WFRC planning meetings, where we inform Magna's plan and aspirations so that the region is informed as well.

A committee member asked about future plans for light rail coming to Magna. A staff member mentioned that these types of questions are determined by ridership numbers, financial numbers, and long range strategic plans of the transit agency. Referring to a location at 3500 South and Bangerter Highway, he said there are a few blocks of dedicated lane-separated r-o-w for the MAX BRT. The hope down the road, in his opinion, is that this part of the valley continues to grow in population to justify additional transit opportunities, adding that it will probably take a large increase in population. There was significant discussion on this issue with the decision from the committee to add light rail to the map for now as a placeholder to help clarify Magna's desires. The committee member stressed that with the upcoming developments in the pipeline, we need to communicate our future needs for our transit infrastructure. Staff and committee members mentioned that along with planning efforts, the drivers toward transit improvements are the generation of commercial dollars, and increases in employment and population within the Magna Metro Township.

A committee member mentioned that as ideas percolate, such as a natural corridor extending west along 3500 South Street, we should plan accordingly. Others agreed.

One committee member mentioned that he has been pressing staff regarding some housing issues related to the Fieldstone development that have been problematic; some of these issues are transportation issues, related to roadway width. A member of the community said that we're putting the chicken before the egg, because as much as we want the roads built first, they can't be.

There was a short discussion of the existing bus service in Magna and concerns that some committee members have with capacity, frequency, number of busses and fare box concerns. There was no consensus on many of these issues, though there was a healthy discussion. Staff has initiated a discussion with UTA and has asked the agency to visit the Metro Township in the

near future. Staff added that we're fully invested in engaging the regional agencies that make transportation and transit related decisions for Magna, so that they're constantly aware of the community's needs. So, we greatly appreciate the input as we are constantly informing and advancing these conversations.

16- Can a warrant study be initiated for a possible traffic signal at the intersection of 4100 South 7200 West?

Ms. Francisco-Galang said that she has made a note of this concern, and will initiate some traffic counts to determine if a signal is warranted. Staff mentioned that the park planning manager has been alerted to this issue as well. The consultant for the park will be doing a traffic impact study, according to Ms. Francisco-Galang, and if the signal is warranted, it will be an expense shouldered by Parks and Recreation, which will allow for your money to directly support top safety priorities such as roadway crossings and sidewalks, for example. A committee member brought up the issue of the nearby intersection at 7200 West and 4100 South that was discussed earlier. Ms. Francisco-Galang said that they're thinking about options to mitigate the safety concerns, such as installing some lights on the stop sign or perhaps installing a larger stop sign, as a short-term solution.

17- Quick thoughts regarding bicycles.

Staff mentioned that all bicycle-related or pedestrian-related issues will be discussed at an upcoming steering committee meeting, and wanted to thank both Ms. Francisco-Galang and Ms. Hulbert for participating this evening. Staff will continue to collaborate with one another, but please feel free to let us know should any issues arise. Staff agreed that we definitely need to add some language in the general plan related to transportation, and include the Regional Transportation Plan (RTP), an active transportation plan, and many of the items discussed this evening. OK, well, thank you all very much for attending this evening!

General Plan Initial Statement Points

- A. Articulate Magna's desired transportation elements. (Agenda Item #2, Question #4; page 4)**
- B. Magna would like to create opportunities for its residents to shop locally, and develop a work center and/or destination site where people can live, shop, and work in Magna. (Agenda Item #2, Question #7; pages 5 & 6)**
- C. Update and refine bicycle projects. (Agenda Item #2, Question #13; page 8)**
- D. Update the transportation plan for Magna. (Agenda Item #2, Question #15; page 9)**
- E. Update the RTP and create an Active Transportation Plan (ATP) for Magna through a focused workshop. (Agenda Item #2, Question #17; page 10)**

Agenda Item #3 – Review updated meeting schedule – dates and topics

Staff suggested the committee discuss a few housekeeping items, beginning with an updated schedule that has been distributed. So, the 30th of January is our next meeting, and if you would like to meet the very next week, we will be back on schedule after taking time off for the holidays. This updated schedule also provides for a couple of placeholders in case new topics surface. Also, staff appreciates all of your help in taking time to attend these meetings and help to inform and improve the plan, stressing that if there's anything staff can do to help, please let us know. In addition, please let us know if these meetings are being productive. Staff mentioned that they are extremely motivated to help guide the desires of the community to develop a general plan that the community embraces and is proud of. A few members of the community asked for either minutes of the steering committee meetings or at least a recap of these meetings to be produced; some record of content that will be represented in the general plan. Another suggestion to staff was to develop an outline of where we are on the plan. One of the committee members said there has been a lot of discussion, but nothing specific as to where we are. Staff mentioned that they will work to provide this information to the committee, and added that as the committee, you should review these minutes or recaps, and inform staff if you would like to add anything to the discussion or if anything is unclear or inaccurate, so staff can make the necessary adjustments. Staff will begin to memorialize these committee meetings and provide copies to all members.

Staff said that the group will meet again, two weeks from tonight, with Main Street as the subject; desirable characteristics, parking, the need for a historic district, and potential efforts to rezone portions of Main Street. Thank you very much! Please let staff know if you need anything.

Agenda Item #4 – Notes, Reminders, and Action Items

- AI – County transportation engineering manager to ask UDOT about their long-term plans for U-111 from SR-201 to 3500 South Street. (Agenda Item #2, Question #3; page 4)
- AI – County transportation engineering manager to ask UDOT for an update on the status of installing left-turn signals at the intersection of U-111 and 2700 South Street. (Agenda Item #2, Question #11; page 7)
- AI – Planning staff to reach out to UTA to invite them to the Magna Metro Township Council meeting to discuss future transit direction and/or possible projects in Magna. (Agenda Item #2, Question #15; page 9)
- AI – County transportation engineering manager to review options to mitigate safety concerns at the intersection of 7200 West and 4100 South Street. (Agenda Item #2, Question #16; pages 9 & 10)
- AI – Planning staff to produce meeting minutes or a meeting recap for each general plan steering committee meeting. (Agenda Item #3, page 10)

- AI – Planning staff to produce an outline of the status of the general plan. (Agenda Item #3, page 10)

Adjourn – 7:23pm

MEETING MINUTES | FEBRUARY 6, 2018



Magna General Plan Update Process – 2018
Tuesday, February 6, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #6
 Max Johnson – Planning and Development Services Staff
 Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee – Meeting Minutes Summary
Meeting began at 6:05pm

Committee Members and Staff	Public
Jeff Stephenson	Blake Thomas – SL County
Dan Peay for Laura Jo McDermaid	Helen Peters – SL County
Shirl White	Aaron Searle – Karma Bikes
Cindy Whitehair	Ammon Lockwood
Sara Van Roosendaal	Greg Schulz
Todd Richards	Kathryn Hiolski – SL County Health Dept. Emmalee K. Price – SL County Health Dept.
	Three members of the public attended
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

Agenda Item #2 – Economic Development discussion

a. Guest – Blake Thomas, Municipal Economic Development Director for Salt Lake County

In advance of meeting with Blake Thomas this evening, a list of questions relating to economic development in Magna were developed by staff and the committee members and distributed to Mr. Thomas prior to this meeting. The question list is shown below:

Questions for Economic Development Discussion on February 6th

- A. *How best should Magna proceed to enhance development on Main Street?*
 - a. *Adopt design guidelines and standards or an incremental rezoning approach, or possibly a more intense rezoning effort?*
 - b. *What options may be available toward this goal?*
 - c. *Can the RDA/CDA help with development of additional parking spaces on Main Street?*
 - d. *What suggestions can you offer regarding development of an infill ordinance?*
- B. *Can the Magna Main Street RDA/CDA be expanded north and south?*
- C. *How can Magna reduce their live/work ratio from approximately a 90/10 ratio to an 80/20 ratio?*
- D. *Do you have a current mechanism in place to attract interest in Magna from the business community? What types of business would be most appropriate to target? How can the community help with these initiatives?*
- E. *How can Magna increase small business growth?*
- F. *What type of enhancement/investment projects qualify for funding from the RDA/CDA?*
- G. *What is the potential for funding opportunities to update, clean, and install parking in the existing alley parallel to the south of Main Street? How feasible is this project?*
- H. *Same question for parallel parking along both sides of 2600 South?*
- I. *What are the next steps for the Municipal Economic Development Department? What are the next steps for the community?*
- J. *What types of zoning facilitate good economic development and good bicycle development? What are the keys to making them work well?*
- K. *How can we properly address and effectively rectify blight?*

Blake Thomas, the Municipal Economic Development Director for Salt Lake County, attended this evening to speak with the committee, and answer questions. He began with a quick history to lend context to his role. When Mayor McAdams was first elected in 2012, he made sure that the Regional economic development team was separated from the Township economic development team. With the creation of metro townships, both teams are combined again. A portion of Mr. Thomas' funding comes from the MSD, where he's tasked with doing economic development work for the metro townships, and spending his remaining time working with the other cities throughout the County. He also manages the County Redevelopment Agency, which oversees project areas on Main Street and Arbor Park and manages a draft plan of an e-commerce center.

Mr. Thomas was able to answer many of the questions identified above. His responses below are listed in the order he answered them.

Question #B. Can the Magna RDA/CDA be expanded north and south? That is possible. With Main Street, it was an RDA, meaning that it was an older project that happened before 1993, before there were Community Development Areas (CDA's), Economic Development Areas (EDA's), and Urban Renewal Areas (URA's). CDA's are the broadest areas, while EDA's are for job creation, and URA's are used when a community wants to address blight. On November 1, 2017, we prepared and issued notice that we were going to stop collecting for the RDA on Main Street and replace it with the CDA that had been created years ago. At this time, it will be the CDA that we will be collecting for, meaning that the RDA is phased out and replaced with the new CDA. This CDA also captures the Oquirrh Hills Apartments on U-111 as well as a little additional property on Main Street just east of U-111.

A member of the community asked if the Magna Township Council should have been asked for advice as to whether to trigger the Magna CDA? Additionally, if Magna is going to remain in the County Economic Development Agency, what mechanisms are being put in place to ensure that the direction of the Metro Township Council is followed?

Mr. Thomas responded that when the RDA was transferred from Alison Weyher and Emily Waterman, we were told that the intent to trigger this year (2018) was agreed upon. Accordingly, we prepared the handoff documents for a 2018 trigger timeframe and moved forward with that direction. The new project area, known as the commerce park, hasn't triggered yet. We are funding the study to understand a scope and budget, though nothing will be approved or triggered without support and direction from the Metro Township Council.

The community member said that state law regarding this application is based on the agency of origin, which in this case is Salt Lake County and does not include the Magna Metro Township.

Mr. Thomas agreed but said that his office is committed to running it through the township council, and that he believes it's the appropriate way to move forward as we hope that Magna will eventually have its own RDA Board to help with similar transitions, adding that they oversee the legal documents now, but it's his hope that in the future, everything is brought to the Township Council before decisions are made.

The community member mentioned that there was another note for consideration. That because municipal services are funded through sales tax revenue and the metro township itself does not collect any property tax, he believed that it was disingenuous to seek CDA's, EDA's, and URA's when the base organization itself has no financial skin in the game.

A member of the steering committee mentioned that this meeting is meant for educating the steering committee for the general plan update regarding economic development.

The community member said, "yes, but as you are discussing economic development in the plan, you need to realize that if you don't have any skin in the game, you run the risks of proposing things that will never happen."

Question #B. (Continued) Can the Magna Main Street RDA/CDA be expanded north and south? Mr. Thomas began to answer Question #B., by stating that, "yes, you can expand the CDA, and you have two options: 1) You can amend it as it stands and amend the geography; or 2) depending on what you want to do, you could create a new geographic area and a new project area, which would be a CRA, as the law changes every year in redevelopment work. That would be an option, but you would do a CRA knowing there was an outcome you wanted.

Question #F. What type of enhancement/investment projects qualify for funding from the RDA/CDA? So that goes with the handout that I've sent around that you've all received which is County-wide policy #1155. It's in the process of being updated because the law has changed, and we now have Community Reinvestment Areas (CRA's), instead of just CDA's, but this is the standard that the County uses when investing in project areas as a property tax collector and taxing entity in its projects County-wide. In Section 2.0, there is a list of the favorable considerations for project areas. Section 2.2 identifies additional favorable considerations, and Section 2.3 lists unfavorable considerations.

It's hard to create policy for 'one-size-fits-all' County-wide, when each municipality has different needs. This document gives a good general structure for what 'terms of participation' should look like, and what favorable or unfavorable projects resemble. One caveat with this document; it does have language that recognizes some communities have different needs than others. For example, while one community might not have a strong need to incent 'boosting their sales tax base,' another might, so the County will take that into consideration. This document is also on-line, but I wanted you all to have this as a resource.

Question #K. How can we properly address and effectively rectify blight? The County Redevelopment Agency has a budget to commission blight studies, typically done by a municipal consulting group if there's an articulated purpose or a desired outcome. Another resource or tool that we have at the County is Environmental Protection Agency grants and loans. We currently have about \$150,000 of grant money for assessments, so, if there's a perception of blight, contamination, or possibly petroleum contamination, we have a grant fund available to expend funds. We've used this tool at the car wash that's on Main Street. We also have remediation available for physical cleanup, which is a loan.

There was a question asked from the committee if the loan could be used for a single property? Mr. Thomas said, “Yes, it can be used for single properties if blight has been perceived.”

Another question asked was, “can it be used for the Gem Theatre property across the street?” Then a community member summarized that most of what Mr. Thomas is talking about here is ‘brown field’ development, where the property would have to be contaminated to qualify. Mr. Thomas added, so that’s where you could use the assessment grant to evaluate the presence of contamination and cover the costs of any identified contamination. You could potentially use the loan fund for cleanup purposes as an additional tool. The Board amended the terms a year ago so you can repay the loan within a zero to three year time frame at zero-percent interest, and it scales up to three percent from there. Candidly, that’s money that we’re eager to use and would love to use it in the Metro Townships.

Question #D. (Part I). Do you have a current mechanism in place to attract interest in Magna from the business community? The local economic development tool we have is tax incremental financing, which has been the traditional tool, according to Mr. Thomas. Typically, you’ll have a planning group that’s putting together general plans or visions that articulate what they’re looking for, then the economic development team utilizes tools, becoming the action-oriented group that implements those plans and visions.

Mr. Thomas said he’s happy to share a document that he’s currently in the process of writing. It’s a very high-level marketing document that talks about the Metro Townships. It has a brief history of Magna, including their economic history, and some demographics. I’m hoping it will be a tool that, as an economic development official, I can share with the business community when you identify certain sectors or types of jobs that you want to attract to Magna. I would love to get some Magna stakeholder feedback on it before it’s printed, that’s in touch with what the local community’s wants and needs.

Question #D. (Part II). What types of business would be most appropriate to target? How can the community help with these initiatives? Mr. Thomas said that the type of business is up to the community, meaning that the community partners and stakeholders can decide the businesses Magna wants and should attract based on local needs. I’m happy to share my thoughts but my recommendations for your consideration would be:

1. Determine what outcomes you seek or the types of jobs that you’re looking for?
 2. Decide if you’re looking to build your commercial tax base?
 3. Are you seeking advanced industries that offer higher paying jobs that tend to be in the STEM (Science, Technology, Energy, and Math) fields?
- A question from the committee was: One of our biggest draws currently, is that our last two blocks of Main Street are used frequently by movie companies. What would it take to

expand this area by possibly, two additional blocks to help grow the film industry in Magna? Mr. Thomas said that’s a really good point in the sense that if the community is unified and feels that they have found this niche film industry and want to focus on that industry, then that’s something to articulate through the general plan and/or economic development plan. Then as an economic development specialist, Mr. Thomas said he can target people in that industry. If the community supports this, then it becomes your priority and would justify the use of tax increment finance, potentially to help with building space, incentives to cluster additional similar companies here, etc.

4. Are you looking to cluster certain industry? The state has cluster examples of medical manufacturing, energy, and life sciences, for example. Groups such as these are identified as typically, high paying jobs that require the STEM background, which are the jobs the state has identified as the ones they’re willing to rebate income tax to.
 5. Another important factor regarding the businesses you want to attract is the infrastructure assets you have, or have planned for. Strategizing your recruitment based on your infrastructure inventory or plans to invest in future infrastructure, is critical to attracting certain companies, industries, or businesses.
 6. An additional consideration is available workforce. What is the composition of your available workforce? What are the demographics in case you desire to create job centers; do you have the available workforce? Are you keeping these workers in the region?
- As a community member asked earlier with the 90/10 or 80/20 ratio question, Mr. Thomas said, that becomes another thing to consider. Meaning, do you want to create a job center that brings people from the outside-in? Or, do you utilize local research to keep local jobs, local?

Mr. Thomas summarized that those are some recommendations regarding that question. Again, once the community comes together and identifies the things they wish to value, the economic developers can use their tools to implement the vision.

Question #E. How can Magna increase small business growth? Mr. Thomas mentioned that he participates, along with another member of his team, Sara Van Roosendaal, and Dan Peay, in representing Magna’s interests in the ‘local shop-small and small business events’ group. This group recently elected a new, highly motivated president of the organization who has a lot of good ideas. He suggests meeting with this group or partnering with them. When you decide as a community, what you would like Magna to become, that’s the information that the economic development team could be armed with to support Magna. The team can try and create, whether it’s the physical infrastructure, zoning, or code enforcement tools, or business recruitment, to try and bring small businesses to the area.

Question #I. What are the next steps for the Municipal Economic Development Department? What are the next steps for the community? Mr. Thomas is efforting to complete the marketing document referenced earlier and get feedback from the community. He will also be using some of the RDA budget to hire a consultant to write an economic development strategy for each metro township, but that he was open to other thoughts. A member of the community mentioned that he did have other thoughts. Adding that, typically, these are examples of items that have been funded in the past, that have benefitted the region and not the specific area over the past two decades, and he's not supportive of the idea of this expense on something that has no value to the community. A member of the committee mentioned that it's not the money that we've spent, but to whom; Envision Utah, Wasatch Front Regional Council, etc. The community member indicated that Magna's tax increment money was used for these efforts, with the committee member adding that Magna has not seen any benefits from these efforts over this twenty-year time frame. Mr. Thomas clarified that the funding is not coming from the Magna Tax Increment, but that it's coming from a separate fund for professional services. The community member said that it's still coming from local money. He added that if the money comes from the County-wide regional fund, and that's the only place; no problem. The committee member requested that Magna receive a copy of this RFP and/or agreement. The member of the community added that if he was going to make a policy recommendation to the Metro Township Council or to the MSD, he would say 'no,' we're not paying for this. Mr. Thomas asked what the community member's thoughts were moving forward, if there wasn't an articulated economic development plan? What would the goals be for moving forward?" The community member mentioned that in that case, he would recommend Magna set-up its own economic development agency. We would probably go to EDC Utah, to enter into an inter-local agreement with them, to provide the economic support. Mr. Thomas added that the County is not a member of EDC Utah anymore.

The community member said that when he networks with his peers from other communities, they're all using EDC Utah, and having good working relationships with them. He continued that, Magna could have EDC Utah craft a specific plan rather than this giant holistic plan to metro townships. This would be a community by community plan, because you can't do a plan that focuses on both Magna and White City, adding that realistically, Magna is the only metro township that's going to have growth, period. Mr. Thomas asked if the community would be opposed if the County (overseeing the RDA), obtain approval through the metro township to use funding for EDC Utah to craft a plan for Magna to implement? The member of the community said that would be up to the Magna Metro Township Council, but I certainly would not recommend this option, based on prior history.

A community member asked if the Gem Theatre received any tax incentives when they purchased the building a few years ago. Another community member said that there's always been tax increment available for public infrastructure. The member who asked the original question said

that it appeared that the owners received a good deal because they were going to extensively renovate. But nothing was done and there's no recourse to recapture the expended funds. Mr. Thomas said that in some of his past economic development positions, he has learned to build in post-performance benchmarks, which provides a community with more of a guarantee and lowers the risk. For example, if you had a TIF deal where you give 'X' amount of money to do "Y," the deal is predicated on what has been completed post-performance. Meaning that, it's all refunded based on receipts and the agreed upon benchmarks. Taking it a step further, with an elaborate pro forma, you say for example, "By year seven, if you aren't at the benchmarks or at 80% of the benchmarks, we stop participating, or reduce repayment." So, there are things you can do as the administrator to protect yourselves so that you push the risk off. The risk is more on the developer who's borrowing money, and you're supplementing it, post-performance.

A community member said that one of the options would be for Magna to set up their economic development agency, and for Salt Lake County to be the contractor to it. We have to be careful using the existing framework, because we could put ourselves in risk of having Salt Lake County running our economic development and side-stepping the Magna Metro Township Council. Mr. Thomas said that we are very sensitive to this type of thing occurring. Mr. Thomas asked if staff would share his contact information with the group. Please don't hesitate to call or reach out, and again, if it's OK with the Council, when we have thoughts or ideas, or want to expend any money related to Magna, we want to take it to the Metro Township Council, to essentially be given the thumbs-up or thumbs-down accordingly. Staff thanked Mr. Thomas for coming tonight. Mr. Thomas said he would be happy to come back another time and also encouraged, as questions come in, to send them directly to him, or to work through Max.

Greg Schulz passed out a handout of the Magna Metro Township revenue stream that was adopted by the Council during their 2018 budget hearing. This report shows 2013 through 2016 with a comparison, to give you an idea of how things are growing. Staff asked if Mr. Schulz would like to go through his handout. Mr. Schulz asked the committee to review the sales and use taxes, adding that what you should look at are the trends, and page one gives you the best trend, which is that from 2013 to 2016 reported, there was a \$19.1 million increase in taxable sales in the 84044 zip code.

Staff asked if there were any questions and asked everyone to send any questions you may have in the future regarding this discussion to staff.

STAFF NOTE: As the time allotted for discussion with Mr. Thomas was limited due to a prior commitment, and the discussion evolving to related subject matter, Questions A. (a, c, and d), G, H, and J were not addressed during this portion of the public meeting. Question J was discussed under Agenda Item #3.

General Plan Initial Statement Points

- A. Explore opportunities available for a grant fund that helps property owners with site cleanup needs. (Agenda Item #2, Question #K; page 4)
- B. Explore loan opportunities that exist to assist property owners remediate properties where blight is present. (Agenda Item #2, Question #K; page 5)
- C. Identify the types of jobs Magna would like to attract. (Agenda Item #2, Question #D, part I; page 5)
- D. Seek to expand the film industry in Magna, both in intensity and employment opportunities. (Agenda Item #2, Question #D, part II; question #3, pages 5-6)
- E. Identify the existing infrastructure assets, and additional infrastructure assets Magna is planning for in the future. (Agenda Item #2, Question #D, part II, question #5, page 6)
- F. Identify the available workforce in Magna and how you wish to build Magna's job center. (Agenda Item #2, Question #D, part II, question #6, page 6)
- G. Allow Salt Lake County (which oversees the RDA) to seek Metro Township Council approval to use funding for EDC Utah to craft an economic development plan for Magna to implement. (Agenda Item #2, Question #I, page 7)
- H. Consider the option for Magna to set up their economic development agency and ask Salt Lake County to be the contractor to it. (Agenda Item #2, Question #I, page 8)

Agenda Item #3 – Bicycle discussion and the Active Transportation Implementation Plan (ATIP)

- a. Guest – Helen Peters, Program Manager for Salt Lake County, Regional Planning and Transportation
- b. Guest – Aaron Searle, Owner of Karma Bike Shop, and a member of the Bike Advisory Committee for Salt Lake County
- c. Guest – Kathryn Hiolski, Educator, Salt Lake County Health Department
- d. Guest – Emmalee K. Price, Educator, Salt Lake County Health Department

Staff introduced both Helen Peters and Aaron Searle. Helen is from the Office of Regional Development with Salt Lake County. She oversees the Active Transportation and Implementation Plan (ATIP). Aaron owns Karma Bikes here in Magna and is also on the Bicycle Advisory Committee (SLBAC) for the County. Staff sent the committee members a handout today that talks about the benefits of active transportation in the community. You have the chance to read this document before an additional future meeting regarding bicycles. Ms. Peters also introduced two Health Educators from the Salt Lake County Health Department, Kathryn Hiolski and Emmalee Price, who work in the active transportation area, creating healthy communities.

Helen mentioned that we had some questions about economic development and at what scale the community needed to be related to bicycle scales and the bicycle network, in trying to create a walkable and bikeable community. What might be helpful first is for you to help me understand how we can help you? We brought copies of the Salt Lake County Bicycle Active Transportation Implementation Plan, better known as the ATIP. Some of you were probably here at an earlier meeting when we talked about this plan, which provides for a regional high comfort network. So, while you'll probably be working on your community's more refined effort, this is what we regionally would fit into the larger picture (Ms. Peters is referring to two poster boards that she brought). We have several resources I would like to discuss with you in greater depth that we have available. Plus, we have bikeway design guidelines (she left copies of these design guidelines, and copies of her business card as well, that has a link to these designs on-line that are available for download) that conform with the industry standards to see what sort of facility needs to be on the roadway that will be the most comfortable and help guide the bicyclist. We also have the wayfinding design, and as I indicated previously, we have provided funds to Magna for wayfinding along the canal trail. The wayfinding design guidelines show what signage is needed, the distance necessary, and the type of signage. I know you have some chevrons outside for "share the road," that because they are made of paint, they have come off due to the brine spray, salt, and wear, so this time around you may opt for a different treatment like plastic for instance, as it seems to last longer.

Ms. Peters mentioned a study that Max has shared the link with you on, regarding the economic impacts of active transportation and includes several resources, including a new funding opportunity, which is from the office of Outdoor Recreation. They have just announced a 'Request for Funding' call. They can provide matching money up to \$150,000, and they're beginning their process on March 1, 2018. This funding is specific to trail development, and eligible agencies include non-profits or local or tribal governments. Applications must offer an economic opportunity for the community to ensure the ability to attract and retain residents or increase the visitation to a region, and public use infrastructure must be open and available. Given as a 50/50 match, at least half of the applicant's match must be cash, as opposed to people putting in sweat equity. This grant would be for recreational opportunities, so multi-use trails seem to make sense.

So, let's talk about what you would like to see from us in terms of the bikeway. I have maps I can share with you. What sort of discussion or exercise would help you? We can pull these maps down and mark them up. It's helpful to have a map of your civic infrastructure to look at where your library, your senior center, your high school, and churches are located; places where people may want to ride a bicycle.

Staff mentioned that something that came up at the WFRC meeting yesterday was to make sure that new developments have a robust and integrated trail network as part of their open space

commitment, and then connect into existing infrastructure; connecting to the Utah and Salt Lake Canal and the Ritter Canal, for example. The intent is to try and make an integrated plan, which also helps to preserve existing open space, and then expand where possible, when these new developments come on-line.

Aaron Searle said that he had a couple of thoughts from yesterday also. One was that we need to start planning for infrastructure around the new high school, so if we're going to have people and kids up there, we ought to think about 4100 South and what we want to do for infrastructure up there. How do you suggest we get a bike lane in place that kids can ride up to school, and at least slow that road down if they're going to be up there from 4100 South all the way through U-111, right? Mr. Searle added that there's no bicycle parking available at the high school, but he's still efforting, and there is parking at the Jr. high. Nevertheless, every day I drop my kids off, and I can see kids riding their bikes. So, it's a matter of 'if you build it, they will come.' Along with the high school, the other thing that we need to focus on is creating good east-west routes for cycling and riding, and 3100 South, and Magna Main Street, etc., are good candidates to focus on improving.

A committee member said that he often sees people walking or jogging along 4100 South, in the gravel, because there's no shoulder on either side of the road. Mr. Searle said that there's plenty of real estate to put some sort of infrastructure in. It was mentioned that 4100 South is a shared road with West Valley City. It's not a UDOT road but it is on the ATIP. Ms. Peters said that it doesn't necessarily need to be a UDOT road to be on the ATIP. 4100 South is an important road because it's a very lineal east-west corridor that goes all the way to Sandy and White City, etc.

Mr. Searle said that for us in Magna, we can't miss out on opportunities like this. We need to get some plans together on our next few projects. For example, running, trails, bicycle, etc., so that when funding becomes available we have projects ready. He added that with the most recent TIGER grant application process, everyone who submitted a project received funding. (NOTE: The TIGER grant acronym stands for: Transportation Investment Generating Economic Recovery.) All that we'll get right now are a few signs on the canal. We should have loads of projects stacked up so that we can say, "you know, we need a pedestrian walkway here, we need this intersection fixed, we have this safety concern." So, we need them defined and engineered, and ready to go, and when the funds are available, we can apply for them.

A committee member said that 4100 South would be an excellent starting point for a project, especially with the new park going in. Mr. Searle added that 7200 West Street would be another excellent project, because the infrastructure is so important, and this route would also connect to the new regional park. And, I just think that some east-west love goes a long way. People can cut through the neighborhoods to get north and south, but the east-west connections will have to

be done. Another committee member stressed the importance of the looped trail in Magna, as it would create connectivity throughout the township, enhance two east-west trails (Ritter Canal and Utah and Salt Lake Canal), while avoiding potential dead ends at 4100 South Street and 9200 West.

Ms. Peters suggested the committee talk about a process for going forward and she mentioned an existing bicycle plan. Most of the committee was unaware of the plan that was developed by a member of the County Engineering team. Some folks do remember a plan but fear it was not a collaborative effort involving the community and doesn't seem to move past the 'recommend' stage through to implementation.

Mr. Searle believes Magna should take bits and pieces of this plan. He said that the biggest concern with the previous plan was taking 7200 West down to a single lane and forcing everyone to turn right on 3100 South. On the other hand, there are some great components to this plan that I think we need to identify and prioritize. I think we really ought to consider getting some people from the Magna community to help put a plan together. So, we have people who want trails, people who bike; we've got to get that community involvement so we know what needs to be done. For example, 3100 South is a great road to run on, but the intersection at 8000 West and 3100 South is a disaster, because the sidewalks disappear. Improving this intersection would greatly enhance opportunities for runners, cyclists, and joggers.

Ms. Peters said that we're discussing specific issues when we need to focus on developing a process. She agreed with Mr. Searle, that we need to get a group together. There is actually a process that's been outlined. It's called the Active Transportation Plan Guidance, and Emmalee Price worked on that. Ms. Price mentioned that it's a list, where you follow planning standards listed as steps, and you have a checklist of items to walk through. Ms. Peters said that it's a very organized way of managing this process.

Ms. Peters said that we have two resources already, in: 1) the Salt Lake County – Magna Township Bicycle Plan, which we can revisit; and 2) we have a regional plan, the ATIP, that we can use as well. We also have these bikeway design documents. As you can see, we have all sorts of resources available to you. So, let's set up a process which will in the end, produce a list of projects which we can start to target funding out to Magna for their implementation.

A committee member said that we will want to tie-in to the regional plan and what we have on the plan for Magna is a great start. Planning and zoning may wish to revisit this map at some point in the future to possibly connect to the new prison or out toward the marina and Salt Aire. A member of the community asked staff if what we currently have is a good baseline map, then can we begin to work with the existing map to enhance our plan. Staff was very supportive of this effort and mentioned that we can plan for a bicycle workshop exercise at a future steering

committee meeting. Ms. Peters added that we could do that, bring in the previous plan that was done for you and create a new bicycle plan. Staff added that, ultimately, the general plan would propose a project or projects in the future to work on. Several committee members agreed that this current map is acceptable as a baseline. Ms. Peters asked if anyone had seen the previous map. No one remembered any specifics.

Staff asked Ms. Peters and Mr. Searle if there's enough specificity discussed tonight, in case funding becomes available, that we would be able to take advantage of those funding opportunities? Ms. Peters said, certainly, because I put out a call for projects annually, which amounts to about \$800,000-\$1million, adding that it's incumbent upon your engineers to submit those requests and to work with me, because the process includes a review of the submitted projects. These are then evaluated to determine the most advantageous projects you have based on your priorities as a community, and what projects would connect the most individuals to a regional network, and that also serves the local area; it's a negotiation. Ms. Peters added that last year, I told all of the engineers and planners that we would only fund those projects that were listed on the Active Transportation Program, because this strategy helps to build that infrastructure.

A committee member asked about the 4100 South route. If it was prioritized to be first because the new park is going in, it has a connection to West Valley City, and it enhances a trail, Is this an example that if it was ready to go, we could potentially start that? Ms. Peters said yes, that it could be for design or construction, then partnering with the other city for connections, etc. Determining the design would be first, then work with the connecting community to possibly extend the corridor if desired. Developing an ideal project list with prioritization would be the first step. It would be a good exercise to have documented.

A community member mentioned that to clarify regarding 4100 South and the Utah and Salt Lake Canal potential project, there's already a sitting agreement with the Utah and Salt Lake Canal Company for development of a multi-purpose trail on the upside of that canal, all the way to Jordan Narrows.

Ms. Peters said, OK, moving forward, you actually have an active transportation plan for your city, so we're going to pull out the old Magna Township Bicycle Plan, or the micro-level one, which was completed in approximately 2015. Then look at the ATIP that you have before you now that provides for that regional connectivity. Next, we can probably revise the Magna Township map and it will be your map in the general plan, as opposed to having two separate systems with separate pictures in your general plan. This way, you have something that's a little more integrated. So, we can schedule a workshop. We can bring out some markers and make some connectivity pieces to add. It's important that this is a map which includes your civic infrastructure, so you're making sure that you have bicycle infrastructure close to civic features.

Kathryn and Emmalee, what elements from the Health Department could you bring to the table? Ms. Hiolski said that they could help out with the planning purposes from the health side, thinking about connectivity to parks, connectivity around the neighborhood, and looking from an overall health perspective. Ms. Peters added that they can also do a walk audit for pedestrians. At no charge to you, Emmalee and Kathryn can organize and conduct a walk audit, to look at what pedestrian improvements need to be made, which is an important thing as well, because I heard someone talking about walking along the side of the road that did not have a sidewalk. So, a walk audit would look into these type of issues, then we can come back for a two-hour session to draw a vision out on some maps and figure out what this GIS piece looks like that will go into your general plan. I will also forward to Max the checklist so you can see what something over a six month period would look like in terms of efforting to ensure that the right people are at the table, planning for your bicycle needs. That would most likely be the health department, your chamber of commerce, and all of you. All of these resources will need to come to the table to ensure a successful effort.

A member of the committee asked about how long a walk audit will take. Ms. Hiolski said that depending on the route, the number of questions, and the number of attendees, it usually takes around an hour. Staff asked about how many attendees would be preferable? Ms. Hiolski said that we can break up into multiple groups if need be, as it's a little easier with a smaller group, due to all of the distractions in traffic, but added that she could make any size group work.

Ms. Peters said that if there's a specific area in Magna you would like to look at to really make some pedestrian improvements, then that would be a good place to start.

A committee member offered that if you're going to begin making trails, the Utah and Salt Lake Canal, from, around 7200 West to 8000 West, on the south side would be a good starting point. Then hopefully West Valley City will tie into it and improve back to 5600 West. Then once we improve the trail to 8000 West Street, we can start moving further west to U-111, etc. Ms. Peters added that there are also annual grants and it appears that the canal trail would be a perfect opportunity for a grant. A committee member asked if it's beneficial when municipalities partner on a project like this. Yes, it is totally beneficial, Ms. Peters said. The same committee member said that maybe then, a combination of going along this canal both to the east and west would be a good starting point.

A question from the committee was if the existing trail is hard-surfaced? A member of the community said that, West Valley City nor the County will recommend a hard surface; improved being crushed rock, yes. Because of the combination of maintenance issues and introducing petroleum-based products adjacent to a water source, a hard surface is not permissible.

Ms. Peters described the process moving forward, which will include efforts both beyond the scope and after the general plan process has concluded. She said that after this two-hour session then the direction will be to add this active transportation plan to the general plan. From that point, we will need to attract a team of possibly a half dozen people or so, who would like to champion these efforts to implement projects. We will need to make the city aware of the April deadline, so we'll plan to do an application for CATNIP (County Active Transportation and Implementation Program) funding accordingly. Making application will help to generate advocacy to strive toward implementation. Staff asked to clarify that when we're talking about the walk audit, we're talking about an area that's existing, that with some enhancements identified through the walk audit, it would make a trail more user-friendly and more efficient, right? Ms. Peters said that was correct, that walk audits usually relate to pedestrian facilities like curb, gutter, and ADA accessibility features. For example, can you navigate in a wheel chair? So, that's really looking at your sidewalk condition. Something else to think about is if we have a current sidewalk inventory to determine if we have any deficiencies in your infrastructure. If not, that's another thing to think about.

Staff suggested that we can brainstorm a list of candidate locations. Ms. Peters added that if you have safe routes to school, every elementary and Jr. high is required to have a safe route to school and there's also funding attached to make sure that infrastructure is there, so that might be a good area to focus on for a future walk audit, which will result in you having a project ready for funding.

A committee member asked if staff could have the Jr. High and elementary school's safe routes available for discussion for our March 6th committee meeting. Ms. Peters said that you should review those routes, and we could do a walk audit on the safe routes to school, to make sure they're all in place. Staff said that I believe our engineering department is up to speed. Ms. Peters added that our engineering department consults with her when they're looking for funding. Helen mentioned that she and Max should talk off-line because it will take some logistic discussions beforehand, to get everybody on the same page, and making sure it's well advertised. We will also need to identify the resources we'll need. At the end of the walk audit, you will have a list of improvements. Staff said that over the next month or so, we'll identify some candidate projects we could choose from, and then have the group decide which one they want to pursue; then we'll put all the logistics together. Also, I'm sure we can do more than one walk audit, Ms. Peters said. So, we have the walk audits to look at the safe routes to school infrastructure to see if they're workable, and if there are gaps we can get money to improve them, which comes from UDOT. Then, the other thing we can do is plan a two-hour session where we look at the previous plan that was done for Magna, look at the ATIP, and try to incorporate the two of them and make sure we have the schools served. And then we can get a group together who want to be advocates. We could create a bicycle committee or active transportation committee, to maintain the momentum. As projects are completed, we can update

the list, to be organized as new funding becomes available. Also, it's always important to tell me what you're looking for because I always have opportunities of some nature that the County receives money for to disburse. Last year, I gave out about \$2 million in active transportation projects. We also do corridor preservation, which is on roads that are of regional significance, and that was about \$6 million. Roadway improvement funding was about \$47 million and then we had about \$4.5 million for transit. So, if I know what you're looking for, then we can always try to help, and find resources.

Mr. Searle recommended that we do an active transportation group rather than just a cycling group. We want to attract the soccer mom who goes jogging with her kids. We're going to want people who are trying to get to mass transit. You've got to think a little bigger than bikes too, because there's more opportunity to make improvements. Ms. Peters said that the TIGER grant Aaron was talking about is to help remove barriers to help people get to bus stops and transit. Mr. Searle said that the TIGER grant for last year was \$31 million. Yes, but it's much reduced from the \$31 million from last year, Ms. Peters said, adding that it's more like \$20 million this year, and the County put in up to a \$1 million match, and so, the last couple of weeks, I've been going out to communities where we're matching the money, and just talking about the agreement, the construction, and the design, and all of the projects. In these cases Mr. Searle said, you had to have a shovel-ready project, in the hopper, and prioritized. These grants cover a whole range of possibilities. Ms. Peters added that the idea behind the TIGER grant was to increase UTA ridership through removing barriers for you to get to your station, whether it's a TRAX station, a Front Runner station, or a bus stop. OK, we'll schedule a workshop at your convenience, and go through more of the nuts and bolts, because there are a lot of ideas. Immediately, you all have an idea as to what can be improved, and we can review all of your ideas.

Ms. Peters repeated that she's going to give you all her card because the website is shown where these documents reside, which is under the Salt Lake County Active Transportation Division. Just think of ATIP, because I have corridor preservation and all sorts of things on the web page. There's also a study I'm doing on 7200 West Street, where we're looking at 7200 West between SR-201 and 7th North Street. Also look for the bicycles. Are there any last questions before we close with this section? Ok, Emmalee and Kathryn are looking like we're going to put them to work on some walk audits, and you can have as many as you like in as many areas as you like, because it's about trying to figure out how we can make sure you have solid infrastructure, curb and gutter, and sidewalk, so that people can get around, and that everything is ADA compliant. Ms. Peters added that we'll come out and do the two-hour meeting and we will bring a big map, and if you can give Max suggestions of when you want to meet, that would give Kathryn and Emmalee time to scope things out.

A committee member said that we can lay down some guidelines and start thinking about curb and gutter improvements in certain areas to be identified later and think about trail improvements in certain areas to be identified later, and generally, come up with what we think should be the base plan. Then over time, the advocacy group and planning and zoning can manage the process.

Staff asked the committee to please read the meeting summaries and make sure that everything is represented accurately. If we missed anything, please let me know and we can discuss next time.

General Plan Initial Statement Points

- A. Plan for active transportation infrastructure around the new high school. (Agenda Item #3, page 11)***
- B. Discuss infrastructure improvements needed for 4100 South Street from 7200 West to U-111. (Agenda Item #3, page 11)***
- C. Effort to collaborate with Granite School District to install bicycle parking at the new high school. (Agenda Item #3, page 11)***
- D. Identify, develop, and prioritize active transportation-related shovel-ready projects so as to be opportunistic when funding arises. (Agenda Item #3, pages 11 & 12)***
- E. Plan future east-west active transportation routes. (Agenda Item #3, pages 11 & 12)***
- F. Plan for a looped trail that encircles Magna. (Agenda Item #3, pages 11 & 12)***
- G. Consider active transportation connections to Salt Aire and north, along 7200 West Street. (Agenda Item #3, page 12)***
- H. Work with the Salt Lake County Health Department to conduct walk audits throughout the community as needed to help create a more walkable community. (Agenda Item #3, pages 13 & 14)***
- I. Set up a public workshop to develop the active transportation component of the Magna General Plan. (Agenda Item #3, pages 13 & 14)***
- J. Review the existing sidewalk inventory of Magna Metro Township with Salt Lake County Engineering. Seek to expand and update this inventory as necessary. (Agenda Item #3, page 15)***

Agenda Item #4 – Notes, Reminders, and Action Items

- AI – Staff to share Mr. Thomas' contact information with the group.*
- AI – Staff to provide current safe routes to school maps of metro township elementary and Jr. high schools to committee members.*
- AI – Coordinate active transportation workshop with Regional Development*

Adjourn – 7:37pm

MEETING MINUTES | FEBRUARY 20, 2018



Magna General Plan Update Process –2018
Tuesday, February 20, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #7
Max Johnson – Planning and Development Services Staff
Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee Meeting Minutes Summary
Meeting began at 6:07pm

Committee Members and Staff	Public
Mark Elieson	Greg Schulz
Jeff Stephenson	
Megan Stephenson	
Shirl White	
Cindy Whitehair	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

Agenda Item #2 – Committee exercise to mark-up and update a future land use map & Agenda Item #3 – Review map of civic uses

Tom Zumbado was tasked, as an Action Item, to create PDFs of the maps we’re using tonight and also the PDFs that illustrate the updated mapping suggestions. Copies will be provided to all committee members.

Staff initiated the discussion by describing a future land use zoning map for Magna based on input received from the steering committee’s meeting of February 6, 2018. The committees’

efforts tonight was focused on informing and updating this map, suggesting potential updates to the map. Staff described the first map as a 4-color thematic map where areas depicted in ‘blue’ are stable areas; ‘yellow’ shows an area allowing for moderate change; and ‘red’ being described as an area of potentially intensive or increased change. Staff continued to provide an overview of the existing future land use map, describing the revisions made to the map based on feedback received from the February 6th meeting. A committee question to staff was what was meant by ‘focused change.’ Staff responded, that as with the previous general plan, if there was a change of zoning desired by the community, or if there were no concerns regarding potential changes in use, then the general plan would be supportive of a ‘potentially more intensive change,’ resulting in the color ‘red’ being used to illustrate that intent. For moderate change, ‘yellow’ was used, and ‘blue’ was applied in areas of stability, where little or no change was anticipated. The committee proceeded to comprehensively review the map and suggest draft changes. The intent was that property described in ‘red’ or ‘yellow’ areas didn’t necessarily imply that a property had to change, simply that the general plan would contemplate potential changes.

Review #1 – Fieldstone Property (Approx. 7600 West and 2820 South)

One person mentioned that a section of property between 8000 West and 7200 West, by the Ritter Canal and to the south (the Fieldstone property), has already been rezoned. Staff suggested that this property along with the Kennecott property to the north and abutting SR-201 in the same area, be returned to ‘blue’ on the map. As an update, the bypass road on the south side of SR-201 is moving forward and will be constructed, which will now enable approximately 2 million additional square feet of industrial space in Magna.

Review #2 – North of SR-201

Regarding property north of SR-201, a committee member mentioned that most of the area north of SR-201 has already been zoned for industrial use, and as representing the majority owner of the property (Kennecott Copper) as a committee member, stated that the majority property owner would support maintaining this industrial designation.

It was asked if 7200 West will be punched through to I-80? Staff mentioned that funding has been allocated for a study, and with the prison relocating in the general vicinity, and knowing there is a current RFP in the works, the future connection of I-80 to SR-201 seems to be the direction.

It was mentioned that if you look at 7200 West, between SR-201 and I-80, Kennecott owns nearly ¾ of this property. Notwithstanding the Kennecott property, there’s a landfill and a junk yard that’s owned independently. Although the proposed roadway is a great connector, it’s probably not a great inducer of major retail or housing opportunities. Continuing, there’s also an asbestos plant and a sewer treatment plant nearby, which reduces residential and commercial

viability. So, if someone were to propose a housing complex in this area, as the map currently drafted for this meeting suggests, Kennecott would very much be in opposition to such a request. Though, if a large industrial use was proposed, we wouldn't have any issues, adding that this property will most likely be better suited for similar industrial-type uses. It was suggested to change the designation for this area to 'yellow.'

Review #3 – Granite School District Plans for the existing Cyprus High School site

The committee discussed if any new plans had been revealed regarding the existing CHS site? There seems to be a lot of speculation, so the committee strongly feels the need to identify the area encompassing all three area schools (the Elementary and Jr. High as well) as a potential area of change. A placeholder will be put in the general plan regarding the potential for change at these sites.

Review #4 – Commercial Concern

The committee suggested changing the designation of the apartments on U-111 at approx. 2800 South, to 'blue' now that construction has been completed, but to keep the adjacent commercial pads to 'yellow.' Regarding commercial vacancies on these pads, concern was raised as to why the commercial sites have not developed.

Review #5 – Potential at 4100 South and U-111 (east side)

Discussion from the last committee meeting was that this area (4100 South and east of U-111) should have more commercial /retail uses. A committee meeting back in December entailed some discussion that possibly this area was targeted for residential uses. At this meeting, the committee suggested that some of this property remain in both 'red' and 'yellow' designations to leave our options open for the time being. There was also a question raised about the status of reengineering 4100 South to cross U-111 a few blocks further north to create a more functional intersection; yes, that is still the long-term strategy.

Review #6 – Trail Loop

The committee revisited previous discussions regarding a trail connection around 4100 South to create a system-wide loop in Magna. This effort would tie-in several potential connections in Magna, including to the new regional park.

Review #7 – Long-Range Transportation Plans

There was discussion of an inland port coming to the Northwest Corridor in Salt Lake City, north of I-80 near 7200 West. This is a new element being introduced with all of the activity surrounding the development of the new prison site. This inland port has the potential to create over 40,000 jobs, which is why there's such a push to extend 7200 West. Consequently, there is the thought that LTR should be extended from the airport to the inland port, and that we should

start planning for this, however, there is strong opposition region-wide because LTR is so expensive.

A suggestion was raised by the committee to put the line on the map as a placeholder, because we will need LTR in the future and we need to begin the conversation. This may be long-range planning, but at least we have the line identified to indicate that we're thinking about transit. We should also consider a LRT extension along the entire 7200 West Corridor to 4100 South.

Another focus for the committee regarding transit is to maintain conversations regarding additional LTR potential along 3500 South and the existing rail line that runs from Magna to Kearns High School and points south, and our current air quality issues help to support this direction. The committee agreed that if we're thinking long-term about supporting 40,000 new jobs, we need to think about connectivity. And as the inland port materializes, we will need to plan for development and consider proposing potential rezoning efforts to support and enrich connectivity in the area. Bus Rapid Transit (BRT) was also discussed briefly. What usually occurs, is that corridors ripe for LTR begin as regular bus lines, then become enhanced bus routes, and eventually evolve to BRT lines as development grows. The committee agreed to move forward to support LTR (the next progression in intensity from a BRT line) in future regional transportation plan (RTP) discussions with long-range planning agencies. As the committee discussed the LTR issue, the underlying implications as identified above require zoning changes. Efforts along these lines require us as a community to be consistent regarding future actions to support LTR growth along this corridor.

One additional long-term thought regarding transit, is a vision of a transit hub (possibly at the intersection of 3500 South and U-111), that would help the community start to build the infrastructure around this location to help create and enhance our transit resources. This would lead in the short- to mid-term, to further development and expansion of our existing MAX BRT network.

Review #8 – Looking at Other Vacant Parcels

Property at approx. 3100 South and 8200 West – This is the White Farms development of approx. 40 acres. This area will be re-colored as a 'yellow' area as there's a current effort to change the zoning on the property.

U-111 corridor from SR-201 to Main Street – The committee asked if these properties were zoned for commercial, as the committee has discussed in the past the potential to create a commercial corridor in this location. The representative from Kennecott said that presently, they are satisfied with the current zoning for this corridor, though this may change in the future. He added that today's mindset is for agricultural uses along with the golf course, and that

changing the corridor to 'yellow' at this time would not convey current desires of the property owner and could create a false sense of hope of the near-term aspirations for the property.

Vacant Properties near 7200 West and North of 3100 South – A few parcels near the Fieldstone development were pointed out in this area and the group contemplated if they should remain residentially zoned.

Rezone Potential of 3500 South – A question was asked about what our desire was, as a committee, to support zoning changes to the 3500 South Corridor. The committee was very supportive of this issue. One member compared a similar effort that transpired in Holladay City with respect to Holladay Boulevard, and that there is the potential and need for a similar effort in Magna, realizing that 3500 South is a corridor. The committee supported changing this corridor to a 'yellow' designation, even though it is a corridor, as a point of emphasis from the committee. **STAFF NOTE: CLARIFICATION NEEDED FROM COMMITTEE – The current interpretation of a corridor is that they're treated as 'red' areas. The sentence above would infer that 3500 South be colored more intense, which is then contradicted by the determination to color this corridor 'yellow,' which is lower in intensity than a corridor.** Other corridors the committee suggested treating in a similar manner were U-111, 7200 West, 4100 South, and possibly 2820 South, and that these corridors would all remain susceptible to change. Regarding 4100 South, the committee agreed that we should be amenable to a mix of uses in this area and color the map 'yellow' and 'red' to reflect this desire for flexibility, while being cognizant of any implications the current blast zones from ATK may suggest.

Redevelopment of Old Town Magna – The committee had a lengthy discussion regarding potential redevelopment within Old Town Magna. Future mapping efforts will delineate the specific boundaries for discussion purposes.

Comments from various committee members are summarized below:

Comment – Some people have put a lot into their houses. We have discussed in a previous meeting, of being somewhat flexible in that area due to a lot of blight. And that if someone wishes to buy and remodel blighted properties, we would be amenable to moderate change. There was one person wanting to fix up a brownstone building nearby. As that type of change would fit into the historic feel of the area, that's probably something we would be amenable to, and it represents the kind of zoning we want there.

Comment – Many properties, possibly due to a lack of control from the County, developed without governmental control where a lot of single-wide trailers were brought in and other incompatible uses were allowed to stay. The question is: what process do we need property owners to go through when transitioning and updating these properties?

Comment – Just below the cemetery hill area are several horse pastures on dirt lots. They're not exactly the most compatible uses to residential property. Another member commented that most of the code enforcement efforts in this area have occurred due to the influx of residential development and the resulting incompatibilities. A suggestion was made to identify these properties in a 'yellow' designation. The committee proceeded to draw some lines for drafting purposes. During this process, a concern was made that we need to be cognizant of the fact that we still need rooftops in Magna.

Comment – I have had many conversations with a long-term resident who has suggested revamping this area for a long time. Additional comments from the committee suggest that this effort should become denser than Old Town Magna is currently, and will result in a better-built area also.

Comment – I would love to take Old Town Magna and rebuild it in the same atmosphere that it had originally. A row of shotgun houses existing along 9200 West, once Little Valley is developed, would be an ideal location for rental properties.

Comment – It would be wonderful if we could utilize block grants or other funding opportunities to help bring residents to this area and return their homes to their original historic look. The problem is that most of the houses on 9200 West, 9150 West, and 9000 West, are beyond repair. The only way may be to build fresh while also maintaining the historic feel.

Comment – Maybe we can create some language that the goal is to revamp this area, because there's a feeling in the community that people have expressed support of redevelopment.

Comment – There are places in Holladay and in the Avenues, where you can buy the old house, knock it down and replace with a new house, and it makes sense financially. I don't know that you could do the same thing here and have it make sense with the neighborhood. I personally think it's a more viable option to scrape it and build new residential units at higher densities; this will begin to make sense. If you look at the District in South Jordan, there were houses there before. The developers bought the houses out that were in a nice subdivision. Looking back, I would much rather have what's there now, than the homes, because it's been a huge boom economically. It's one of those things that might not have happened naturally without assistance from the developers. When I suggest that we mark this area 'yellow,' that's what I have in mind. Others may think differently, which is OK.

Comment – When the historic survey was done, there wasn't a lot of historic properties identified in this area, so it makes sense to rebuild.

Review #9 – Revisiting Corridors

A group member asked if 3100 South should also be a corridor. The group was supportive of identifying 3100 South as a corridor as it now interfaces with West Valley City and could be helpful in solving the last-mile issue and possibly increase bus routes. Further discussion of corridors centered on how deep corridors should be delineated.

Comment – When we get closer to the main intersections, I can see corridors expanding in depth, but frequently in the Highland Drive study, they wanted to make property available, so people could have professional offices and other similar services that were abutting compatible properties. There was to be a gentle interface between the commercial and residential, but when you reached the major intersections, the corridors became wider.

The committee agreed to create a draft map where the corridors are extended to ¼ mile for future discussion purposes, and then add language that provides for some exceptions, and lay out various scenarios (e.g. a situation where a developer's able to purchase additional contiguous properties behind the corridor frontage; then create some language to define a corridor in that sense), and then also widen the corridor at intersections. It was mentioned that there was a time when 5600 West Street was narrower than 7200 West. In that vein, there was discussion that maybe the corridor is defined as: the abutting properties plus two additional properties. There seems to be consensus that in either case, density should increase. Additional discussion will be needed on the depth of corridors and increasing density.

Review #10 – 'Red' Area on 7200 West and 3500 South

The committee was curious what the area in 'red' was. There is the Reams, a soap factory, a Shell station, and the state liquor store, among others. The thought was to change this area to a 'yellow' designation.

Review #11 – Additional Trails Discussion

An important feature for the committee is a looped trail for Magna. The committee began to articulate where it should be located approximately, and where connections should be made. Major points of emphasis included:

- Add a connection to the high school and then move southward to 4100 South. Not necessarily up U-111, but somewhere, possibly 3500 South, to 4100 South, then westward to the new regional park.
- Tie-in to 9200 West, then eventually connect back into the golf course, park, and Ritter trail, then westward to 7200 West, and eventually back south, to the regional park. This could be in the 7200 West LTR r-o-w someday.
- Having a 5-mile trail that loops the community would be an awesome amenity for Magna.

Staff mentioned that they will come up with some lineal symbols to mark-up the map, and increase its size as well, match it with the aerial, and create similar features on both maps. Staff also mentioned that the schedule has been adjusted. We're looking at the first week of May as being the completion of this working group, but we're flexible, to meet the needs of the committee. We're excited to reach the next milestone, where we're having the community comment on the document and the maps.

A committee member mentioned that, as these maps take significant public comment, should we have a narrative as to our thinking process and why? They may not be perfect reasons, but at least we have a base level for future discussion. For example, 1) we may not know for sure where a trail should be built, but we know we need a trail; 2) we may not know for sure where LTR should be built, but we know we're going to need LTR to connect; and 3) stress that the items we have put on the map represent potential opportunities, stressing potential. Another thought was to add some options or alternatives to the narrative, and to identify some of the things we have been talking about.

Agenda Item #4 – Review updated meeting schedule – dates and topics

Staff mentioned that we'll discuss walkability, accessibility, alleys, trails, etc., more at our next meeting, as well as possibly some additional topics. We may also review some of the businesses in Magna. With four major quadrants of existing businesses in Magna, it may be worthwhile to review these businesses, and include their presence in the general plan. We can also re-visit the "potential or future commercial nodes or quadrants" discussion.

Agenda Item #5 – Closing thoughts or questions

One of the committee members asked if we have identified the current ownership of the alleys in Magna, adding that he was interested in learning what alleys are still in the ownership of the County, and what one's have been abandoned? The most critical one to identify is on the south side of main street, directly behind the Rexall drug. Staff has not explored this issue yet but will investigate as time permits.

Agenda Item #6 – Notes, Reminders, and Action Items

- AI – Distribute copies of the working maps in paper form and PDF from tonight's meeting, to the committee members. (Agenda Item #2&3, page 1)
- AI – Possibly have a future discussion as to why the commercial pads on U-111 at approx. 2800 South have not developed. (Agenda Item #2&3, Review #4, page 3)
- AI – These properties were discussed and identified on the map. Staff will check these properties to verify if they are currently vacant. (Agenda Item #2&3, Review #8, page 4; Vacant Properties near 7200 West and North of 3100 South)

- *STAFF NOTE: CLARIFICATION NEEDED FROM COMMITTEE. (Agenda Item #2, Review #8, page 5, Rezone Potential of 3500 South)*
- *AI – Staff to convey the committee’s conversation on a future draft land use map. (Agenda Item #2&3, Review #8, page 5; Redevelopment of Old Town Magna)*
- *AI – Note to Tom Zumbado – Add a canal layer to the map. (Agenda Item #2&3, Review #11, page 7; Additional Trails Discussion, bullet point #3)*
- *AI – Staff to make some of these changes and then send to the committee for input and discussion at an upcoming meeting. (Agenda Item #2&3, Review #11, page 7; Additional Trails Discussion, bullet point #3)*
- *AI – Create a nameplate for Megan. (Agenda Item #2&3, Review #11, page 7; Additional Trails Discussion, last paragraph)*
- *AI – Develop a narrative to accompany the revised draft map. (Agenda Item #4)*
- *AI – Identify and review ownership of all existing alleys in Old Town Magna. (Agenda Item #5)*
- *STAFF NOTE: Ultimately, the thematic future land use map will be one of our display maps when we have an open house to gather public input, after the planning commission has reviewed the plan and map. We will want to have the map refined at that time.*

Adjourn – 7:32pm

MEETING MINUTES | MARCH 6, 2018



Magna General Plan Update Process –2018
Tuesday, March 6, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #8
Max Johnson – Planning and Development Services Staff
Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee – Meeting Minutes Summary
Meeting began at 6:01pm

Committee Members and Staff	Public
Mark Elieson	Mickey Sudbury
Sara Van Rosendaal	Josh Smith – Intern
Shirl White	
Todd Richards	
Cindy Whitehair	
Greg Schulz	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

2. **Agenda Item #2 – Review mapping exercise from the February 20th meeting**
 - a. **Evaluate and critique the draft map results**
 - b. **Examine the corridor test sample of 1/4 mile corridor width**
 - c. **Examine the corridor test sample of 1/8 mile corridor width**
3. **And, Agenda Item #3 – Review map of civic uses/business licenses**

Staff introduced Josh Smith as an intern working for Magna Metro Township.

Staff suggested the committee review the updated thematic future land use zoning maps and revise further.

Staff described the details of the map, beginning with the trail loop proposal, one of the cornerstone components of the general plan. This item was inadvertently left off the map for this evening, but we'll add it to this map by the next committee meeting on March 20th. All other changes you requested have been identified on the map. Please review these maps and inform staff if you have any requested changes. We had to make some administrative calls when we weren't sure if we had portrayed the committee's wishes accurately. Two maps were developed to convey the corridor buffer we discussed last time. One of the maps shows the corridors represented by a 1/4 mile buffer, and you can see it almost encompasses the entire township and is too large. The other map identifies the buffer at 1/8 of a mile wide, though it's quite large as well. We would appreciate your feedback on these maps and how you feel about the preferred corridor buffer width.

A question was asked if the same buffer width needs to be represented on all corridors. Staff mentioned that, no, the distances can vary. If the committee believes there's a stronger commitment to a certain area, one where you would like a larger buffer, the width can absolutely vary. And maybe there's one where you would like it to be very narrow, which is feasible as well. This is your plan, so you can make suggestions and ultimately, the decisions. One committee member mentioned that the committee had previously discussed having a corridor the width of one or two lots deep, and then widening the corridor as you get closer to certain intersections, like a bulb-out. Staff mentioned that maybe we have a semi-circle or circle at the intersections in question, whether it's a 1/8, 1/4, or 1/2 mile in circumference. These are all great suggestions that the committee should discuss in greater detail.

In reviewing color changes on the future land use map, staff said that the area to the north of SR-201 from 7200 West to 8000 West, and northward through the area north of SR-201 and east of the tailings pond, (which was 'red' last time), has now been colored 'yellow.' Kennecott, the area's largest land owner, was opposed to using the 'red' categorization though was more supportive of changing this area to a 'yellow' area. Also, 7200 West was identified as a potential transit corridor, in addition to 3500 South street, and the area near the existing railroad tracks by 4100 South street.

Staff mentioned that one of the more important additions here is the vision of a transportation hub at the intersection of 3500 South and U-111. Staff recalled a discussion of a potential corridor designation on 3100 South but could not remember the specifics or viability. Anyone who can recall details regarding this issue, please let staff know. A committee member mentioned that there was some discussion about transit making a loop throughout Magna, then back to the main system. Staff added that future transit growth is predicated on how much

growth is generated at the proposed 'inland port.' If this port comes to fruition and 42,000 jobs are created, transit will be enhanced.

Regarding the looped trail, it was suggested to run the trail southward along 7200 West, connect to the new regional park, migrate along the canal westward, and have a spur come off to serve the new high school. At that point, it proceeds west to 9200 West, and moves northward to Magna Copper Park, then it proceeds east through the Copper Golf Club and the park, and eventually connects to the Ritter Canal, completing the loop at 7200 West.

Staff advised against coloring the U-111 corridor from SR-201 to Main Street in 'red,' adding that Kennecott expressed concern that we'd be conveying false hope, in that they see this area as stable in the short- to mid-term. A member of the committee added that there are issues in this area with the tailings pond as well.

Staff continued regarding the coloring exercise of the land use map, adding that there was some discussion about redevelopment of Old Town Magna, mentioning that the committee colored a lot of this area 'yellow.' We also took this map to the planning commission meeting to keep them looped in to our discussions. They suggested one slight addition of property that they felt should be identified as 'yellow' on the map. We haven't had a chance to make that specific change to the map, but we'll have it added in time for our next meeting.

A member of the committee added that there were discussions today at the Capitol regarding opportunity zones where they're talking to Community Development Corporation of Utah (CDC Utah) and others about opportunities to do some revitalization in Magna. Staff mentioned that if you have a strategy that allows developers an opportunity to see some potential, it helps increase area interest.

A member of the committee discussed a new federal designation where companies are able to take short-term capital gains from their investments and use as an investment vehicle without having to pay taxes up front. These companies will be able to increase their cost basis and bypass some taxes for the purposes of injecting money into a specific area to stimulate growth. The IRS and the Treasury Department are still writing the regulations, but the life-cycle right now is listed at ten years for the enterprise investment, and they're looking for communities who are willing to experiment with this program and have the Governor designate the areas.

Staff asked if the committee had any additional thoughts, and added that, looking at this project from a community perspective, you are going to walk into a room here in a couple of months and folks are going to see these maps and contemplate what you've created. You'll want to feel comfortable and confident in these draft maps, yet open and receptive to public comment. We'll have some text to help describe what a 'blue' area is defined as, how 'yellow,' or 'red' areas are

described, and what 'corridors' mean, etc. A committee member responded in saying that we've talked about good justification here, because we have older areas that need some revitalization, and the community will notice that 'yellow' coloring won't be extreme, but it provides opportunities to make improvements.

Staff reminded everyone to provide input on the maps. A committee member asked if staff could add a zoning map to the plan to try and help create a picture of Magna's change over time, from an agricultural community to a residential one, and then the 'heat' or 'thematic' map would become the land use map for future discussion.

A committee member asked about the big open areas that have been left 'blue;' "is this because they are planned to be 'blue', or should some parcels be in 'yellow' coloring. Staff responded that last time we circled several of the parcels that the committee felt needed further investigation. Staff has not had a chance to verify the use's yet. Some properties may be schools or vacant lots. We'll try to identify them soon and update the map accordingly. Continuing with a description of some of the changes that were made, staff said that the area just south of SR-201 was 'red' and now it's 'blue' and the Fieldstone property was 'red' and now it's 'blue,' because we know what the residential zoning is; there's no longer any uncertainty, so stable zoning is now appropriate. Also, we changed the intersection at 8000 West and 2820 South to 'yellow' because of the upcoming realignment project taking place, while the Arbor Park transit hub area at 3500 south and U-111 was also changed to 'yellow.' There may be some vacant property, but since we are targeting this area as a future transit hub, it was changed to 'yellow.'

Staff clarified that we currently have four maps displayed tonight. The future land use map shows proposed corridor widths at 1/4 and 1/8 mile wide. Staff will enlarge and centralize the corridor designations near major intersections, which have currently been identified by the committee as:

- 2700 South and U-111
- 3500 South and U-111
- Approximately 3800 South and U-111
- 3500 South and 7200 West

Staff mentioned that they have started to investigate the alleys, adding that a majority of them are under County ownership. Staff will continue to review to clarify the property lines and should have a more robust data set to present at the next meeting.

A committee member apologized for going "off-track." Staff said that if we've found out one thing, it's that when you do a general plan, getting off-subject is common. We get into areas we

never thought we would get into. That may make the process a little longer and more in depth, but it creates a more robust process too! So, thank you for your feedback!

Staff introduced the safe school's network map. A committee member said that several folks took a field visit today to see the traffic issues at both 2820 South 8000 West, and Breeze Drive. Staff has discussed these issues with our engineer who manages the Safe Routes to School Program with the school district. Concerning the issue at the intersection, staff will ask UPD to keep an eye on the issue from an enforcement standpoint, because that's a school zone and the vehicle speeds routinely exceed posted speeds. The committee member added that this is the walking route not only for Pleasant Green Elementary, but also for Matheson Jr. High, and there is no crossing guard assigned during the times when a guard is needed. While the map shows a crossing guard there, one has never been seen at the site. These maps are created by both Granite School District and each individual school to develop their own safe route to school plan. Staff provides support from our engineering division, but these are the schools plans. Our engineer reviews each plan for accuracy and makes suggestions.

Staff said that a meeting we want to hold soon is a bicycle workshop, and asked the committee when would be a good time to schedule this workshop? Staff added that at your next meeting, we can focus in on finalizing your meeting schedule and meeting topics. A committee member asked if we could absorb this workshop in one of our meetings? Staff said yes, that would be possible. A committee member asked that since a narrative is needed in the plan regarding active transportation, is there a chance of getting an initial narrative to review so people can think about what the legislative intent is? Staff's initial thought is that it may be part of the process that will be developed during the workshop, but we'll keep a placeholder for future discussion. Staff mentioned that we also have a Bicycle Best Practice, and one committee member recalled seeing a map that identified the bicycle routes in 2005. When staff meets with Regional Development, we'll identify our inventory of support documents and plot a course for what deliverables we will need to assemble (including any prioritization component, if necessary), and ultimately, there should be a page in your plan that displays your active transportation plan for Magna. What developing a plan at this level will do for Magna, is it will help the community align priorities and, as an established plan, help organize these priorities and prepare the community for future funding opportunities.

General Plan Initial Statement Points

- A. Continue to refine the future land use map with respect to 'corridors.'** (Agenda Item #'s 2 & 3, page 2)
- B. Identify 4100 South as a potential transit corridor (at least the railroad r-o-w that ties-in to the rail line adjacent to Kearns High School), as well as 3500 South and 7200 West.** (Agenda Item #'s 2 & 3, page 2)

- C. Identify the intersection of 3500 South and U-111 as a transportation hub.** (Agenda Item #'s 2 & 3, page 2)
- D. Discuss potential of a larger loop, or an additional loop of bus services throughout the Magna community (potentially 7200 West, south to 3500 South, west to 8000 West, north to 2820 South, and east to 7200 West, for example). Also, invite UTA to a future Metro Township Council meeting for an overall discussion of transit needs and opportunities.** (Agenda Item #'s 2 & 3, page 2)
- E. Discuss adding verbiage to the general plan regarding the new 'inland port.'** (Agenda Item #'s 2 & 3, pages 2 & 3)
- F. Refine the looped trail concept in Magna on the future land use map. Also, show the alternative route that was mentioned in the steering committee meeting.** (Agenda Item #'s 2 & 3, page 2)
- G. Identify the area known as 'Old Town Magna' as a potential area designated for redevelopment. Area is approximately from 2700 South moving east to approximately 8700 West, then moving south to approximately 3300 South, then moving west to 9200 West, then moving north to 2700 South.** (Agenda Item #'s 2 & 3, page 3)
- H. Discuss possibility of adding verbiage to the general plan regarding 'opportunity zones.'** (Agenda Item #'s 2 & 3, page 3)
- I. Explore enlarging and centralizing the corridor designation areas near major intersections, currently identified as: 1) 2700 South and U-111; 2) 3500 South and U-111; 3) Approximately 3800 South and U-111; and 4) 3500 South and 7200 West.** (Agenda Item #'s 2 & 3, page 4)

Agenda Item #4 – Review updated meeting schedule – dates and topics

Staff reviewed the steering committee schedule and updated the committee:

- 1. The Accessibility, Walkability, and Trails subject is basically the bicycle workshop, and can also include a map of the alleys for review.
- 2. The sales tax issue has been addressed as far as we can take it.
- 3. We can discuss absentee landlords if you would like.
- 4. Discussion of target zones, vacant land, and gateways, has been addressed.
- 5. Residential choices can be discussed. Infill, density, and possibly eliminating R-4 zoning.

Staff will work on revising and updating the schedule and set-up the workshop specifics. Right now, the April meeting slot may be a good day for that meeting, and we'll try to address many of the above items at the March 20th meeting. Then we can evaluate any remaining issues and finalize the balance of the schedule.

As a new bill regarding affordable housing passed through the legislature today, we will need to create a narrative. Staff mentioned that fortunately, the County did a comprehensive affordable housing plan last year, which included a section for Magna, and we can infill that with any new legislative requirements necessary. A committee member mentioned that we will have to consider how we define moderate income housing.

Agenda Item #6 – Notes, Reminders, and Action Items

- *AI – Staff to add 4100 South (or the railroad r-o-w that ties-in to Kearns High School) to the future land use map as a potential transit corridor along with 3500 South and 7200 West.*
- *AI – Committee to review minutes from page #2 that discusses a potential corridor designation on 3100 South. Staff questioned if this was identified as a ‘corridor’ by the committee. If any committee member can recall any specific details of this discussion, please let staff know. Thanks!*
- *AI – Staff to identify the intersection of 3500 South and U-111 as a transportation hub.*
- *AI – Committee to discuss adding an older zoning map to the general plan for contextual purposes.*
- *AI – Staff to verify uses that were circled during our mapping exercise to determine if the properties identified are vacant properties susceptible to potential general plan reclassifications.*
- *AI – Committee to review various widths of the ‘corridor buffer’ zones on the draft future land use map and provide input to staff.*
- *AI – Staff to continue working on a draft map of existing alleys in Magna.*
- *AI – Staff to ask UPD for enforcement assistance of the existing speed limit in the school zone at the intersection of 2820 South and 8000 West during times of student activity.*
- *AI – Staff to prepare a bicycle workshop with the Office of Regional Development, Karma Bikes, and the Salt Lake Health Department to help craft the active transportation map for the general plan, create a list of future active transportation projects, and identify areas that would benefit from a Health Department-led walk audit.*
- *AI – Staff to consider writing an initial narrative regarding the legislative intent in advance of the bicycle workshop. This effort may be accomplished as a take-away from the bicycle workshop. Staff will keep apprised of this situation.*
- *AI – Staff to prepare any existing supporting documents regarding active transportation standards or best practices in preparation for the bicycle workshop.*
- *AI – Staff to revise and update the steering committee meeting schedule.*
- *AI – Staff to create a narrative on the implications for Magna, and any necessary adjustments needed with regard to the passage of the new affordable housing bill, so as to ensure that the general plan conforms to the new state law.*

Adjourn – 7:02pm

MEETING MINUTES | MARCH 20, 2018



Magna General Plan Update Process –2018
Tuesday, March 20, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #9
 Max Johnson – Planning and Development Services Staff
 Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township – Corrected Copy
General Plan Steering Committee – Meeting Minutes Summary
 Meeting began at 6:03pm

Committee Members and Staff	Public
Mark Elieson	Josh Smith – Intern
Sara Van Roosendaal	
Todd Richards	
Cindy Whitehair	
Greg Schulz	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

Staff reviewed the meeting schedule to open tonight’s meeting. It was discussed that the next committee meeting will be on April 17th. If necessary, we can pick up an extra meeting in late April or the early part of May, similar to what we did during the 2017 holidays.

The steering committee meeting on April 17th will be an active transportation workshop, where we will be coordinating with Kathryn Hiolski and Emmalee K. Price from the County Health Department, Helen Peters from the Office of Regional Development, and Aaron Searle from Karma Bikes and a SLC BAC member. The deliverable from this workshop will be your Active Transportation Plan (ATP), and thereby create an ATP map for your general plan. Staff brought

copies of a flyer to advertise the workshop and asked the committee to help distribute copies throughout the community.

Just to brainstorm, staff mentioned that an outcome of this workshop could include a public open house process where the general plan would be discussed, and each major section of the plan will have a station available for the public to see topic-specific information. For instance, your active transportation plan would be at one station where the community could learn about transportation plans and offer public input regarding this subject. The same would apply to your future land use map, corridor map, etc. This meeting will most likely be in mid to late summer.

2. **Agenda Item #2 – Review mapping exercises from the February 20th and March 6th meetings**
 - a. **Evaluate and critique the draft map results**
 - b. **Examine the corridor test sample of 1/8 mile corridor width**
 - c. **Examine the corridor test sample of 1/16 mile corridor width**

A thought to keep in mind is that we’re affecting people’s lives when they walk in and see their property colored a certain way or maybe colored differently from their friends and neighbors. A question that steering committee members need to think about before we hold a public open house, is how aggressive do you want to be with respect to change? Do you want to work toward adoption on everything we have discussed and all the issues, or do you want to try some things more incrementally? For instance, on the corridor map, should we try to have the future land use map adopted and corridor map adopted as they stand today, or do you want to try one or two of the most intensive corridors initially? And then perform a follow-up update next year as well? I’m just thinking out loud. You want to avoid creating a situation where a large mistake may arise, where it may not be so bad if it’s on a smaller scale with only a corridor or two, for example; just a thought for you to consider. A member of the committee mentioned that one of the things that everyone on the committee needs to be cognizant of, is the fact that if these maps show up on-line without contextual information, it could be problematic.

Staff said there are two draft maps before you. They are essentially the same map except one has the detailed street network, while the other one appears to be a cleaner map to use for illustrative purposes regarding the active transportation features. We have identified the trail loop that encircles Magna. We’ll look into enhancing the trail loop so it’s easier to see.

*Staff mentioned the **extreme** difficulty Kennecott is having in trying to obtain an at-grade crossing from the railroad, through the Elk Run Development. Kennecott seems amenable to replacing any park space in Elk Run that’s needed for the road extension, but the crossing is an issue. As that is the current plan, we have added a trail connection to Little Valley Gateway from Elk Run, rather than just putting the trail south, along U-111. A committee member added that this is subject to change if and when 4100 South is realigned through LVG. That’s not on the current map, but we’ll identify it on a future transportation map as a draft road change*

comes to fruition. **Kennecott is no longer seeking an at-grade crossing into the Elk Run Subdivision.**

Staff asked what the committee thought about the draft maps at this time, and if you see anything contrary to what we have discussed as a group at this time? One committee member mentioned that it's consistent with the discussion so far, including the loop trail.

It was discussed with the committee that as the process has advanced, the committee has shaped the concepts, ideas, and direction, etc., of this update. It's important that you are comfortable with this direction to the point where you own these concepts at future public meetings, and can defend your decisions when some members of the community questions a concept or idea, etc. That's why it's so important you support the direction the general plan is taking.

One staff member asked how 7200 West should be identified on the map. Should this be shown as a project to paint bike lanes, or should it be shown as a separate bicycle lane? Another staff member said that there are different options available. Paint for bike lanes on 7200 South is a start as this option is the quickest one available and the least expensive. However, currently, it would be dangerous because of the vehicular speeds on this road. The process allows for options to be created by the committee and through public input, to help develop and define the direction, then ultimately, these decisions rest with the Council. A committee member agreed, that by having the discussion now, we're more clearly defining the project and priority. Staff added that there was a clear discussion at our last meeting that 4100 South Street between 7200 West and U-111 had plenty of existing r-o-w to address dirt shoulders and fast-traveling vehicles. **4100 South Street is entirely owned by WVC, including all r-o-w.** Staff summarized that regarding transportation, the general plan will have some descriptive text, a transportation chapter, the future land use map, and the active transportation map. So, please look these over, and let me know if you have any changes.

The committee asked if we could label the various canals on the map. Staff said that we eventually hope to call the entire system the Magna Loop Trail, but for now we could certainly label the canals. There was also a question about any plans to put a connection on 3100 South. Staff said there was some conversation in the bicycle meeting where Aaron Searle talked about 3100 South being an extremely tight and challenging road, with gaps in the sidewalk system, and that this could be a possibility for a project down the road.

After further discussion, but no decisions regarding 3100 South Street, staff moved the discussion to the buffer map. The ¼ mile corridor width buffer was discarded as not being practical. Therefore, the green corridor width represents 1/8 of a mile and the beige one represents 1/16 of a mile buffer, with similar buffers at some intersections. At our last meeting the group identified four major intersections for the time being with the above-mentioned distances.

A member of the committee mentioned that there may be some opportunities on the 2820 / 2700 South and 8000 West intersection when realignment is completed. Staff mentioned that this was possible, though it's a fairly rural / residential area compared to the other intersections identified. This would be a group decision. It was also mentioned that this area is very close to the outlet for the Fieldstone development, which would create a fairly large intersection. Staff asked if we should color this area with the 1/16 buffer? Staff added that, "what that would be saying is that the committee supports commercial uses at this location." A few committee members voiced their opposition to commercial in this area. Staff explained that in addition to a possible increase in intensity, a corridor designation can also infer commercial growth.

A committee member mentioned that as part of the Inland Port Authority and Transportation bills recently passed by the legislature, \$8 million was appropriated to finish the south frontage road of SR-201, between 7200 West and 8000 West Street. **(To clarify – The money allocated in the Port Authority Bill is for the extension of Beagley Lane {approximately 2550 South}. The distribution of the funding is \$4 million from 7200 West to 8000 West, and \$4 million from 5600 West to 7200 West.)**

Staff asked how the committee would feel if you owned a piece of property in the green or beige buffer areas, and you were unaware of this process? One committee member said that it really wouldn't make a difference until the owner decided to sell the property, and that this may affect what other neighbors may do also.

Staff described the updated future land use map, noting that the high school and Jr. High properties have been changed to 'yellow,' and added that the properties that were circled in previous meetings were visited in person, and have been colored 'yellow' unless there was a specific reason not to. Another thought for your consideration is: are you alright, for example, that someone who has raised horses all their life, on property that's still rural in character, might be upset to see their property in a different designation? A committee member reiterated that, "until they decide to sell their property, nothing will change."

As an example, staff proposed a scenario where issues have been raised during the public meeting process, and the Council adopts the future land use map. An affected owner decides to sell. They can now propose an application for a zone change, say for example, that may allow them twice the existing density. Obviously, neighbors will have concerns. But at that point, one decision has basically been made because the general plan was adopted, which is supportive of a more intensive land use as a possibility to accommodate future growth, more commercial opportunities, and to enhance our transit system. People who are looking to build a business in Magna will look to its existing and proposed work force. So, all of these issues are intertwined. We've seen it before where someone has an emotional and historical connection to their families' land uses over the years, and now, a sudden change in use is proposed. The committee voiced their agreement with the proposed direction of the general plan regarding this topic. One of the committee members said that, what ends up happening is people begin buying houses in a neighborhood as they become available, restoring them, and then attempt to resale the

properties. In my world, that's a 'yellow' change, because what existed before has been changed to something a little different. Another member said that when you describe this scenario to people, I don't think they will see it as change, technically. The initial committee member added that when we get to this point in the plan, we need to make sure it's property-owner driven; the group agreed. They also support both the gray transportation map, and to add a placeholder for a transit hub at 3500 South and U-111. The entire map was reviewed with the committee to ensure accuracy as well as the committee's intent.

Staff summarized a few changes that were made to the land use map since the committee's last meeting: 1) The existing Cyprus High School, Brockbank Jr. High, and Magna Elementary School sites – Staff mentioned that the existing school district properties on or near Buccaneer Drive and 3000 South are placed in 'yellow' for now to wait for further guidance and direction from the school district. There may be a portion of these properties up for redevelopment in the future however this decision is probably a few years away, after the new high school has been built, etc.; and 2) White Farm property – The reason the White Farm property is 'yellow' is because there have not been any subdivision applications yet. Staff mentioned that the applicant may be contemplating an R-1-6 or R-1-7 zone change for these 40-plus acres.

Staff reviewed this section regarding the maps with the committee and stated that what we're hearing from you is that you're quite comfortable with the latest rendition. The committee agreed. Staff added that they will sit down after the active transportation work session, clean-up the maps, and send copies to you for review, before we introduce them to the public. Please let us know if you see anything you would like to change. Also, thinking ahead to the public open house, I would like to: 1) introduce you; 2) probably have a presentation developed; 3) have poster boards representing all of the major changes to the plan, etc.; and 4) take public comment in a variety of ways. Then we'll begin presenting some text along with an opportunity for you to review this text. We're always going to have feedback, but that's a good, healthy thing for this process.

A committee member suggested we set the ground rules for open house participation to inform the public that a lot of the plan is 'ideas,' and that their property rights are still retained, even in the final approved plan. Staff agreed, reiterating that home owners don't have to sell their property; we're simply future planning. A committee member suggested confirming existing uses in an area that becomes ripe for change. Staff agreed that as projects become implementable, a component of implementation would be to memorialize existing conditions.

General Plan Initial Statement Points

- A. Create a project to adapt 3100 South to an appropriate and safe east-west active transportation route. (Agenda Item #2, page 3)**
- B. As appropriate, when Council approves a specific project (including funding and resources) staff should include a historical component that memorializes existing conditions. (Agenda Item #2, page 5)**

Agenda Item #3 – Discuss absentee landlords

Staff reviewed the steering committee schedule, and then turned to a discussion on absentee landlords, or as another committee member suggested, "The Good Landlord Program." A question from the committee was, "as a municipality, what can we do with absentee landlords, regarding property maintenance; both inside and outside?" Staff said that, ultimately, this is a policy decision. At a Council meeting about 5-6 months ago, staff recalled that there was discussion centered on funding, and that significant funding from Magna would be required to operate and manage such a program; to have full-time enforcement and administrative personnel. A committee member said that some state legislation would need to be written to help address the most common and problematic of the violators; the foreclosed properties. A question was asked from another committee member how cities like Ogden are acquiring foreclosed properties in disrepair and eliminating them. The initial committee member said that Ogden strictly enforces their zoning ordinance, adding that property owners have fifth and fourteenth amendment rights to their property, and the government doesn't have the right to take property without due process. Staff added that Ogden appears to have the direction of their legislative body to enforce these situations accordingly. The initial committee member added that Magna hasn't necessarily followed process the way we should. We've probably given a lot more due process than we needed to. In the case of condemnation, though, it's an extensive and expensive adventure because you can condemn but you have to return value, which means Magna's buying the property. In our case, we don't have the available funds.

What the general plan can do, staff added, is identify subjects / projects as placeholders. Placeholders can address absentee landlords, for example. The Council sees various projects in the plan. Issues are raised when the Council reviews their annual reports and seeks projects that can benefit the community. This list comes from you; the things you want to see. Then the Council decides what projects to fund and invests in the community.

A committee member mentioned another code enforcement issue is the number of illegal, multi-unit dwellings in Magna, where owners rent sleeping quarters without use of the kitchen or bathroom facilities.

The next topic staff introduced for discussion was the potential elimination of the R-1-3 and R-1-4 zones. Most committee members are indifferent on this issue, except for two. One member would like to eliminate the R-1-3 zone, while the other would prefer to see both zones eliminated from the ordinance.

Staff mentioned that if you eliminate them, in other words, take them out of the zoning ordinance, you create non-conformities. Whereas, you could just leave the zones and the easy answer is

that the Council doesn't support rezoning properties to R-1-3 or R-1-4 again. This would be the easier solution. One commission member mentioned that a chance would still exist for rezoning. Staff added that the recommendation would be coming from the planning commission. So, the planning commission wouldn't support rezoning property in this fashion; I don't think you'll see the Council object to that. Another committee member agreed with staff and added that you may see small areas with some higher density such as Little Valley Gateway, where this may occur, but the general feeling is that the Council would support the planning commission on this issue.

General Plan Initial Statement Points

- A. Create general plan text language that rezoning properties to R-1-3 or R-1-4 zones, unless part of a master-planned community that includes multiple residentially-zoned properties, is not desired by the community. (Agenda Item #3, pages 6-7)**

Agenda Item #4 – Review residential choices – infill, density, etc.

Staff summarized that when we're discussing density, the committee has been supportive of going higher. A separate related subject is 'infill' development. With infill, it seems that you're alright with that, so long as the density is compatible with the existing conditions. Is that correct? The group agreed, although one committee member is against replacement or infill development in the instance where an entire R-1-3 zoned development is replaced with or extended with a new R-1-3 zoned project, where the density could be increased. Staff said that we'll want to define what compatible means (e.g. if the request is for an R-1-7 property or an A-1 property, for example). The committee agreed that the infill developments will need to be evaluated on a case by case basis.

General Plan Initial Statement Points

- A. Create a definition in the general plan text for 'compatible' as it relates to the future land use map coloring scheme, to clarify compatibility between both residential uses and compatibility between residential and commercial / retail uses. (Agenda Item #4, page 7)**

Agenda Item #5 – Discuss active transportation workshop

Staff wanted to review what the committee should expect to see at the active transportation workshop on Tuesday, April 17th. We're planning on two hours from 6p to 8p, here at the Webster Center. This will be a hands-on exercise with plenty of markers and maps available.

Staff summarized the importance of this exercise as a great learning opportunity and also an opportunity to consider the thoughts, concerns, and ideas of others. Active transportation experts will be at this meeting to help. We're planning some walk audits that are independent of

the safe routes to school program, so please send me any information or possible routes you think would make a good walk audit project that isn't necessarily tied to a school. If you think of any new subjects you would like to discuss, please let me know and we'll put them on a future agenda. In the next few days, I'll send you a packet with all of the deliverables that the active transportation folks sent me, and I'll give you a copy of the meeting flyer and a draft agenda for the workshop. Staff will start contemplating what the public process should look like once the steering committee phase is completed; eventually leading to the planning commission and council meetings. We'll get something to you for your feedback. Okay, thank you all for your efforts.

Agenda Item #6 – Notes, Reminders, and Action Items

- AI – GIS Staff, for the time being, identify a connection on the active transportation map from the Elk Run PUD Subdivision to the proposed LVG development.
- AI – GIS Staff to label all canals on the active transportation map. Once the general plan is adopted, the overarching system will be known as the Magna Loop Trail.
- AI – GIS Staff to create a PDF copy of current draft mapping products to Planning Manager for distribution to steering committee for additional review.

Adjourn – 7:28pm

MEETING MINUTES | APRIL 17, 2018



Magna General Plan Update Process –2018
Tuesday, April 17, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #10 (ACTIVE TRANSPORTATION WORKSHOP)

Max Johnson – Planning and Development Services Staff

Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee – Meeting Minutes Summary
Meeting began at 6:03pm

Committee Members and Staff	Public
Mark Elieson	Helen Peters – SL County Regional Development
Sara Van Roosendaal	Jared Stewart – SL County Regional Development
Todd Richards	Aaron Searle – Karma Bikes
Cindy Whitehair	Kathryn Hiolski – SL County Health Dept.
	Emmalee K. Price – SL County Health Dept.
	Angelo Calacino – SL County Parks and Rec.
Staff	Madeline Francisco Galang – SL County Engineering Dept.
Wendy Gurr	Crystal Hulbert – SL County Engineering Dept.
Max Johnson	Jena Carver – SL County Engineering Dept.
Tom Zumbado	Dan Peay – Magna Township Council
	Clare Collard – Magna Metro TPC
	Tom Jackson – SL City BAC Member
	Several community members

MEETING AGENDA

1. Introduction

- a. Describe mapping exercise
- b. Review purpose
- c. Measuring success

2. Exercise – Technical assistance provided to develop an active transportation map for Magna
 - a. Identify necessary infrastructure
 - b. Ensure local and regional connections
 - c. Identify future projects
3. CATNIP – County Active Transportation and Implementation Program
 - a. Select the top three priorities for proposed infrastructure improvements
 - b. Review 2018 Public Works roadway maintenance schedule
4. Walk Audits
 - a. Pick two audits to perform
 - b. Identify ‘Safe Routes to School’ audit to perform
 - c. Timeline for completion
5. Next steps
 - a. Revising the active transportation map
6. Closing thoughts or questions
7. Adjourn

MEETING MINUTES SUMMARY

Staff mentioned that the point of tonight’s meeting is to create an active transportation map that will become a component of your general plan. We will assemble your feedback tonight and create a map, representative of the feedback received. This will satisfy the state requirements to include an active transportation element in your general plan. This will also enable Magna to apply for future transportation funding and resource assistance for related projects.

Staff welcomed everyone and thanked them for attending the workshop. Staff added that the Health Department is here tonight, to help us plan some walk audits to help identify problem areas or areas of concern to address in the plan. We also have our engineering department here to lend their support, and we hope to have a chance to review the capital improvement plan for the year, which is a list of projects that the engineering department will be doing in 2018. There may be an opportunity to piggyback on these projects and add painted bike lanes, etc., at a negligible cost.

Staff then introduced Helen Peters from our Regional planning office to lead the workshop discussion. Ms. Peters mentioned that she reviewed a draft future land use map that identifies ‘stable’ areas in a ‘blue’ color, areas of ‘moderate’ change in ‘yellow,’ and areas of ‘focused’

change in 'red.' You can get a sense that most of the community is identified as 'stable,' and appears to be mostly single-family homes. Staff mentioned that this map is a draft that the steering committee has been updating over the past three months or so. More area has been changed to 'yellow' and 'red' as well. When the plan is adopted by the Council, this will be your future land use map.

Ms. Peters reiterated that tonight will be a more intense workshop, as we're going to draw lines on a map and look at other maps, too. Ms. Peters also asked what the community envisioned as some successful outcomes or deliverables from tonight's meeting. Below is a list that the group came up with during an initial brainstorming session:

Successful Outcomes from a Transportation Perspective for Magna

1. Create several east-west routes
2. Good connectivity is desired for bicycles and pedestrians, to all area schools and businesses
 - a. Develop a protected environment to and from school
 - b. Provide adequate bicycle parking
3. Manage and continually inform an active transportation plan that can be updated periodically
4. Plan to accommodate connectivity of future residential developments
5. Provide connectivity to neighboring cities
6. Address deficiency of sidewalk system in 'old town'
 - a. Gaps
 - b. Damaged areas
 - c. Possible sidewalk audit
 - d. Possible bike rack audit
7. Connect with mass transit
8. Develop the Magna Loop Trail
 - a. Design a protected trail
 - b. Create a safe trail from the new regional park at approximately 4100 South and 7200 West, westward along 4100 South to U-111, and add a connection to the new Cyprus High School. (This would be a component of the Magna Loop Trail)
9. Create a mechanism of reporting safety issues or utilize any existing systems (i.e. UDOT help line)
10. Be cognizant of existing bicycle/pedestrian conflicts on U-111 and work to achieve a safer environment
11. Create a project to ensure the bike route adjacent to Pleasant Green Elementary School is more useful and safe for bicyclists and pedestrians, and that the route becomes free of parked vehicles (e.g. in front of the school and at the group home)
12. Strive to increase walking opportunities throughout the metro township

13. Discuss the possibility of seeking partners to develop a safe route for bicycles and pedestrians to nearby venues that are currently quite dangerous (e.g. the Great Salt Lake Marina)
14. Work to develop capital, property owner support, and partnership opportunities with related agencies to build a pedestrian bridge across U-111 at approximately 3700 South
15. Create bicycle infrastructure (with protected lanes) on the future Little Valley Gateway (LVG) access road
16. Develop a sidewalk inventory for Magna Township
17. Create bicycle connectivity throughout the township, most specifically, 3100 South Street (7200 West to 9200 West)
 - a. Sidewalks needed on both sides of 3100 South Street
18. Organize and conduct at least two additional walk audits
19. Strive to install bicycle racks or equivalent substitution where most desired by the community (schools, parks, etc.)
20. Strive to install bicycle parking at or near bus stops and BRT stations
21. Collaborate to amend the ATIP and BTIP to add the following: bike parking, multi-use paths, sidewalk inventory, and overhead pedestrian crossing at U-111

STAFF NOTE: All of the successful outcome aspirations listed above will be identified as potential General Plan Initial Statement Points and will warrant additional discussion with the steering committee at a future meeting.

A committee member mentioned a community-wide concern about neighborhoods that don't have any sidewalks, adding that old downtown is a perfect example, adding that "we have this lovely, walkable, main street with no sidewalks from the abutting neighborhoods connecting to it." Ms. Peters mentioned that a plan to identify the gaps in the sidewalks would be a good project. She added that later in the evening we will be working with Emmalee and Kathryn to identify some walk audits designed to help identify missing roadway infrastructure. Mr. Searle added that we also need a way to report safety concerns.

A committee member said that the sidewalk on 2700 South, from Pleasant Green Elementary and extending west to the group home, is of no use for several reasons; one being that everyone parks their vehicles in the bike lane.

In addition to safety issues, an attendee mentioned that Magna is one of the unhealthiest communities in the county, and that we need more opportunities for people to walk or bike safely. She added that where she lives, many of her older neighbors could walk to the grocery store or restaurants, but they don't feel safe because of the traffic and a lack of sidewalks. An additional comment was made that we need to ensure that the Magna Loop Trail (MLT) is a multi-use facility.

Tom Jackson (SL City BAC member representing WVC), said that the BAC is having challenges with the Salt Lake City Council and planners to make an east-west trail connection. This

connection would allow residents to use the Jordan River Trail on 4100 South Street, because it's important.

Mr. Calacino was asked to identify some of the civic infrastructure we have in Magna and provide a status update. Mr. Calacino said that we have Magna Copper Park, Pleasant Green Park (where the recreation center and outdoor pool is located), we have some small individual parks in the Elk Run development, and then we will have the new Magna Regional Park (62 acres), which is currently under design. We hope to have Phase I of the regional park under construction toward the end of this year, or early next year. On the Parks and Recreation Master Plan for trails, we have a regional trail that follows the Utah and Salt Lake Canal, and we have two miles built in West Valley City. We'll be coming further west shortly, when funding is available. The trail will go all the way to 7200 West. Once we build Magna Regional Park, we hope to extend the trail from 7200 West, into and through the park, and then continue to the west. Again, the regional trail along the canal traverses the entire county from north to south. The idea is to build the trail all the way along the canal. Some portions of the trail already exist in the southern part of the valley. The plan is to bring the trail to 9200 West, north along 9200 West, dropping into Magna Copper Park, tying into the Ritter Canal, and then heading back east into the city. The Ritter Canal trail is another regional trail that was designated last year through the East-West Regional Trails Master Plan process. I understand there's a lot of proposed development along the trail and it would be nice if we can encourage those developers to preserve at a minimum, the corridor, or possibly build the trail along the canal to create the beginnings of a Class I separated trail. Staff asked what portion of the canal trail is anticipated to be built in conjunction with the development of the Magna Regional Park? Mr. Calacino said that their intent is to try and build a section along the canal from 7200 West to the west end of the park, based on available funding. Again, Parks and Rec. is currently seeking funding for this trail, from Mountain View Corridor to 7200 West Street.

A committee member discussed the need for a trail connection to the proposed LVG development that includes the new high school site, while an attendee mentioned a concern with the ditch on 9200 West Street. Staff said that ultimately, as components of the loop trail become ripe and are funded, design and development will incrementally address these issues.

A member of the community asked if there were any plans for an overhead pedestrian/bicycle crossing on U-111 at approximately 3700 South Street. Mr. Calacino said that right now, Parks and Rec. would propose an at-grade crossing with pedestrian-activated beacons. He added that Parks and Rec. is constantly looking for funding sources. Therefore, when the time comes to address the issue at U-111 and 3700 South Street, they will be able to more thoroughly evaluate the project and may have additional opportunities for a solution at that time.

Mr. Searle asked if there are plans to route truck traffic around the LVG development? Staff mentioned that there are plans to create additional opportunities for vehicular traffic, but no immediate plans to focus a certain type of vehicle on a certain roadway.

Mr. Searle summarized that there are two major active transportation needs for the community: 1) we need a way to get people from the new regional park to the high school; and 2) we need a way to develop an east-west route along 3100 South Street. Another committee member

mentioned the possible realignment of 4100 South Street from approximately 8200 West to U-111, to create a four-way intersection for LVG at U-111. Mr. Searle added that we can't have kids going to the high school only in cars and going to the park only in cars; we need bicycle/pedestrian routes. Ms. Francisco-Galang said that the engineering department has talked with WVC and Rio Tinto about the realignment of 4100 South Street. She added that it's appropriate to have a connectivity discussion now. From what we've seen so far, Ms. Francisco-Galang said that the entire development is currently planned for housing, and we think it's a mistake that no retail is planned. We believe kids will want to leave campus during lunch. If there were some opportunities for retail like a sandwich shop, etc., she added, many high school kids would opt to walk rather than drive during their lunch break. Ms. Francisco-Galang added that the community may choose to ask the developer for some retail opportunities when they come to the community with a plan.

STAFF NOTE: It has recently been determined that 4100 South Street is entirely owned by WVC, including all r-o-w. As the discussion described within these minutes mentions a strong need in Magna for a bicycle/pedestrian route from the new regional park to U-111 and beyond, and that a major connection could involve 4100 South, staff is efforting to provide all available facts to help inform future decisions of the Magna Metro Township Council.

Ms. Francisco-Galang said that it's good you are encouraging connectivity because LVG currently has only one access right now. and if you have an active transportation component here, it provides an opportunity to have a trail for bicycling or walking. After listening to the conversation, she added that when the developer proposes a plan for this property, staff will be looking at connectivity, a trail, and some retail opportunities, based on what is being said here tonight. Staff also mentioned that discussions are ongoing with UDOT about lowering the roadway classification of U-111 and reducing the speed, which could allow for a second access to the property from U-111. There is also the possibility of relocating the existing run-away truck ramp further to the south. Mr. Searle said that there's an expectation that the new high school and the new development will be planned cohesively. There needs to be an expectation for an above-grade connection to allow for complete accessibility throughout the development.

Ms. Carver discussed the Student Neighborhood Access Plan (SNAP) maps. The intent of the SNAP maps is to show the safest routes to the schools and include a Needs List. One of the committee members mentioned that the Matheson Jr. High School SNAP map is not accurate. Ms. Carver said that we need to correct the SNAP map for Matheson Jr. High or have the school provide the necessary crossing guards as reflected in the plan. The group was supportive that the accuracy of the SNAP maps needs to be revisited. Ms. Peters asked for final thoughts on this subject, then concluded that there's a request from UDOT to move the Oquirrh Mountain Boulevard or 'bypass' road from the unfunded phase of the current transportation plan to the first phase of the next transportation plan, scheduled for adoption next year.

Ms. Peters then moved the discussion to the Active Transportation Implementation Plan (ATIP), which is the high comfort bicycle network for Salt Lake County, including Magna. There is a bicycle path network proposal for Magna, Ms. Peters said, adding that the ATIP network is now on this map. She mentioned that she wanted the group to add their desired active transportation items to this map, by identifying where the crossings are and where the multi-use paths (typically

12-15 feet wide) are located. The various design characteristics can vary from trail to trail. Some examples include: 1) the painted 'chevrons' with a bicycle icon, on Magna Main Street. This symbol allows for bicyclists to ride in the lane of traffic rather than their own dedicated lane. This treatment is usually considered a neighborhood bikeway; 2) bicycle lanes, which are usually about five to six feet wide on the side of the road, probably on both sides of the roadway; 3) a buffered bike lane, where you have something that separates the lane, whether its paint or hatched or cross-hatched, and about two to three feet wide; 4) a buffered bike lane, which includes a space of separation between traffic and the bike lane; and 5) a protected bike lane, which has a small-median rise with about six inches of concrete, and then parking, if desired. Our focus should be to make sure all the crossings and bicycle facilities are accurate and where you want them; then they can be reviewed.

Ms. Peters described that they came up with the high comfort network by looking at the roadway volume, which is the number of cars that use the roadway all the time. This is expressed in Automobile Daily Traffic or ADT, and then we also look at the volume and the speed of the roadway, to help develop some recommendations. She then asked the group to begin marking up the maps, keeping in mind that we're looking at connecting with a regional network. We're also trying to determine how we're getting the high school kids from the proposed new residential neighborhood, by using the Utah and Salt Lake Canal to U-111, then to the high school. What would be better is to have a connection through the Elk Run development across the canal, directly to the new development, eliminating the need to use U-111. **STAFF NOTE: Kennecott is no longer seeking an at-grade crossing into the Elk Run Subdivision.** The group discussed that the road that will eventually front the high school property will need to be an active transportation route. Ms. Peters suggested that the group focus on what's optimal, regardless of potential issues. We can eventually come up with a compromise solution, as the ultimate solution won't be determined until the specific project reaches the design phase. She added that we will get our projects on the radar of decision makers if we can articulate them at this point in time. Mr. Stewart provided an overview of the map.

Ms. Peters and Mr. Stewart described the various types of bike lanes illustrated on the ATIP map. Protected Bike Lane – During this overview, Ms. Peters said it makes sense that you would have a protected lane near Pleasant Green Elementary, but we wanted to confirm that. Mr. Stewart said that this is the only protected lane identified on the map. Neighborhood Byways – This is an example of Main Street, where the thermoplastic treatment that's more durable than paint is utilized. There are a couple of these roads; Washington Road that serves Copper Hills Elementary, and one which leads from the regional trail through some smaller parks in the general area. Ms. Peters clarified that this type of bike lane, which usually occurs on lower speed roads (25-35 mph), has no treatment but may include some signage on the side of the road, and the pavement markings.

A member of the committee mentioned that 3100 South is going to have to be widened and the intersection at 8000 West will need to be revamped, because it's a dangerous intersection for vehicles, pedestrians, and bicyclists. One of the stakeholders mentioned that this is a major thoroughfare, while a community member said that there are no sidewalks from here to the high school. The group discussion led to the determination that there's a need for a sidewalk

inventory because there are so many neighborhoods that either don't have sidewalks or they are in severe disrepair. Ms. Peters asked if the group felt like they have the MLT connected now, by means of 7200 West and 9200 West? She added that the most important task right now is to brainstorm a list of potential projects, knowing that prioritization can be done later. Mr. Searle added that our focus should be on east-west routes, as the north-south routes are in pretty good shape. The group noted that roadway widths with sidewalk and bicycle infrastructure are also needed. Ms. Peters asked Mr. Calacino to explain what the design specifications for a multi-use path would be? Also, what is the standard width and what are the standard treatment types used? She asked if this type of trail is context-sensitive. Mr. Calacino said yes, it's context sensitive and the paved trail width should be ten feet wide and should accommodate pedestrians and be ADA compliant. If we have more r-o-w, we would try to build wider to better accommodate two-way traffic and to connect where possible.

Ms. Peters asked one member of the committee if she could ride her bike from her house to Magna Main Street and feel comfortable riding. The committee member said yes, once everything is built. Mr. Searle said that he would say 'no,' unless pedestrian crossings were increased.

In addition to a sidewalk audit, Ms. Peters suggested we conduct a bike rack audit as well, adding that she has some available bike racks, if the group is interested. To summarize this section, Ms. Peters pointed out the major talking points from the group:

- 3100 South should be a major connectivity route through the entire city, from 7200 West to 9200 West
- The bicycle / pedestrian route on 4100 South from 7200 West to U-111, should move through the new development and connect to 9200 West
- Connect the new high school to the neighborhood using active transportation methods and facilities
- Collaborate with UTA to add bicycle parking at the intersection of 3500 South and U-111
- Effort to install an at-grade pedestrian crossing with some traffic-calming measures at approximately 3700 South Street and U-111

The ATIP and BTIP are probably okay, Ms. Peters said, judging from the group's responses. You have a good supply of bicycle parking, which is important as new growth comes to Magna, and there's good connectivity. You have the proposed Magna Loop Trail, or multi-use path, which needs to be as wide as possible.

Staff updated the group that there will be a few more steering committee meetings to discuss new subjects, but that we'll also have continuous meetings with the group to help us ground-truth future material; of course, if you're supportive of this direction. Mr. Searle added, that we really need to figure out at the county level, a way that people can report problems through one mechanism, maybe take a picture, and the issue is routed seamlessly to the right municipality. Staff mentioned that UDOT has a 'fix-it' app that performs this task.

Ms. Peters introduced Kathryn Hiolski and Emmalee K. Price from the Salt Lake County Health Department, who will conduct the walk audits, and brainstorm bicycle infrastructure for parking

opportunities. The committee will be able to choose the routes, date, time, and location for these walk audits.

Ms. Peters mentioned that maybe staff should hire a consultant to conduct the sidewalk inventory. Adding that maybe Max and I will drive around and examine the existing inventory. She added that if the sidewalk issue is very extensive, we may want to consider hiring a consultant. Ms. Price mentioned that they have done one walk audit so far, with Pleasant Green Elementary to review the condition of the route. The mechanics of a walk audit are that: 1) a route is selected; 2) staff walks the route with everyone to identify if there are sidewalks and determine the condition of the sidewalks; 3) review crosswalks for alignment and ADA compliance; 4) evaluate if everyone feels safe and comfortable; 5) look for sufficient lighting; and 6) determine what could be done to improve the site conditions. In addition, staff will bring a wheelchair, and visually impaired glasses to give everyone a realistic experience about what constitutes a safe route to school. Ms. Peters added that this process can help to build your hierarchy of projects needed to compile your project list. Magna Main for example, is critical to your economy, so we should make sure it looks good and works for people. Then we'll look at your trails and your bicycle routes, to make sure that we've got good infrastructure, then drill down to identify the heaving sidewalks that make it difficult to get around.

Regarding a potential walk audit route, Ms. Hiolski described one route as: beginning at 3100 South and U-111, walk south along U-111 to 3500 South Street; then east along 3500 South to 8000 West; then north along 8000 West to 3100 South; and then west along 3100 South to U-111. A second possibility could be: beginning at 3500 South and Katherine Drive, walk north to 3100 South, cross 3100 South heading north; then continue north to Main Street. So, staff will look at setting up an additional walk audit or two. The Health Department will put a quick map together of the route, then staff will create a flyer to advertise the audit. Staff will work on dates, maybe two, so everyone has a chance to attend. The group could then brainstorm ideas on projects that could be undertaken in the area and identify resources. We're hoping to do these audits during the summer.

Ms. Peters wanted to identify three top items for funding priorities through the Regional office from the County Active Transportation Implementation Plan or CATNIP plan but feels that the sidewalk inventory seems to be the number one priority right now. We need to get a vision for strong connectivity around the new high school site. We'll review the map after staff has made the requested adjustments. There's funding available at the County (CATNIP) level. Also, the engineering department applies for active transportation grants through WFRC's TLC grant program, but they are about four years out in their funding cycle. Also, some of this funding is for CMAQ funds, which are Congestion, Mitigation, Air Quality funds. Ms. Peters added that there's also outdoor recreation money that Parks and Rec. is applying for regarding a proposed extension of the Utah and Salt Lake Canal. UDOT has another opportunity available through their planning department. They will visit the community and evaluate their assets, determine their desired and potential assets, which can include a variety of issues in addition to transportation-focused items, without expense. One of the committee members asked when the general plan will be adopted? Staff mentioned that it will probably be in the fall when the general plan goes through the public adoption process. Ms. Peters added that UDOT's consultant meets with the community four to five times and helps identify all the issues and

challenges that are important to the community. You have the benefit of knowing that information, but then they focus on the transportation-related issues (e.g. Oquirrh Mountain Boulevard, railroad crossing issues, SR-201, etc.). The steering committee can then inform the Magna Metro Township Council about their desired funding priority suggestions.

Ms. Peters will send the 'Walk Millcreek' link to Max who will forward to the steering committee. Mr. Searle asked about how to move forward with some of these opportunities. Ms. Peters said that working together we'll request funding at the appropriate time. With staff and Ms. Peters keeping in touch, we will submit projects through these programs for possible funding.

Another effort Ms. Peters mentioned that she's working on is a workshop for the Metro's regarding transportation funding; understanding federal, state, and county money, and how they all work together to fund projects. Also, she will be developing an addition workshop; understanding transportation decision making. This covers everything from how roadways are born, the working process with UDOT and WFRC, and how projects move from one phase to another, etc.

General Plan Initial Statement Points

See list of Successful Outcomes on pages 3-4 of this document.

Notes, Reminders, and Action Items

- AI – Staff to set up times for possible walk audits.
- AI – Staff may drive Magna to evaluate condition of sidewalks.
- AI – If decision is made to conduct additional walk audits, staff will create a flyer to advertise the audit.
- AI – Office of Regional Development staff to send the 'Walk Millcreek' link to planning staff to forward to steering committee members.

Adjourn – 7:58pm

MEETING MINUTES | MAY 15, 2018



Magna General Plan Update Process –2018
Tuesday, May 15, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #12
 Max Johnson – Planning and Development Services Staff
 Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee – Meeting Minutes Summary
Meeting began at 6:16pm

Committee Members and Staff	Public
Mark Elieson	
Sara VanRoosendaal	
Shirl White	
Cindy Whitehair	
Dan Peay for Laura Jo McDermaid	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

1. Review meeting materials and check-in on meeting minutes

Staff went over the materials for this meeting including an updated meeting schedule that was provided.

2. Review all general plan draft maps for errors, omissions, or to make any changes

a. Evaluate and critique this map

b. Additional thoughts regarding the workshop

c. Review our corridor narrative throughout the township

Staff noted that an email was received earlier in the day from committee member Jeff Stephenson (unable to attend tonight) commenting on the Vision Statement and the Goals and Objectives document from the current plan. Since this email is integral to tonight’s discussion, staff has included it in the minutes.

Vision Statement and Goals and Objectives email:

Thoughts on the Vision Statement:

- I am not sure why the vision statements include a special section on Magna Main Street. I would delete it. Only a small percent of Magna is Main Street. If Magna’s vision is on the success of Main Street, it is difficult to know what success looks like and define.
- The economic development statement is odd – Strive to reinvigorate and enrich Magna’s unique history and character through growth in population and local economic opportunities.
 - It was built as a mining and smelting town – when those operations employed four times as many people as they do now. What is Magna going to do to reinvigorate Mining?
 - I would modify it to say – we are a business-friendly community and encourage business to locate here and grow with us.
- Residential Development – I would say we are a community which is positioned to grow by 25% in the next five years. We are excited about the opportunities this presents and are planning for how this significant change will impact our community.
- Land use – I would state we are planning for growth. Development in the future must be more deliberate, thought out, and intense to maximize existing open space and density within our community.

Thoughts on the Goals and Objectives:

- This document is too long and boring to expect any reasonable person to read it.
 - It seems like it came out of a planner’s text book (no offence to the planners)
 - It has too much land use jargon and is way too long to be an actual goal
- I think the goals and objectives of the Metro Township are much more simple
 - We want Magna Metro Township to grow up and become a city. To do so we plan to:
 - “We want to build and plan a great community.” This means:
 - Yes, we want to get a new high school, and a new elementary school, and we want 7200 West to connect to I-80, and we want connectivity to TRAX, and a better trail system for bikes and pedestrians (lets plan for and build some trails), and replace sidewalks where they are missing

- **Develop a community that supports healthy family and community interactions**
 - **Plan cool events on main street, fireworks on the 4th of July, and develop robust business and civic communities**
- **Promote land use development that provides for a high quality of life, commercial growth, employment opportunities, and active centers within the community**
 - **Allow development and redevelopment that brings people to Magna**
- **Provide and promote diverse housing choices**
 - **Yes really, this might mean your neighborhood changes. Some old stuff might need to be refreshed and some new may need to be built**
- **Provide for a full range of public utilities and facilities**
 - **This is part of growing up and becoming a city**
 - **We will probably need to charge more but we will also receive more**
 - **We will need a building, planning, and public works department, including a city hall**
- **Delete the Natural Resources section**

There was a discussion among the steering committee that some subject matter from the current plan doesn't completely line up with the titles now, as the two plans have different terminologies. For instance, there was a community goal and a mobility goal in the current plan, whereas now we have a transportation goal, etc., so we need to think about what the chapter titles are. One of our biggest tasks for the night is to review the items on the goal sheet for accuracy and clarity. A committee member suggested re-working the goals and objectives to fit within the vision statement items, so they're categorized similarly. Staff agreed to rework the goals to fit within the vision statements. Staff added that we haven't had a chance to digest everything Mr. Stephenson noted, but we'll look at integrating his comments and yours also. Please send additional feedback to staff. Last time we discussed this effort, staff added, we were considering having chapter headings like a transportation chapter, for instance, with a vision statement and a transportation discussion, adding that we may start that way but will let the committee guide the direction.

Regarding the maps and vision statements, staff integrated your input from two weeks ago, and would appreciate any additional input. Staff added that Mr. Stephenson had suggested we remove the Magna Main Street information, and added that maybe the goal category 'community,' is a better fit. A committee member added that we're focusing too much effort on Magna Main, adding that Magna is a whole lot larger than just Main Street. Another committee member suggested putting Magna Main under the 'economic development' section, as it also addresses the unique history of Magna.

Staff summarized the Main Street discussion as a question of 'maintaining,' noting that the committee is not totally into 'redevelopment.' A committee member suggested maybe 'preservation' and big-picture community design could be part of this, while another committee member said it's listed under goal #2, 'community,' and added that objective 2.2 is to preserve and protect the design elements of Magna Main Street. Several community items, according to the committee, fall under the different residential and economic developments. Staff added that old Magna is also an area of concern for the community.

Maybe we should have a chapter that's specific to our history, a committee member said, which is Magna Main Street and the history of mining, Pleasant Green, and Ragtown, etc. A committee member suggested changing the statement title from 'Magna Main Street' to 'Historic Preservation.' Staff will read through Mr. Stephenson's email again.

Staff summarized a few major issues to-date that were discussed during the steering committee's discussion:

- 1) *Development of the Magna Loop Trail*
- 2) *A desire to open the corridors for more intense development*
- 3) *Creating connectivity for LVG through the trail system*

Staff continued to summarize the process, adding that one accomplishment that grew out of the active transportation workshops were walk audits. Below is a summary of this effort:

1. *The audits are hard to complete because attendees focus their attention on sidewalks, which reduces the overall effectiveness of the audits.*
2. *Due to statement #1 above, questions arose as to how to address future sidewalk projects.*
 - a. *When do you incrementally make infrastructure changes, such as replacing 400' of sidewalk?*
 - b. *How do you manage these issues financially?*
3. *These issues are beyond the scope of the general plan, but the premise is not. The premise that redevelopment is working, is needed in that area and needs to be in the plan. The actual steps to implementation go further and go beyond the plan. These issues lead to the community focus that the Council understands and appreciates, meaning that if the community is passionate about an issue, the Council will be interested.*

A committee member asked about adding some commercial zoning along U-111 so folks can stop for a drink or a bathroom break. Staff said they would add some language to address this desire of the committee while not encouraging additional big-box development. A committee member said that we don't want to demolish something that's functioning but added that raw land should

be preserved for economic development. People are afraid of wide demolition and big box replacement, another committee member said, but if owners maintain what they have, then there's nothing to fear.

Staff reminded the committee that when discussing the future land use map, people will vary in their opinions. When discussing 'minor' or 'major' changes, some will interpret a rezoning request from residential to commercial as a 'major' change. On the other hand, some nearby residents may feel that rezoning from an A-1 zone to an R-1-8 zone would be a 'major' change. That's why there's so much concern. As a committee, we should develop more than one option; more than one thought process in attempting to define the parameters. Regarding the text, one possibility may be to define a 'minor' change vs. a 'major' change when discussing a zone change from residential to residential. Is a 'minor' change one rung up the rezone ladder from an R-1-6 to an R-1-7, for example? Staff added that we need to make sure we're okay as a committee regardless of how someone wants to interpret change, either from a use standpoint or an impact standpoint. A committee member said that her interpretation of a 'minor' change would be moving from an R-1-6 to R-1-7 zone, while a 'major' change would be going from an agricultural zone to an R-1-7 zone. Staff described two types of potential change. If a proposal goes beyond a certain parameter, that would require a Council decision, on a case by case basis. Another option would be to insert some parameters. For instance, you can have two jumps in the R zones, but if you move from an R to a C or from an R to an M, that's not moderate, keeping in mind that on a corridor, more intensive change would be supported. Additional discussion occurred about the terminology of a 'corridor,' to which staff suggested we think about redevelopment and commercial opportunities, as well as invigorating the transit system when contemplating corridors.

General Plan Initial Statement Points

- A. Maintain the focus regarding this update on Magna as a whole, and not only on Magna Main Street. (Agenda Item #2, page 3)**
- B. Explore possibilities of adding a chapter on the history of Magna. (Agenda Item #2, page 4)**
- C. The steering committee supports redevelopment (infrastructure replacement) as an overarching concept and suggests specific projects on a case by case basis. (Agenda Item #2, page 4)**
- D. Add a project supporting commercial zoning on the east side of U-111 near the Arbor Park development. (Agenda Item #2, pages 4 and 5)**

3. Meeting schedule

In reviewing the meeting schedule, staff reminded the committee that there won't be a meeting on May 29th, so our next meeting will be June 5th, followed by June 19th.

The committee agreed to general comments and positive feedback at our open house. Staff reasoned that we want to encourage feedback. A committee member suggested we list draft goals at the open house.

7. Notes, Reminders, and Action Items

- AI – Planning Staff to review email from committee member Jeff Stephenson from May 15, 2018, and input from other committee members, and make appropriate changes to the Vision Statement and the Goals and Objectives document.
- AI – Planning Staff to write text to convey the basic meaning of a 'corridor.'
- AI – Planning Staff to define what is meant by change as it relates to a 'corridor.'

Adjourn – 7:31pm

MEETING MINUTES | JUNE 5, 2018



Magna General Plan Update Process – 2018
Tuesday, June 5, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #13
 Max Johnson – Planning and Development Services Staff
 Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee – Meeting Minutes Summary
Meeting began at 6:04pm

Committee Members and Staff	Public
Shirl White	Josh Smith – Intern
Greg Schulz	
Mark Elieson	Dan Peay - MTC
Jeff Stephenson	
Laura Jo McDermaid	Two members of the public
Sara Van Roosendaal	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

Agenda Item #2 – Review all general plan draft maps

- a. **Future land use map**
- b. **Active transportation mapping**
- c. **Corridor mapping**

Staff welcomed everyone and said that we have some products we've been working on that we would like to discuss with you tonight. This has been an evolutionary process, and most of you have seen at least one rendition of all of our map products. Staff began the discussion with the

corridor map, adding that if corridor buffers are supported by the community and the Council, more intense, creative, and integrated development along these corridors will be possible. Staff explained that the tan colored line represents a 1/16 of a mile corridor width, while the green colored line represents 1/8 of a mile corridor width. One of the items most important to the committee, staff said, has been a connection from the new regional park, along 4100 South Street, and into the community from there. Keep in mind that we now know the entire road including r-o-w is owned by WVC. So, whether that possesses an opportunity in the future for the Council to work out an agreement with WVC, or whether there's alternative mechanisms or strategies to create an active transportation route, there are some options to consider.

A committee member mentioned that the property at the northeast portion of 4100 South and 8000 West Street is being rezoned right now. Staff said that I believe there's something in the works for multi-family and for a Maverik store. Editor's note – As discussed with Megan Stephenson, the name of the convenience store is pronounced 'Mayv-Eric.' The committee member added that the property on the northeast corner of 4100 South and U-111 is owned by the LDS Church, and that progress has been made with them recently in coordinating this property with the Little Valley Gateway (LVG) development. There may be an opportunity to run a trail along one side of the road. This will be challenging, but not impossible. One of the limitations is that we either need to collaborate with WVC or build the road on the Magna side. Building on the WVC side would be difficult because the Navy owns the property on the south side of 4100 South Street. In reviewing the Corridor map, staff reviewed the prominent intersections where the steering committee felt were best suited for future development opportunities: 3500 South and U-111, Main Street and U-111, 2820 South and 7200 West, and 3500 South and 7200 West. We have also identified a potential new road, veering northwest, off of 4100 South and creating a new 4-way intersection at approximately 3800 South and U-111, then continuing through LVG. A Kennecott spokesperson mentioned that from this point forward, this potential road will be called Pirate Boulevard or Pirate Cove. People have been referring to this road as the 'bypass' road, which is not accurate. The 'bypass' road or Oquirrh Mountain Boulevard, is envisioned to go along the south property line of the new high school site, south of Pirate Cove.

Staff described the corridor buffers, starting with the 'tan' line, which represents 1/16 of a mile and the green corridor line which represents 1/8 of a mile. The same philosophy holds true in the intersections that are colored yellow and purple, where they represent 1/16 and 1/8 buffers, respectfully. Staff asked for any thoughts from the committee on this map.

Staff also mentioned that the most recent change to the map was the removal of a planning corridor on 2820 / 2700 South between 7200 West and 8400 West Street. A committee member said that the committee had reasoned that there was too much of a residential presence to add a corridor along this section of roadway. Staff also confirmed that a major intersection redesign

is in the developmental phase at 8000 West and 2820 / 2700 South but added that this is extremely preliminary. A committee member said it's a long way off because the intersection needs to be redeveloped, but added that if someone came in with a redevelopment plan for this block, that action may facilitate a more rapid change of the intersection. So, removing the corridor status from this road is probably the right thing to do, but we might want to identify the intersection as ripe for redevelopment. Another committee member confirmed this direction as the committee's intent from our last meeting, that the corridor was dissolved because the area is mostly residential. Another committee member asked if the objective is to align 2820 South and 2700 West together? Staff, said yes it was, and also to create perpendicular access to 8000 West Street, if possible.

Staff mentioned that at a recent planning commission meeting where the rezoning application for the White Farm property was discussed, the owner of one of the brick homes near the intersection was at the meeting. This was the first time they heard about the long-range plans to realign these roads, to which they weren't real happy. A committee member said that if your house has been facing that road with oncoming traffic for years, then it shouldn't be a surprise that the community would eventually realign the road. Staff said that the realignment plan is very preliminary, and there's no funding or final plan, etc. A committee member agreed, saying that you need to have lines on a map before it becomes anything different, and added that the way this process evolved was a success in how community plans develop and change over time. A staff member indicated that there will probably be similar situations in the future, but the committee has built a strong foundation for the plan. It's substantive and has a lot of thought and effort built-in, and it may continue to change a little during the public process. Staff added that our goal for tonight is to review the maps and continue to advance the discussion. We are targeting a meeting with the Council in July or August, to provide an update, receive any additional direction, and move forward with the public process. Draft maps were emailed to the Council this afternoon, and when we receive feedback, we'll make any additional adjustments as we work toward final content for the open house.

A committee member suggested adding corridor designations to Pirate Cove, and asked what the corridor buffers imply? Staff mentioned that the buffers expand the width of the corridor. Where the current plan provides for only properties that abut the corridor to be considered applicable to corridor development, the draft plan will provide for more expansive depth of the corridor from the centerline of the road, increasing the potential for more extensive change opportunities.

Another question from the committee was, "why isn't 8000 West Street a corridor?" Staff indicated that the committee made a decision to remove the corridor status on 8000 West Street because it's more residential in character. The same committee member asked that since the

property on the northeastern and northwestern corner's of 4100 South and 8000 West are changing, based on the new interest to develop, maybe a corridor designation makes sense here.

A separate discussion ensued among the committee about the existing overpressure zones of Northrop Grumman (formally ATK). The committee pointed out that WVC has evaluated, defined, and addressed these zones effectively. Staff agreed to review WVC's efforts and also to research more about the future impact the overpressure areas will have on Magna. Some questions for staff to answer are: 1) evaluate WVC's semi-circle approach to depicting the zones; 2) determine if the impactful overpressure sources from Northrop Grumman have actually moved completely to the west of U-111, and are now therefore, less impactful to Magna; and 3) how these changes may affect the zoning ordinance and building codes, require some updating. Also, a committee member said that they have access to the updated overpressure maps and will send them to staff.

Another committee member added that it might be beneficial to verify if WVC has reevaluated their standards and if it's just one street that would be developed differently, noting that if the standards were applicable to the entire neighborhood, it would be a lot more expensive. To summarize this topic, a committee member offered a few takeaways: 1) Acknowledge and embrace the fact that there is an overpressure zone and review WVC's overpressure ordinance to evaluate adopting portions as part of Magna's general plan, clarifying how differently you would build in one overpressure zone from another, and then specify in the ordinance that these building requirements may change as the overpressure zones change; and 2) as conditions change, we would review and amend the general plan accordingly.

The group contemplated adding a corridor treatment similar to the other corridors, on 8000 West Street, from the railroad tracks south to 4100 South Street. A committee member said that whatever is developed in this area needs to be done in a consistent manner. Another response was that there are no residential uses there as it is, and residential is the lightest type of construction. With commercial development beefed up anyway, we could simply make it a part of the long range plan; you would not be affecting any residential, so you could have various building alternatives.

Two other thoughts regarding the corridor map were raised by a committee member: 1) let's take the potential for redevelopment off of SR-201 from 9200 West to 8000 West and also on U-111 from Main Street to SR-201, with the reasoning being that Kennecott owns all of that property and they're not likely to develop that property within the next twenty years; and 2) can we identify a corridor on the east side of 8000 West just south of SR-201, and going south to the Ritter Canal? Staff agreed, and another committee member asked to add the developable corner at the north side of Beagley Lane (north side of the Ritter Canal at 7200 West), as a corridor? Staff will add a quarter-moon type corridor to depict an intersection corridor, just north of the

Ritter Canal. What was funded in the Inland Port Bill, a committee member said, was the extension of Beagley Lane to 8000 West (\$4million), but not the Frontage Road. The Frontage Road will be funded by Kennecott. Funding was also appropriated on the WVC portion of Beagley Lane, from 7200 West, eastward to 5600 West.

Staff then reviewed the gray transportation map. This map has many of the same features, and also a few new ones, and is displayed a little differently. It shows the general vision of the Magna Loop Trail (MLT), though staff will try to integrate this map with the Corridor map by consolidating features. If this isn't possible, we'll have three maps, including the Future Land Use map. In addition to the MLT, this map suggests 7200 West Street as a light rail corridor. A concern expressed from the committee is to ensure the maps are free of clutter or congestion.

The third map is the Future Land Use map, staff explained, adding that this map also changes quite often. There are more 'yellow' and 'red' identified properties now. In reviewing this map, the Kennecott representative said his only thought is to bring the 'red' boundary flush against the train tracks on the LVG property designation.

General Plan Initial Statement Points

- A. **Create a project to explore the option of Council working on an agreement with WVC to build a bicycle / pedestrian trail along 4100 South Street. If an agreement is not feasible, the project would transition to Magna constructing a trail on the north side of 4100 South. (Agenda Item #2, page 2)**

Agenda Item #3 – Review active transportation elements

Staff commented on a robust active transportation meeting that was held in April. There were great bullet points developed from that workshop identifying goals and project ideas. From what I can remember, there about 21 bullets, that all seemed plausible, pertinent, and doable. Some are more viable than others, because some require extensive funding, but at least we're moving in the proper direction. Staff pointed to the planning commission, and citizen support, and the love that the residents have for Magna, that helps to enrich this process. This was a great discussion, so please try to review those minutes.

The Kennecott representative shared new information relating to LVG. He described that the property to the south and west of the development has bedrock that's very high, and in some places, only two feet underground, with the likelihood of housing development being very low, so the developer has identified this location as a large open space corridor. The committee member suggested possibly developing a cross country trail. If the school district could partner in developing this cross country trail in the open space area, that starts to create a pretty awesome

view corridor. Maybe it doesn't connect to everything yet, but with that portion built, we could possibly add to it over time. Staff added that another major point that came out of the workshop in April was that Pirate Cove should definitely be active transportation friendly. The group also would like to have a bicycle corral or some bicycle parking opportunities on the school site.

Agenda Item #'s 4 & 5 – Review existing and proposed plan goals, and discuss vision statements

Staff mentioned they had received some additional feedback from Kennecott's representative on the Goals List that we had distributed to everyone. I believe the thought was to condense the goals to a one-page document, rather than a longer list; simplify the goals. Some additional feedback on the Vision Statements was also received. The committee member said basically, that our goal, as Magna Metro Township, is to grow up and become a city. Another committee member said we could say, "prepare to transition to a city."

Agenda Item #6 – Discuss project pages

Staff introduced a discussion of 'project pages,' which will be a component of the general plan. Staff provided a draft of five projects for the group to review, mainly for the purpose of evaluating the format for the pages. The premise here is that the project pages function as placeholders in the plan. As a project comes to fruition, more detail is added. Staff described the features of the project pages, and went over the five projects with the committee to receive initial feedback. Elements of the project pages are shown below. Please review these projects and the elements of the project page template, then send me any thoughts you have.

Project Page Elements	
<ul style="list-style-type: none"> • An image or map if pertinent • Project category • Location • Objective 	<ul style="list-style-type: none"> • Potential Stakeholders • Recommendations • Timeline and when the project is added to the general plan

Feedback received during the meeting on the five projects staff introduced is included below:

- A. **Main Street zoning update** – The economic development reference in the objective should be shown as 'partnering with economic development' and no longer reference Salt Lake County Economic Development. Also, combine this project with project #D.
- B. **Future Placeholder – Potential redevelopment of the current Cyprus High School site**
– No additional comments.
- C. **Explore potential of rezoning larger portions of existing corridors for commercial use**
– Add WFRC, UTA, and UDOT as potential stakeholders. Also, add an image of the Corridor Map.
- D. **Increase parking availability on Main Street** – Combine into a single project with project #A above.

E. **Eliminate R-1-3 and R-1-4 zoning** – The thought here is to modify this project to more of a guiding statement that would suggest to the Council: 1) that these zones are discouraged in Magna, except in the PC zone; and 2) that the Council reviews each project independently and upon discussion of extenuating circumstances, these zones could be valuable and useful in certain situations. The statement may also describe potential situations or conditions where these zones could be allowed, thereby avoiding potential nonconformities that would occur if the zones were eliminated altogether. (This is one of the most divided and contentious topics the steering committee has discussed throughout the winter and spring. A summary of the two points of view from tonight’s discussion is shown below.)

F. **Planning for the new Cyprus High School site** – A suggestion was made to add this project.

Arguments mentioned for eliminating R-1-3 and R-1-4 zoning

- These properties frequently turn into absentee landlord properties
- Absentee landlords are a problem
- The properties are not properly maintained and become very problematic
- Contention is that small lots create the problems
- Agree that code enforcement can be a solution

Arguments mentioned eliminating R-1-3 and R-1-4 zoning

- Small lots add an additional housing-type to Magna’s inventory (known as a cluster-lot product)
- Additional housing types help enrich Magna’s ability to provide live-cycle housing opportunities
- Properties are more affordable
- Properties present less of a burden to maintain the yards
- Eliminating the zones altogether would create a nonconforming status on any existing property currently zoned accordingly
- Contention is that small lots are not the root cause of the potential problems
- Large lots can be just as laden with junk and lack acceptable yard and house maintenance guidelines
- Agree that code enforcement can be a solution
- Agree that absentee landlords are a problem, but for all lot sizes
- Many concerns would be eliminated with appropriate CC&R’s on a project-specific basis

The committee explored problems Magna is experiencing regarding absentee landlords and the two most common attributes of this condition; junk and unlicensed vehicles, and property maintenance issues. Brainstorming, the committee thought of the famous Robo-Cop from Mantua, Utah, and if this strategy could be employed in Magna regarding unlicensed vehicles,

adding that if streets looked great, concerns with R-1-3 and R-1-4 zoned properties may be more tolerable, and even hard to notice as a high dense project.

Some committee members are embracing an increased code-enforcement presence and stronger surveillance controls, including citing a ‘notice of violation’ that are seen when driving through a neighborhood, without a complaint-driven requirement associated with the property.

Staff summarized the project page discussion, and will effort to increase the project list database. Please provide feedback to me on any format, content, or additions that you would like to see. A committee member said that historically, as a planning commissioner, I liked this format for projects, because it was clean, easy, and a nice way for me to talk about projects and prioritization. It gave us a good base to work from. As we’re transitioning for MSD capital priorities right now, if we have a list of things like this, we now have that ability to have the discussion. In the month of October, remember that, we need to do that, so we’re on cycle for next spring for the FY2020 budgets. We can then have the prioritized lists out in a timely manner rather than having to scramble. Staff added that this list also gives the citizens a chance to see accomplishments of the general plan, and it keeps the discussion topical so you can also see what you have on the horizon.

General Plan Initial Statement Points

- A. **Create a project regarding the steering committee’s position related to R-1-3 and R-1-4 zones, and under what circumstances, these zones can remain an important tool to Magna, while attempting to maintain harmony in the community. (Agenda Item #6, pages 7-8)**
- B. **Develop a project regarding a possible change in philosophy regarding the duties and responsibilities of code enforcement to determine if the Council would like to increase the code enforcement presence in Magna. (Agenda Item #6, page 7-8)**

Agenda Item #7 – Meeting Schedule

In wrapping up this meeting, staff said that our next meeting will be in two weeks, June 19th. I’ll be available nearly all summer, so we can keep the momentum going. I think these meetings have been very beneficial. Though our list of new topics is dwindling, I would appreciate keeping the steering committee together so you can provide feedback to me. This is beneficial, so if you’re supportive, we’ll continue meeting periodically in the short-term. Is there anything else I can do right now that I haven’t been doing? Is there anything you need clarification on? Staff concluded that I would love to hear if you have any suggestions or thoughts, or anything that you would like on the agenda for next time. I’ll revise the schedule to reflect the July conflicts, so we may only meet once in July, but now, I think we’re getting to the point where we

need to come up with a schedule of the public process, though I would like to have a little more detail prior to meeting with the Council. I know one thing we need to have is some corridor language drafted. I know the committee has discussed on multiple occasions that we need to put language on the map, so the community knows what is meant by 'intensity' within a corridor.

Agenda Item #8 – Notes, Reminders, and Action Items

- *AI – GIS Staff to identify the intersection of 2820 / 2700 South at 8000 West, as a corridor intersection.*
- *AI – Planning Staff to target a meeting with the Council to brief them on the status of the general plan, a draft timeline of the public process, and receive direction.*
- *AI – GIS Staff to identify Pirate Cove as a corridor and active transportation-friendly route.*
- *AI – GIS Staff to identify the property on both side of 8000 West, from 4100 South to the railroad tracks, as a corridor.*
- *AI – Planning Staff to research WVC's efforts in their zoning ordinance or general plan to address overpressure zones in Magna's general plan, as they have developed good standards and definitions of appropriate development in these areas.*
- *AI – GIS Staff to research the current and future status of the Northrop Grumman overpressure zones and illustrate these zones on a map.*
- *AI – Kennecott representative – Send PDF of WVC's overpressure maps to staff.*
- *AI – GIS Staff to remove the corridor designation on SR-201 from 9200 West to 8000 West Street.*
- *AI – GIS Staff to remove the corridor designation on U-111 from SR-201 to Main Street.*
- *AI – GIS Staff to identify the property on the east side of 8000 West from SR-201 to the Ritter Canal as a corridor.*
- *AI – GIS Staff to identify the property on the north corner of Beagley Lane (just north of the Ritter Canal) and 7200 West as a corridor.*
- *AI – GIS Staff to bring the 'red' layer on the Future Land Use map flush with the southern railroad tracks at LVG.*
- *AI – Planning Staff to revise the Goals List to a one-page summary document and distribute to the steering committee for feedback.*
- *AI – Planning Staff to condense the Vision Statement to one main statement, that being 'to grow up and become a city,' or 'prepare to transition to a city.'*
- *AI – Planning Staff to create a list of items to discuss with Granite School District regarding the redevelopment of Cyprus High School.*
- *AI – Planning Staff to develop a draft narrative on corridors for discussion at a future steering committee meeting.*
- *AI – Planning Staff to research how communities outside of Magna have resolved problems associated with absentee landlords.*

- *AI – Planning Staff to revise the steering committee meeting schedule for the summer.*
- *AI – Planning Staff to draft a tentative schedule for the public process.*

Adjourn – 7:31pm

MEETING MINUTES | JUNE 19, 2018



Magna General Plan Update Process – 2018
Tuesday, June 19, 2018 – 6:00pm
Webster Center – 8952 West Magna Main Street

General Plan Steering Committee – Committee Meeting #14
Max Johnson – Planning and Development Services Staff
Phone: (385) 468-6699; Email: mrjohnson@slco.org

Magna Metro Township
General Plan Steering Committee – Meeting Minutes Summary
Meeting began at 6:05pm

Committee Members and Staff	Public
Mark Elieson	
Todd Richards	
Greg Schulz	
Sara VanRoosendaal	
Staff	
Wendy Gurr	
Max Johnson	
Tom Zumbado	

MEETING MINUTES SUMMARY

Agenda Item #2 – Discuss any feedback on the general plan draft maps

Staff mentioned that it doesn't appear we will be able to meet in July due to holidays and conflicting meeting schedules. Tentatively, I have our next meeting scheduled for the 7th of August. Staff mentioned that some updates were made to the maps based on requests from Kennecott at our last steering committee meeting. Staff and the committee examined the maps to evaluate their accuracy and noted any additional input. The discussed changes will be made to the maps.

A committee member asked if there was any updated information regarding the ATK overpressure areas? Staff said that we received an updated map from Kennecott that was actually a WVC zoning map. Efforts are continuously being made by staff to learn more about the overpressure areas. Staff also confirmed that all the outstanding GIS action items have been completed. Staff mentioned that they are also in the process of scheduling a meeting to update the planning commission and Council on the general plan and to also plan for a September open house.

A committee member suggested that overall, we should have two open houses during this process. Staff said that we'll tentatively plan on the 14th of August to brief the Council on the general plan and added that staff will check with Magna's attorney to see what state law requires for public noticing of open houses regarding general plan process. Our first open house will be scheduled for early-mid September.

Agenda Item #4 – Review feedback from the planning commission

Staff provided an update from last week's planning commission meeting. One request the planning commission made was to make sure that any project to possibly rebuild 'Old Town,' in the long-term focus on maintaining and preserving the character of this area. If the community eventually redevelops the area, it's important that desirable components and qualities be preserved, including some architectural components and styles that the planning commission requests be maintained and/or replicated as a part of any potential redevelopment effort.

Staff discussed an update received from planning commissioner, Aaron Weight, who also works for Suburban Land Reserve (SLR). As he meets frequently with the school district, he gave us an update on the existing school properties, implying that the district's tentative long-range plan may be to build a new Jr. high on the current high school property once the new high school is built. There are also plans to build a new elementary school on the Jr. High property, and potentially surplus the elementary school property. This update is only one of several possible scenarios being contemplated at this time.

General Plan Initial Statement Points

- A. When creating the project page for 'Old Town,' ensure that desirable characteristics as verified by the planning commission, are maintained and potentially replicated and enhanced as a component of any redevelopment project. (Agenda Item #4, page 2)**

Agenda Item #8 – Meeting Schedule

The committee suggested that the general plan should have a land use chapter, some dialog regarding emergency operations, a moderate-income housing piece, a chapter that includes active transportation plans, and the project list. This project list can be used as a valuable resource to help prioritize and track future projects.

Notes, Reminders, and Action Items

- *AI – Planning Staff to double-check open house noticing requirements with the Magna Metro Township Attorney.*
- *AI – Planning Staff to ensure the general plan elements mentioned in Agenda Item #8 be included in the general plan.*

Adjourn – 7:25pm

MEETING MINUTES | FEBRUARY 27, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
 Thursday, February 27, 2020 6:30 p.m.

Approximate meeting length: 1 hour 12 minutes
Number of public in attendance: 5
Summary Prepared by: Wendy Gurr
Meeting Conducted by: Kate Davies

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
JASON ACKERMAN		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x

BUSINESS MEETING

Meeting began at – 6:31 p.m.

1) General Plan Work Session

- Introductions

Kate did introductions with the members and members of the public.

- Steering Committee operating procedures

What is the general plan and purpose? Kate provided a slide show and an explanation of what the plan is and why. Components of the general plan and State of Utah, Magna will have an economical component. Liberal use of the appendix and summaries. Land use chapter should be moved to the back. Goal in 10 years is Magna become a city. Address the hard questions.

1. Different ideas and prospectives
2. Representation of stakeholders
3. On time start and stop
4. Respect and collaboration – trying to reach a consensus and then majority rules.

5. Openness to new ideas
6. Come prepared, do your homework
7. How to reach a decision – limit time, stay on task – opportunity for all to share
8. Parking lot for some issues – especially if really heated – but come back
9. Be brave – address the tough issues
10. Active listening
11. Creating shared experience
12. Identify clear scope
13. Agenda needed
14. Dream big/Vision
15. Connected to outcomes
16. All will help to follow rules

- Review of Draft General Plan

Executive summary and purpose of the plan. UTA and UDOT to meet and discuss and determine destinations. Bus add on, no resolution to east west, invite region 2. Sara will upload information to the digital sign and well send out the flyer after Tuesday.

Determining last Thursday at 6:30 each month for meeting.

- Review of Magna existing/proposed trail map
- Discuss transportation planning open house

2) Other Business Items (as needed)

- Next Steps on the General Plan
- Other Business Items (as needed)

MEETING ADJOURNED

Time Adjourned – 7:43 p.m.

MEETING MINUTES | MARCH 26, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, March 26, 2020 6:30 p.m.

Approximate meeting length: 57 minutes
Number of public in attendance: 0
Summary Prepared by: Wendy Gurr
Meeting Conducted by: Kate Davies

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR	x	

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x

BUSINESS MEETING

Meeting began at – 6:30 p.m.

- 1) General Plan Work Session
 - Review and propose revisions to draft transportation goals and objectives

Commissioner Richards said Table 6.3 number 13, private drive and doesn't see that being given up to the public. Commissioner Stephenson said the Larsen's are missing and have been willing participants. Chapter 5 of general plan draft, mobility, reflects goals and objectives laid out or how connected the two are and provide feedback to the consultant. Meaning in planning active transportation. Meaning is associated with bikes and walking. Provide with physical health benefits.

Vision statement – add maintains and improves transportation mobility options, safety. Commissioner Stephenson said more connectivity, planning commission can point to it and building new community and connect to something. Commissioner VanRoosendaal said connectivity is the problem they have and need to connect to the rest of the county. Commissioner Stephenson said that isn't the planning commissions job and has nothing to do with bus routes. Setting visions and goals if is aspirational and advocate and where do

you want to be and get to. Actions need to be realistic and objective, encourage and apply for grants. Commissioner Whitehair said covered 4.5 and 4.6 to work with UTA to promote and optimize routes and balance transportation. Commissioner Elieson said need to have more authority. Commissioner Richards talked about the 35 route is the second busiest and the one downtown was always full. Ms. Davies said missed an opportunity to give feedback back but open up. Commissioner Elieson said two key hubs going in, in Magna and no mass transit serving either one. Commissioner VanRoosendaal said ideally this is what we would like to have, but not mandate it but where we want them to be and up for discussion. Ms. Davies said if it is written as a goal or objective will carry more weight. Consensus happy with the written goals and objectives.

- Review and propose revisions to draft transportation master plan

Nothing on a weblink for project website. Commissioner Richards asked if it could be included on the township website. Greg Schulz had a survey that wasn't released. Commissioner Richards said on table 6-1, page 50 measurements are flipped. Commissioner Whitehair said is still going through it and get back up to speed and looks ok so far. Commissioner VanRoosendaal said paragraph two on the first section, not taking into consideration of recent growth and new development and projected to experience that growth. Figure 2-1, changes to zoning and how fluid this document is or will it be regularly reviewed and make up to date for today. Table 2-1, last ending date is 2017 and include projected ones for a better understanding of how much information is given. Include in updating zoning maps. Commissioner Stephenson said just go through recently approved projects moving forward and approved in the last year or two and total units, likely hood they're built out in the next five to seven years is high. Commissioner Elieson said growth of 10% over the next five years. Ms. Davies said census is happening right now and data we have is old and a lot is happening in Magna and asked for projections and forward thinking. Commissioner Elieson said mention of the bypass, shouldn't even have that and cost Magna, do we want to give up financial aspect to allow people to drive around. Commissioner Stephenson said that is valid and consider the alternatives of widening 8400. Commissioner Elieson said with Mountain View and Bangerter, do we need the bypass. Commissioner Richards said 8400 has decreased in traffic over the past week. Ms. Davies said giving up potential sales tax and access with this bypass. Commissioner Richards said the bypass would be on Kennecott land. Commissioner Whitehair asked about the fact the bypass wasn't going to happen. Commissioner Stephenson said the general plan is planning generally and should be advocating for all transportation. The order of priority, the bypass should be our lowest one, prefer to leave it on the map. Commissioner VanRoosendaal said that is a good idea, and not be a priority for Magna.

Commissioner Richards said 201 to 2100 widening, but no mention of punching 7200 to 8000, that should be included. Commissioner Stephenson said extension of 7200 between 201 and 180. Commissioner Whitehair said will need to happen and should be in the plan as a priority and higher than the bypass. Commissioner Whitehair said is going north, but not up to 180 only to 2100 south. Commissioner Elieson said this would be a project on the inland port function and whether that will fall on us. Commissioner Stephenson said should fall on the inland port but should show on the general plan.

Commissioner Richards said some bike paths and he knows they have them but hasn't seen anyone using them and how priority they should be and would rather see walking trails explored before the bike trails. Commissioner VanRoosendaal said the existing sidewalks

should be priority, then walking trails and then biking trails.

Commissioner Elieson said intersections without adequate ADA access, doesn't know if planned to be taken care of, but a bunch done over the past couple years. Ms. Davies said any sidewalks need to be ADA accessible.

Ms. Davies asked if happy with the table of projects and order of one through six would be interested in happening, opportunities coming up may change. Commissioner Richards said number two, happening anyway, but doesn't know if should be number two on priorities. Commissioner Stephenson said may be priority for him, but not for the community and in general some money in a fight with Army Corp. over wetlands. Commissioner Elieson said the list looks on target. Commissioner Richards said move number two down to six and the other ones up.

Commissioner Richards said number seven should be moved up and six is not going to I80 and may not be a priority. Ms. Davies asked if it was extended would it be a priority, they all agreed yes only if can be extended to I80.

- Consider transportation outreach alternatives

Possibly send out a survey for feedback. Ms. Davies said will send a draft version and no issues will post it live for next week. Map points in the survey for character areas and response from the community to look after these areas and link the areas with transportation plans.

2) Other Business Items (as needed)

- Next Steps on the General Plan
- Other Business Items (as needed)

MEETING ADJOURNED

Time Adjourned – 7:27 p.m.

MEETING MINUTES | APRIL 30, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, April 30, 2020 6:30 p.m.

Approximate meeting length: 1 hour 4 minutes
Number of public in attendance: 0
Summary Prepared by: Wendy Gurr
Meeting Conducted by: Kate Davies

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON		x
TODD RICHARDS	x	
SARA VANROSENDAAL	x	
JEFF STEPHENSON		x
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR	x	

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Councilperson Hull	x
Christine Richman GSBS	x
Annaka Eagan GSBS	x

BUSINESS MEETING

Meeting began at – 6:34 p.m.

1) General Plan Work Session

- Magna GP RFP update

Christine Richman and Annaka Eagan introduced themselves and provided feedback on working with Magna and who else will be involved in the general plan process. Kick-off meeting next week with Magna, whether meeting in person, series of steering committee, townships, and planning commission meetings starting at the end of May. Updating consultants, and address gaps in the existing plans. Creating a scenario process, stretch from late summer in to fall on the alternatives. 9-month frame to end in January and depends on meeting schedules, flexible and get something done by the beginning of next year. Councilperson Hull asked if it is too late in the process to make suggestions or ask to look at certain areas in the general plan. Ms. Eagan said it is never too late and doesn't want to feel like a static process. Ms. Richman said that is a perfect tee up for something Ms. Davies will talk about and for something of homework between now and the meeting in May. Looking at the future in Magna, where they want to be, preserve and transition. Part is identifying areas or subject matter you want us to focus in. Ms. Davies will talk about a tool the county created. Councilperson Hull said with the growth experiencing, no good recreation opportunities and a public pool, recreation center, opportunity to purchase Cyprus High School in 4 years, historic

building some way to do something with them would like addressed.

Ms. Davies said received a couple proposals from consultants and were impressed and excited about the GSBS proposal.

- Transportation and land use survey update

Ms. Davies provided the dashboard on the transportation and land use survey and provided current results. Commissioner Whitehair asked if she would be able to share online with people. Ms. Davies advised she can share the link and QR code.

Ms. Davies provided a PowerPoint presentation on the land use element with regards to Euclidean and form-based code. Councilperson Hull said this takes in to account historic preservation partnership. 10-15 years ago, had a form-based code for Magna Main Street. Likes the idea of other areas having the same and have uniqueness and get away from cookie cutter and now may be a good time to present to the community, people out more and not finding too much alternative transportation modes. Commissioner Whitehair said since they are home, more of an opportunity to look at. Councilperson Hull said back to the high school, will have a different purpose and an opportunity to create strong character. Councilperson Hull asked if the survey is in Spanish too. Councilperson Hull said Salt Air and Great Salt Lake marina are part of Magna and would be nice to emphasize that. Ms. Davies showed the character area map. Councilperson Hull asked how the Inland Port ties into this, goes to I-80 and it is not anything they have looked at. Ms. Davies said terms of what the community wants to see and important. Control may be limited but opportunities for the community to say what they want to see. Councilperson Hull said the prison is not in Magna, but the closest community, maybe a hotel for visitors that come to visit, volunteers, or other business and believes the 7200 west cut through to I-80 is still going through. Commissioner VanRoosendaal said a great opportunity right now to get community engagement and do not have a grasp on, to get on and participate. Commissioner VanRoosendaal would like to see a mailer go out to the community and get their feedback. Councilperson Hull said if they could push it more out on Facebook by the influencers. Commissioner VanRoosendaal said will share again on all the platforms, but missing input from so many. Commissioner Richards said he does not have anything to add. Councilperson Hull asked to put on the survey, as of right now not driving anywhere. Ms. Davies said fill out on a normal life. Councilperson Hull asked if she could continue coming to these meetings. Commissioner VanRoosendaal said the more engagement, the better.

- Land use element intro and review (see Ch 4 of 2019 Draft GP)

Commissioner VanRoosendaal said touched on the points she recalls in our previous meetings. Commissioner Richards said everything was good. Ms. Davies said no major things to adjust. Second section is on future land use and will put a pin in it.

2) Other Business Items (as needed)

No other business items to discuss.

- Next Steps on the General Plan

Ms. Davies said opportunity of a preservation planner from the state to do a presentation. Commissioner VanRoosendaal asked if more beneficial in a council or steering committee. Commissioner Whitehair said she thinks both for immediate needs would be the council, long run

and the general plan do need to hear and will help us set the foundation for main street and other historic areas. Councilperson Hull said they now have money and will bring to the council and agrees everyone needs to understand it. Commissioner VanRoosendaal said should be on the council in May. Ms. Davies said sent an email to Greg Schulz to put on the next agenda and confirmed with Chris Hansen.

MEETING ADJOURNED

Time Adjourned – 7:38 p.m.

DRAFT

MEETING MINUTES | MAY 28, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, May 28, 2020 6:30 p.m.

Approximate meeting length: 1 hour 32 minutes

Number of public in attendance: 0

Summary Prepared by: Wendy Gurr

Meeting Conducted by: Kate Davies

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS		x
SARA VANROSENDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Maridene Alexander	x
Christine Richman GSBS	x
Annaka Eagan GSBS	x

BUSINESS MEETING

Meeting began at – 6:36 p.m.

1) General Plan Work Session

6:30-6:40 Introductions

Ms. Eagan and Ms. Richman introduced themselves.

6:40-6:50 Review Process

Ms. Eagan shared GSBS agenda, where they are now and what to expect, updated timeline and schedule.

6:50-7:00 Review Vision and Goals

Ms. Eagan provided the vision and goals of Magna. Commissioner Stephenson said doesn't know the origin, Magna wants to grow up and become a city, on the path and this was one of the steps. Ms. Richman would like feedback on core values imbedded, or steering committee express them differently and within vision. Commissioner Elieson said the problem is core values have never been identified and stated. Commissioner Elieson said in his opinion, need to focus on becoming a city. One core value is

community support, in general they support all citizens and haven't experienced elsewhere. Usual small group of citizens with responsibility handling all the activities. Commissioner VanRoosendaal said there is a disconnect between what is being done, constituents and what members want to be involved in and a lack of communication. Steering committee members have been active since 2017, but no community support on a whole. Fourth of July celebration was cancelled, because the committee fell apart. Commissioner VanRoosendaal a lot of expectations, but not follow through. Ms. Richman said went and talked to citizens, idea of community to support and back each other up. Disconnect between community activities, going through the process, some ideas on public engagement. Other channels for reaction and response but keep this front and center on community involvement. Council needs to know people will support them when they decide. Commissioner VanRoosendaal asked how are we getting input, how do they engage and what do we do. Ms. Richman said social pinpoint map has received all the input from the transportation survey, pretty robust tool for online. Create a website just for the Magna general plan, Magna website, consultants will manage on Magna's behalf and a linking tool. Commissioner VanRoosendaal said she shares on the Magna chamber of commerce with 1200 hits, but 30000 people in Magna. Ms. Richman said will be ready the middle of June and consider mailing a postcard. Commissioner Stephenson said 1200 hits for 30000 people is great. Commissioner VanRoosendaal said that is not an effective way of communicating.

7:00-7:10 Review SCOT gathered from Steering Committee Minutes

Ms. Eagan wanted to confirm things brought up and identified and creates a vision for moving forward and important to address, and no miscommunication. Commissioner VanRoosendaal asked for clarification 90/10 job ratio. Ms. Richman said how many jobs are available within the borders of Magna. If major downtown area, the jobs to residence ration, more jobs to residents, similar to Magna is weighted more towards residence. Goal is to increase the number of jobs and will answer with the economic development piece. Ms. Eagan said specific interest in types of jobs. Commissioner Stephenson said historic character and understand what that means, represents less sentimental, saying Magna main is a strength. Ms. Eagan said yes, people lived in Magna, this is new and still exploring. Commissioner VanRoosendaal said lived her 14 years and for historic aspect, historic main street and shouldn't have multiple points of interest on strength. What is being said to the rest of the community, this is highlight and one street, could expand upon the rest of the community, not a sole strength.

Ms. Eagan shared another SCOT with the committee from Ms. Davies working with Latinos in action. Commissioner VanRoosendaal said loved the fact involving LIA and is this the high school, extending family members. Ms. Davies said LIA at the high school, did 3 different classes, advised an opportunity for input. Commissioner VanRoosendaal said worked with them in elementary and understand what it's like to be part of a community. Commissioner VanRoosendaal doesn't see café rio being a strength as a whole.

7:10-7:20 Website Review

- Domain Name

Ms. Richman reviewed the results of survey, between Magna 2050 and Future of Magna. Commissioner VanRoosendaal said the future of Magna sounds like a progression. Commissioner Stephenson said the general public doesn't understand 2050, understands its planning towards 2050, they understand future of Magna. Commissioner Elieson said 2050 and beyond might be an option, don't want it set as a plateau, and he likes 2050, but add and beyond, but also likes the future of Magna. Commissioner VanRoosendaal said if projecting towards 2050, add that, but what happens when fluid after that, define parameters. Could be specified on the website. Ms. Eagan provided a mock website. Commissioner

VanRoosendaal said Magna's future or the future of Magna is closer to what they are trying to do. Commissioner Elieson said Magna to 2050 and beyond. Commissioner VanRoosendaal said blue is a good color and likes option 4 and should say future of Magna. Ms. Richman said they like the tri color and should be reworked. Commissioner Stephenson said give a short presentation at the high school and encourage them and their parents to go to the website, that they are the future of Magna. Ms. Richman provided a planning color pallet.

- Content

7:20-7:30 Review Social Pinpoint Material

Ms. Richman provided the website content and would be the futureofmagna.org and there would be a link to Magna and MSD, would be housed on GSBS server, background information, schedule, involvement, with a link to social pinpoint. Commissioner VanRoosendaal asked if postings would be live or reviewed before posting. Ms. Richman said there is a review process, the consulting planning team. They get an email, review and meets the terms of conditions, if there is an issue, they resend back for editing and an opportunity for posting. Commissioner Stephenson asked on the back end can you source who the comments are coming from and finds this tool fascinating, naysayers show up more than the yaysayers. Ms. Richman said there isn't a way to say only one internet user address. Commissioner Stephenson confirmed they will see everyone's thumbs up and down. Ms. Richman said this is just an input tool, not a decision tool and a way to interact for the process and not have them come out. Commissioner Stephenson asked for the new Cyprus high area and regional park should be added in.

7:30-7:45 Review Open House Plan

Ms. Richman said we will not be having an open house anytime soon. Ms. Eagan talked about launch website and engagement tool. Get the word around and people excited about the final steps and recognize the community input. Tentative date of June 16th for the website launch, missing a group decision on postcards or other marketing opportunities. Commissioner VanRoosendaal said no local distribution and the only option is a postcard, nothing door to door for over a year. Ms. Alexander said with one zip code, could do bulk mail. They will send the content and if they need to meet before the website goes live, they can and are not set on June 16th. Commissioner Stephenson said there is work to be done and don't mind working towards that date.

Ms. Richman said will send word document for conditions and revised logo.

7:45-7:55 Additional Questions and Comments

7:55-8:00 Conclude

- 2) Other Business Items (as needed)
 - Next Steps on the General Plan

MEETING ADJOURNED

Time Adjourned – 8:08 p.m.

MEETING MINUTES | JUNE 25, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, June 25, 2020 6:30 p.m.

Approximate meeting length: 1 hour 23 minutes
Number of public in attendance: 0
Summary Prepared by: Wendy Gurr
Meeting Conducted by: Kate Davies

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL		x
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jason Claunch Catalyst Comm	x
Christine Richman GSBS	x
Annaka Egan GSBS	x

BUSINESS MEETING

Meeting began at – 6:34 p.m.

1) General Plan Work Session

6:30-6:45 Project Updates

Ms. Egan advised postcards which are bilingual sent Wednesday for the launch of the website on Tuesday. Will send a link prior to the launch. Introduced Jason Claunch focusing on Economic Development. Ms. Richman said the agenda with the meeting invite will be tweaked, Mr. Claunch has been allotted an hour, and end of agenda will be pushed to July.

6:45-7:15 Catalyst Commercial Updates for Economic Development

Mr. Claunch introduced himself. Their firm works all over the us, comprehensive planning and infrastructure, plans, transportation. core ethos is analysis and implementation. Plans active in and involved after, specific in creating context, ideas and activating.

Mr. Claunch provided a PowerPoint presentation. Mr. Claunch asked committee members to provide one word to describe Magna. Commissioner Stephenson said passionate, changing. Commissioner Richards said historical. Mr. Claunch said family based. Commissioner Elieson said supportive on

family values and helping out. Commissioner Elieson said how soon Rio Tinto opens up the accessibility. Commissioner Stephenson said they have discussed when the mountains will be opened. Commissioner Elieson said large public comments on opening areas and planning has diminished. Commissioner Stephenson said should include outdoor spaces and active trails in the general plan. Commissioner Stephenson said for a long-time magna has been more of a working-class area, and thinks that's still part of eth core, but changing. New energy and new blood at a greater rate than seen in 50 years. Commissioner Richards said 2000 new homes going home within the next two years, growing, and changing. Commissioner Stephenson said adding 25%. Commissioner Elieson said must overcome overriding general populations thoughts. If left up to magna, they do not want change, want open space, do not want density. Commissioner Stephenson said a vocal segment, growing and attracting. Commissioner Elieson said developers try to bring in more high density.

Mr. Claunch provided a demographic overview. Commissioner Stephenson asked if anything on the last slide was surprising. Average household income is higher, and renter occupied housing was lower. Commissioner Elieson agreed renters should be much higher.

Mr. Claunch provided a Primary trade area overview. Commissioner Elieson said short on entertainment. Commissioner Stephenson said geographically magna is unique to many places in Salt Lake County, a good half of circle between 8400 w and 3500 s is empty as you go half and north.

Mr. Claunch provided Retail Leakage (PTA). Commissioner Elieson said he knows they need to increase retail. Commissioner Richards said 1st quarter sales tax has increased 20% from last year, Commissioner Richards said has a lot to do with pandemic, more people are shopping online point of delivery, instead of point of sale.

Mr. Claunch provided responding to change. Commissioner Richards said need to work on developing trail systems throughout magna. Commissioner Elieson said new developments have had trail plans incorporated into the subdivision, but do not connect. Commissioner Richards said there is a lot of variety of building, townhomes, apartments, and single family. Commissioner Elieson was surprised to see how low they were on rentals. Commissioner Stephenson said when he drives through magna, there are some neighborhoods that are gentrified and how do we encourage ungentrified. Commissioner Elieson said as the population gets older and the older residents pass away, and younger families buy these homes, the neighborhood evolves. Commissioner Elieson said newer homes being built, it is improving the lifecycle housing.

Mr. Claunch provided Diversity. Commissioner Stephenson said it is important that maybe the graph is not actually represented of magna, maybe magna is more diverse than shown. The Latino population is higher. Mr. Claunch said Hispanic population is around 20%. Commissioner Stephenson said group today is underrepresented. Goal is to be more inclusive in planning and representation. Mr. Claunch said need to have an event and you have more diversity than any other. Ms. Davies said is an important question and create space in goals and objectives, no reason cannot form a diversity task force with more opportunities.

Mr. Claunch provided Emerging Overarching Priorities.

Mr. Claunch provided Trails and Connectivity.

Mr. Claunch provided Neighborhoods.

Mr. Claunch provided Downtown.

Mr. Claunch provided Parks and Open Space.

Mr. Claunch provided Commercial Areas and Corridors.

Mr. Claunch provided Primary Jobs.

Ms. Egan said this is valuable and if there are any questions, now is the time. Commissioner Stephenson asked in the hierarchy of real estate and economic development. Mr. Claunch said Retail is the jewel or distribution center. Low hanging fruit and hot is multi family, not true economic development. There is a need for people to rent and retail is changing fast. Commissioner Stephenson asked if there is a parasite for commercial development. Mr. Claunch said mixed use, big box retail is a little more difficult. Communities missing neighborhoods and value of maintaining quality neighborhoods.

7:15-7:35 Review Current/Actual Land Use Map

Ms. Egan said last week did a land use analysis. Use of a-1 zoning, blurry line from zone a-1 to residential. Ran residential analysis, overwhelmingly residential. Commissioner Stephenson said you are not showing the p-c zone where the new high school is going in. Ms. Egan confirmed this is currently existing, with vacant lots. Ms. Richman said maybe add another category for underdevelopment and capturing and carve out where the new high school is going. Commissioner Stephenson said maybe medium density. Ms. Richman said she will send the map out. Ms. Richman was hoping to have a conversation with Commissioner Stephenson what Rio Tinto controls. 15 minutes at the next meeting.

7:35-8:00 Review General Plan Goals

- Goal 2: Community

8:00 Conclude

2) Other Business Items (as needed)

MEETING ADJOURNED

Time Adjourned – 7:57 p.m.

MEETING MINUTES | JULY 23, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
 Thursday, July 23, 2020 6:30 p.m.

Approximate meeting length: 1 hour 33 minutes
Number of public in attendance: 0
Summary Prepared by: Wendy Gurr
Meeting Conducted by: Kate Davies

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROSENDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jason Claunch Catalyst Comm	x
Christine Richman GSBS	
Annaka Eagan GSBS	x

BUSINESS MEETING

Meeting began at – 6:31 p.m.

1) General Plan Work Session

6:30-6:35 Project Updates

Ms. Eagan advised met with the Magna Historic Preservation to be designated to be recognized as an entity and move forward with historic preservation. Meeting one on one and see recommendations and incorporate to the general plan. Downloaded comments and take a few days and look through feedback. Mr. Claunch provided a general overview and preliminary for Magna market assessment.

6:35-7:00 Catalyst Commercial Updates for Economic Development and Economic Development Discussion

Mr. Claunch provided the Magna market assessment summary PowerPoint presentation. Commissioner Stephenson asked the current population of Magna. Mr. Claunch said in 2019 it was 29,000 residents, hoping to have 2020 data out soon. Commissioner Stephenson asked demand for housing based on PTA or Magna. Mr. Claunch said based on Magna. Commissioner Stephenson asked for building permits issued and historical. Commissioner

VanRoosendaal said single and multi-family will be triple than expected. Commissioner Stephenson asked how market potential is calculated and nationally retail is struggling. Mr. Claunch said 24% of household income is spent on retail. Commissioner Stephenson said driving 8400 west, in front of apartments three to four retail pads just sitting there. Mr. Claunch said focus on and address housing and commercial growth, neighborhood revitalization. Commissioner VanRoosendaal said the properties around the most recent apartments, some development opportunities and what they would entail.

7:00-7:40 Goal 5: Activity Centers Group Discussion

Ms. Eagan said important to identify goals and objective for Magna and does not want this to be disconnected. Wants to go through each objective. Commissioner Stephenson said looking at activity center and has Magna Main Street in many objectives, personally feels five out of seven objectives and economic development focused on Magna Main Street main, we are missing and that is not where we are going to make any money, and missing the mark. Commissioner VanRoosendaal said if there is historical value, there is a historical value. RDA references and putting all into one would take away the overall goal and it does need attention, but one portion of several in Magna and need focus that have viability. Commissioner Richards said 8400 corridor and more development along 7200 and 8000, the high school commercial area.

- 5.1 – Magna Main Street should not be a town center, more of a historical center.
- 5.2 – Define an activity center. Clarify diverse activities and should it be separated out for different activity centers from commercial activity centers. Talk about different interventions to each district and node. Do we want mixed use? Communicate what mixed use entails – Planners and citizens have different definitions and understandings.
- 5.3 – Model for use on Magna Main Street Add: and other areas within Magna if desired.
- 5.4 – Add: Two large concepts here, consider separating into two different objectives to address individually. (look into Ivory homes plan).
- 5.5 – Remove “historic”. Integrate any area that has availability to redevelop, with special attention to historic structures.
- 5.6 – Add: RDA (and inland port authorities, and other state and governmental). Opportunity zones? Where do public funds fit in?
- 5.7 – Redundant. Have Magna Main Street address RDA, land use, and all-encompassing objective for Magna Main Street.

Ms. Davies said reflect goals from Catalyst’s presentation and objectives should be drawn out here. There is so much density and do not want to lose the steps the community has contributed to this section.

7:40-8:00 Land Use Updates

Ms. Eagan provided a map had a discussion to meet biweekly transportation mobility and other goals centered. Commissioner Stephenson provided a map of all Kennecott/Rio Tinto land and provided a description of each. Will provide a snapshot.

2) Other Business Items (as needed)

MEETING ADJOURNED

Time Adjourned – 8:04 p.m.

DRAFT

MEETING MINUTES | AUGUST 20, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, August 20, 2020 6:30 p.m.

Approximate meeting length: 1 hour 32 minutes

Number of public in attendance: 0

Summary Prepared by: Wendy Gurr

Meeting Conducted by: GSBS Consulting Christine Richman and Annaka Egan

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS		x
SARA VANROOSEDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	
Christine Richman GSBS	x
Annaka Egan GSBS	x
Jason Claunch Catalyst Comm	x

BUSINESS MEETING

Meeting began at – 6:35 p.m.

General Plan Work Session

6:30-6:35 Project Updates

Ms. Egan provided an update to wrapping up economic development plan and will send out shortly. Launch community engagement presenting electives, next week well go over land use, and move on to transportation.

6:35-7:00 Economic Development Goal Updates and Discussion

Ms. Egan advised the goals had been on initial draft master plan, provided feedback on current goals. Ms. Egan revisited the goals and confirmed this is a discussion day. Commissioner Stephenson said he does not recall discussing land banking or if it was a priority. Ms. Richman advised listed action items, land banking programs are a tool to help preserve and direct redevelopment where it can be purchased and saved until the market is right. Commissioner Stephenson asked if they use RDA for that. Ms. Richman said it is a mixture. Mr. Claunch said is a possibility and does not know if it is a priority and could create its own revolving fund and could strengthen neighborhoods and corridors. Commissioner Stephenson said magna is not lacking affordable housing. Ms. Richman said less about affordable

housing and more about creating development opportunities. Will pull off and put into a more robust list to discuss. Will send homework materials on land banking. Commissioner Stephenson asked for an example of sensitive use. Mr. Claunch said adjacent residence to office/commercial, create uses to cohabitate from low intensity to higher intensity in a thoughtful manner. Commissioner Stephenson asked if land banking is part of the widening of 8400 west. Ms. Richman said should have a briefing on the transportation plan, has been on hold, will need to look at the recommendations in the master plan with regards to 8400 west, and make sure the tools are identified in the general plan.

Mr. Claunch said what uses make sense to align with the vision with regards to developing market-based economic development strategy that identifies appropriate targeted prospects that can serve as catalyst's and anchor new development activity or fill existing vacancies.

Mr. Claunch said commercial could serve as a gateway, just looking at commercial corridors as you enter the neighborhoods but could be landscaping or signage. Neighborhood pride and improvements. Ms. Richman said code enforcement has shown up in public services, neighborhoods, and can be added here.

Mr. Claunch said pair the economic stuff down some based on the feedback, maybe some call outs and separate sections, where they do not become policies. Plan to put a survey and do not want to do that until the committee is comfortable with the draft versions, receive feedback and post.

7:00-8:00 Trails, Parks and Open Space Overview and Discussion

Ms. Richman provided a presentation of the entire area, includes the great Salt Lake and state park. Has received questions on the website regarding parks and trails and will forward the comments to the committee. This will be further discussed at the August 27th meeting.

- Goal 3 Review
- Goal 7 Review

Other Business Items (as needed)

Next general plan steering committee meeting will be August 27th at 6:00pm.

MEETING ADJOURNED

Time Adjourned – 8:07 p.m.

MEETING MINUTES | AUGUST 27, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, August 27, 2020 6:00 p.m.

Approximate meeting length: 1 hour 26 minutes

Number of public in attendance: 0

Summary Prepared by: Wendy Gurr

Meeting Conducted by: GSBS Consulting

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROSENDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Christine Richman GSBS	x
Annaka Eagan GSBS	x
Jason Claunch Catalyst Comm	x

BUSINESS MEETING

Meeting began at – 6:03 p.m.

1) General Plan Work Session

6:00-6:45 Trails, Parks and Open Space Overview and Discussion

Ms. Eagan said created the map and identified vacancies. In the general plan address the trails, parks, and open space.

Ms. Richman provided the map of magna, to the lake and takes over the shoreline of the Great Salt Lake, includes marina and state park associated with the marina in the area, additional state-owned land. Commissioner Stephenson asked how to tie trails in from Yellowfork Canyon and Butterfield Canyon. Yellowfork Canyon are county owned and are at a 2-3 and are not a priority for Salt Lake County. Trails in draper city are at an 8+. Versus funded and made a priority, if the committee would think they are a priority to put and overlay, funding dedicated to parks trails and open space. Commissioner VanRoosendaal said she agrees with Commissioner Stephenson, connectivity is a big deal and should be a priority for our community off the south end of Great Salt Lake has a connection for bicyclists. Commissioner Elieson said emphasis put on spending money and hiring employees, afraid if presented to the township would be trash. Township supported off sales tax only. Talking about connecting and improvements, where does the money and staff come from to accommodate. Commissioner Stephenson said first agree it is a priority and should be presented to the council. Commissioner VanRoosendaal said should be addressed when they move forward to become as a city.

Ms. Richman said it is important as a committee to talk about. Commissioner VanRoosendaal said municipality is the neglected child because they are not the county and not the city. Ms. Richman determined priorities are important enough to become a city and believe that is the best future of Magna. Commissioner VanRoosendaal said pursuit of city status should be at the forefront, and if cannot be sustained as their own municipality it does not make sense. Commissioner Richards said the thought is to become a city as soon as they come. Ms. Richman said it should be at the top of the general plan. Ms. Richman said in the next draft of economic development will include that and next piece is to determine what the economic development will identify opportunities and other pieces are identifying needs and wants and how to make those things work together. Ms. Richman said grants available through national organizations for adding parks through 10-minute walk initiative. Ms. Richman will send out materials and will calculate the 10-minute walks in magna now. Take each park and use GIS sidewalk and road network, show all the houses within a 10-minute walk of a park. Mr. Claunch said done a lot of research, there is a way to develop and get a premium out of development and people want to be near quality of life.

Ms. Richman said outlined map does not exist and they are in the process of recreating, someone could come in and do on the ground specific plan to get alignments exact in connecting trails to parks. Ms. Davies said she has a trails contact with Salt Lake County and will revisit a few. Discussed annexation with regards to the Oquirrh's.

Ms. Eagan provided an update to the comments received on social pinpoint regarding open space, trails, and parks. Ms. Richman discussed the word cloud and the words used most often from comments received. Magna is about 3.4 acres per 1000 people, compares to Salt Lake City. National average is 10-11 acres per 1000. Consider establishing a goal that talks about percentage of households that live within 10 minutes of a park. Should figure out how private open space is calculated. Ms. Richman said private is not included.

Next meeting will bring draft goals and objectives and have consultants working on the transportation plan.

- Goal 3 Review

Natural Resources -

- Goal 7 Review

Public Facilities -

6:45-7:30 Land Use

7:30 Conclude

2) Other Business Items (as needed)

Next meetings will be again at 6pm September 17th and September 24th.

MEETING ADJOURNED

Time Adjourned – 7:29 p.m.

MEETING MINUTES | SEPTEMBER 17, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, September 17, 2020 6:00 p.m.

Approximate meeting length: 1 hour 29 minutes

Number of public in attendance: 0

Summary Prepared by: Wendy Gurr

Meeting Conducted by: GSBS Consulting

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON		x
TODD RICHARDS	x	
SARA VANROSENDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jim McNulty	x
Christine Richman GSBS	x
Annaka Eagan GSBS	x
Jason Claunch Catalyst Comm	x
Jefferson Thomson SLCo	x
Maria Vyas Fehr and Peers	x
Crystal Hulbert SLCo	x
Kathrine Skollingsberg Fehr and Peers	x
Thomas McMurtry Avenue Consulting	x

BUSINESS MEETING

Meeting began at – 6:03 p.m.

General Plan Work Session

6:00-6:05 Introductions

Ms. Richman provided introductions of the invites.

6:05-6:40 Goals and Objectives in the Transportation Plan

Ms. Hulbert provided an overview they have been working on. Mr. McMurtry provided a copy and oversight of the transportation master plan that can be found on the Magna website. Commissioner Stephenson said he is surprised that Magna Main has the same volume as U-111. Commissioner VanRoosendaal said she travels on Main Street and it is busy. Commissioner Richards said high school route and it is a disaster. Commissioner Stephenson said just submitted a conditional use for 60 acres between 8000 South and SR-201. Ms. Richman she would like the committee to focus on the Future

Growth map. Ms. Hulbert said seen applications for east of 8000 above the canal, the land is right next to residential and there will not be anything. Commissioner Stephenson said Kennecott has no plans to develop.

Ms. Vyas said they will begin working on Goals, Objectives, and Actions. Ms. Skollingsberg went over concerns and elements. Commissioner VanRoosendaal said she is surprised there is sufficient bus service, there is only one bus on 3500 south. Ms. Vyas confirmed transit is an unmet need. Commissioner VanRoosendaal said old magna does not capture the users able to frequent and there is nowhere to hook into, must come down 8400 or old magna and leaving out 2/3 of the community. Commissioner Stephenson said talk to reroute 4100 south and bends to the north and connect with the future road running in front of the new high school but should be highlighted.

Ms. Vyas asked for things to create, protect, and avoid. Commissioners provided information with regards to the walking elementary schools and safe routes, bicycle routes, connection, 8000 South sidewalks, collaboration with parks and recs, park routes, 8400 west widening and traffic calming, variable speeds, drag racing issues on 8560, commuter/residential roads around the high school, Ivory homes SLR property on 8400 and robust traffic plan for the new high school, discuss with WFRC for projections in the area.

Next step working with the goals from the master plan and information received have updated objectives, actions, and goals.

6:40-7:30 Discussion

7:30 Conclude

Other Business Items (as needed)

Confirmed next meeting is September 24th.

MEETING ADJOURNED

Time Adjourned – 7:32 p.m.

MEETING MINUTES | SEPTEMBER 24, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, September 24, 2020 6:00 p.m.

Approximate meeting length: 1 hour 30 minutes

Number of public in attendance: 0

Summary Prepared by: Wendy Gurr

Meeting Conducted by: GSBS Consulting

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL	x	
JEFF STEPHENSON		x
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jim McNulty	x
Christine Richman GSBS	x
Annaka Egan GSBS	x

BUSINESS MEETING

Meeting began at – 6:00 p.m.

General Plan Work Session

6:00-7:30 Future Land Use

- Draft Goal Review

Ms. Richman went over the draft goals review.

- Economic Development and Activity Centers goals – Commissioner VanRoosendaal said remove downtown, just historic main street. Commissioner Elieson said he agrees, not looking at downtown. Whole lot more to magna, than downtown before historic main street. Commissioner Elieson said concerned putting land banking in, because magna does not have resources for land banking and depends on economics as it moves forward and is a good idea with a financial system. Should be explored in the future, but not capable of doing as a Metro Township. Follow form-based code and not restrict the rights of property owners. Add Historic district preservation designation does not override property rights.*

Commissioner Richards said one area to add as additional catalytic area is the northeast corner of

8400 west and 4100 south. Overpressure area and highlight industrial space. Realigning 4100 south of the subdivision on the west side. Mr. McNulty said there was update to the council, Fastenal and Bryon Prince with ivory, looking at partnering with Fastenal for 30 acres and they will develop the other 50 acres. Discussions coming up in the coming weeks, need to obtain 3 acres of the IFA land. Commissioners are not happy with R-3 and R-4 with micro lots. Bringing MIH goals and objectives into the general plan, may add additional goals around them and discuss ADU's. issues with utilities, water and sewer detached ADU. There is a park going in off 7200 and 4100, need open space and connectivity to the magna loop. Commissioner Richards said 3.4 acres per 1000 per population of open space, with new development, very least stay where it is and do not get lower.

It is up to Granite School District what they do with the old Cyprus High location. Commissioner VanRoosendaal said there have been talks of different schools relocating there, potentially Brockbank middle school, and their old site would be magna elementary. Community should work with Granite School District coordinating a master plan.

Light industrial and manufacturing is on the south side of SR201, heavy industrial is reserved for the north side of SR201.

There is a need in the community to get actual verified information out, there needs to be one source, missing a step when the township needs to get information out on social media.

Fastenal will offer 250 new jobs. If they want to advance and do as they are saying in the general plan to become a city, they need the resources. There is nothing coming from the metro township council. Need to transition from the County and MSD. Need to have a strategy and services and how does it bolster their community and needs to come from their community. They are not that far away from becoming a city, it is just a term.

Blighted areas looking to redevelopment through an RDA. Hopefully, low interest loans and grants to bring lesser homes back up to standard from 8800 w and 3100 s to 9200 w and 2700 s.

Coordination with the county/MSD to help and support the metro township on economic opportunities including community goals and objectives in recruitment activities.

Missing - connectivity to schools in old magna with safe walking routes. Digital connectivity.

7:30 Conclude

Other Business Items (as needed)

Will send out transportation goals and future land use and community wide. Hoping to get through parks and trails, housing and integrate into future land use. Next meetings are October 22nd and October 29th.

MEETING ADJOURNED

Time Adjourned – 7:30 p.m.

MEETING MINUTES | OCTOBER 22, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, October 22, 2020 6:00 p.m.

Approximate meeting length: 1 hour 32 minutes
Number of public in attendance: 0
Summary Prepared by: Wendy Gurr
Meeting Conducted by: GSBS Consulting

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jim McNulty	x
Lupita McClenning	x
Christine Richman GSBS	x
Annaka Eagan GSBS	x

BUSINESS MEETING

Meeting began at – 6:03 p.m.

General Plan Work Session

Commissioner Stephenson asked if Magna Main Street has to be the very first goal on Economic Development and put number five as number one. Ms. Richman said she will revisit priorities. Commissioner VanRoosendaal said would like the land banking lower, and swap to the fifth section.

6:00-6:30 Parks, Trails and Open Space

- Draft Goal Review

Ms. Richman went through the draft goals. Ms. McClenning asked if there was already map for the Magna loop. Connecting trails is interest, garbage and waste pickup is a concern, magna loop trail brought higher in strategies, receptacles at entrances and exits, monitor locations for illegal activity and illegal dumping, moving improvement of sidewalks up, annexation declaration enhancement, combine strategies 9-11 and have a separate strategy for the lakeshore.

Identify the budget when becomes a city status is achieved towards parks, trails, and open space, pursue grant funding, maintain Magna Metro Township level of service, creation of a trail and parks master plans,

trail from little valley gateway at 4100 S 8400 W site to Magna Regional Park, creation of a survey regarding leagues, park green and open space, accessibility, private open space, 3.4 acres per 1000 population of open space, publicly under served,

6:30-7:00 Housing

- Draft Goal Review

7:00-7:30 Transportation

- Draft Goal Review

Other Business Items (as needed)

Revised walk shared map and parks, trails, and open space complete. Housing, neighborhoods and neighborhood identity.

MEETING ADJOURNED

Time Adjourned – 7:35 p.m.

MEETING MINUTES | OCTOBER 29, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, October 29, 2020 6:00 p.m.

Approximate meeting length: 1 hour 29 minutes

Number of public in attendance: 0

Summary Prepared by: Wendy Gurr

Meeting Conducted by: GSBS Consulting

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jim McNulty	x
Lupita McClenning	x
Christine Richman GSBS	x
Annaka Eagan GSBS	x

BUSINESS MEETING

Meeting began at – 6:01 p.m.

General Plan Work Session

Ms. Richman shared the revised walk shed map. Will be in the parks trails and open space chapter, to go along with strategies for access to a 10-minute walk.

- 6:00-6:45 Housing
- Draft Goal Review

Ms. Eagan provided the draft goal review. Connecting Moderate Income Housing goals adopted and established and make sure consistent with the future land use map.

Mr. McNulty informed the GPSC that the MSD is working on the ADU Ordinance for Magna. The ADU Ordinance should be adopted by Magna in early 2021. ADUs will be a permitted use. Commissioner VanRoosendaal asked if there is a list of ADUs that are currently out of compliance and how are we getting the word out. Mr. McNulty told the GPSC that this is being researched. Ms. Davies said to record with the state to report progressions for moderate income housing. Annual renewals

will help with reporting and account and keep a number. Ms. Davies said creating a lot of web-based platforms to get information about this stuff. Commissioner Elieson said Magna has a fairly large number of ADUs slapped together, not following building code. Unless a neighbor reports them, we will never know about them. Mr. McNulty asked Mr. Elieson if he had a list or addresses of these existing ADUs? Ms. Eagan asked if ADUs are allowed in all residential zones. Mr. McNulty said that ADUs will be allowed within an existing sf home or detached behind a home for R-1-5 (minimum 5,000 sq. ft. lot size) or larger. Additionally, applicants will bear the burden of providing adequate off-street parking.

Commissioner VanRoosendaal asked how opportunity zones were created. Ms. Richman said based on census tracks that meet low to moderate income measures. Commissioner Elieson said when they were developing opportunity zones, Magna had many opportunity zones, but is not aware where they are. Ms. Richman said they cannot be extended, and Magna only has one opportunity zone. The zone ranges from 8400 west including 3100 south from the WFRC. Separate the strategy and talk about the RDA separately. Redevelopment area around arbor park, and upgrade when the new library was built. Look for opportunities to meet new development opportunities. Ms. McClenning said one may have expired and may be when some of the preservation came in. Magna main street RDA project areas, one expired and the second was established in 2013 and end in 2027, Arbor Park was established in 2008 and expire in 2029. Ms. Richman said will map them with the general plan. Will put the map and description of what an o zone is and how they can be used but separate from the RDA. Ms. Richman said should show up in the economic development area.

Old Magna described as stable, long term residents, people invest and reinvest in homes, pride of ownership throughout the neighborhood. Commissioner Elieson said in old town, absentee landlords and do not maintain lots or residents.

Ms. Richman advised homework. Working through current land use by dividing Magna up. Will send a map and mark up the neighborhoods and what they are called and think about questions of old Magna and think about other neighborhoods, density, development. Will have a serious of questions, put up on social pinpoint and ask for others to react.

Based on conversation on recreation facilities. Recked up recreation questions. Relative basic questions hope for good information on recreation facilities.

- 6:45-7:30 Transportation
- Draft Goal Review

Other Business Items (as needed)

Next meeting date is November 19th.

MEETING ADJOURNED

Time Adjourned – 7:30 p.m.

MEETING MINUTES | NOVEMBER 19, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, November 19, 2020 6:00 p.m.

Approximate meeting length: 1 hour 34 minutes
Number of public in attendance: 0
Summary Prepared by: Wendy Gurr
Meeting Conducted by: GSBS Consulting

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL		x
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jim McNulty	x
Lupita McClenning	
Christine Richman GSBS	x
Annaka Eagan GSBS	x

BUSINESS MEETING

Meeting began at – 6:04 p.m.

General Plan Work Session

6:00-7:00 Discussion of neighborhood designations and needs.

Need to identify neighborhoods and strengths, retained, and continue through the general plan period and things that need to be addressed, like code enforcement. Think about density and the right density. Conversation last meeting about old magna, think about infill or replacement of existing housing should look like.

Old magna will go west to 9200 west and almost 3500 south with the smaller lots. From Helen drive east is new. Building shop and mass should be consistent, and stay in foreman design to blend in. Vacant homes need to be torn down and be mindful of what was there. Consider extending and not do another study, rather maybe a working group that is intentional to develop parameters.

Discussion on open space and parks identified as parks but are not parks. Would be nice to have more parks to the south. High school going away and junior high potentially going away and could be redevelopment. If not sold off, open space for the school district to consider.

Elk run neighborhood south of old magna, 10000 sf lots, single resident. Northeast corner with little homes and apartments, reasonable mix, small park with school across the street with green space. Railroad track and canal runs through, potential canal trail.

Little valley gateway/gun club property, Kennecott property on steep hill and next to the cemetery with and approved plan. DR Horton is little valley gateway and will have parks and open space within a 10-minute walk but will be controlled by the HOA and new high school will be included.

The bigger the HOA the more public it feels, smaller more private it feels. Most HOA's are not gated. Having more open space makes it more affordable for the community.

Lakeridge area, Gabler Grove, CW Farms, 201 logistics industrial area. Entire magna has code enforcement issues. Larger lots, problems with absentee landlords. Discuss business license annually for rental property.

7:00-7:30 Review of draft future land use map.

Economic development identified entry markers or recognition going into the different neighborhoods of magna. Would agree monuments at entry points along corridors of magna. 3 exits off 201, 7000 w 36500 s, and 8400 w 4100 s. consider a monument at the park known as heaps memorial park, instead of regional park.

Catalyst areas with inland port. Purple area all old magna in historic preservation. Sidewalk study and supporting schools and grants for school walk routes.

Yellow areas mix of use and density, how to incorporate higher density housing. 2820 to 3500 is very stable, 250 units going in surrounding this area. Little valley gateway also has mixed density. Apartments going in south of 201 on 7200 to 8000, colony farms 4 plex and 10 plex, 3 stories.

Storm drainage issues in old magna, some have no storm drain. All new development would require. When Oquirrh Blvd. is built, entry magna should be included. Great Salt Lake should be included as a character area, even though undevelopable and within the wetlands. Acknowledge great Salt Lake and marina, inland seashore bird reserve. Great Salt Lake and marina remain. Closest state park to the state capital.

Environmental impacts of the shoreline. Lake has shrunk quite a bit, considered economic development/recreational opportunities. Place this area in the work plan with interesting potential.

Other Business Items (as needed)

Next meeting will be held December 17th with a full draft.

MEETING ADJOURNED

Time Adjourned – 7:38 p.m.

MEETING MINUTES | DECEMBER 17, 2020



Planning and Development Services
 2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050
 Phone: (385) 468-6700 • Fax: (385) 468-6674

MEETING MINUTE SUMMARY
MAGNA METRO TOWNSHIP GENERAL PLAN STEERING COMMITTEE
Thursday, December 17, 2020 6:00 p.m.

Approximate meeting length: 1 hour 26 minutes.

Number of public in attendance: 0

Summary Prepared by: Wendy Gurr

Meeting Conducted by: GSBS Consulting

*NOTE: Staff Reports referenced in this document can be found on the State and County websites, or from Planning & Development Services.

ATTENDANCE

Commissioners and Staff:

Commissioners	Business Mtg	Absent
BRENT ATKINSON		x
MARK ELIESON	x	
TODD RICHARDS	x	
SARA VANROOSEDAAL	x	
JEFF STEPHENSON	x	
TERRY POLLOCK		x
SHIRL WHITE		x
CINDY WHITEHAIR		x

Planning Staff / DA	Business Mtg
Wendy Gurr	x
Kate Davies	x
Jim McNulty	x
Lupita McClenning	
Christine Richman GSBS	x
Annaka Eagan GSBS	x
Jay Springer	x

BUSINESS MEETING

Meeting began at – 6:02 p.m.

General Plan Work Session

6:00-7:30 Review of Draft General Plan and Future Land Use Map

Ms. Richman confirmed the link to the draft was sent out and confirmed who read it. Met with the council Tuesday, and they request running through the vision statement and discuss next step to allow for comments. Ms. Richman went through the presentation from Tuesday.

Commissioners and Ms. Richman had a brief discussion regarding the new High School zone, institutional areas, and Magna Main Street Historic District.

Commissioners and Ms. Richman had a brief discussion regarding overpressure zone and add to community faculties to explore consolidating services provided special districts into the municipality when appropriate.

Commissioners and Ms. Richman had a brief discussion regarding transportation 7200 west connection to I-80 on the project list and changing the Cyprus high picture to empress theatre on the historic district, as Cyprus will be going away.

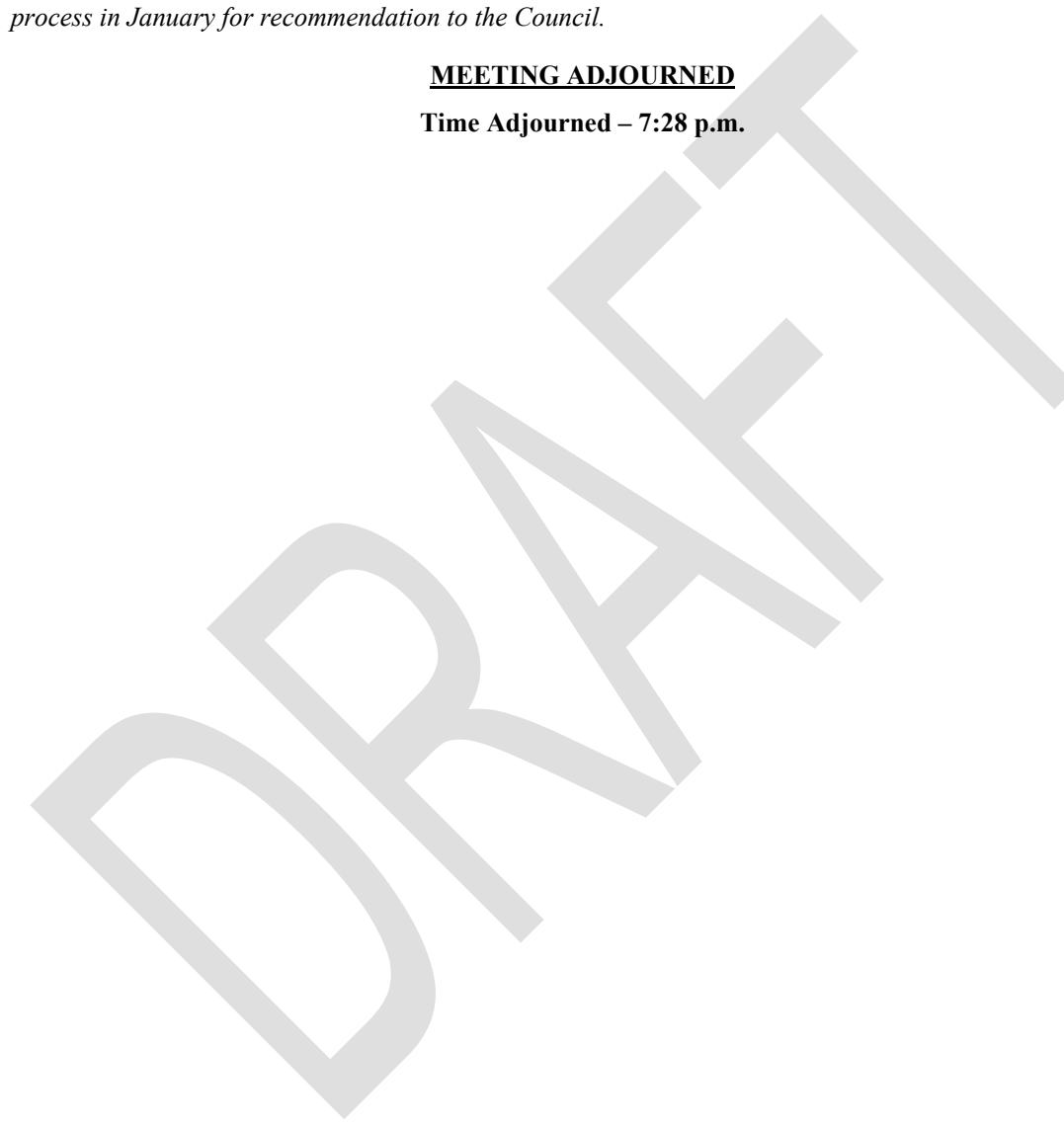
Commissioners and Ms. Richman had a brief discussion regarding the Vision Statement and rewrote the draft statement.

Other Business Items (as needed)

Commissioners agreed to get comments to staff by Wednesday, December 23rd. Ms. Richman start the process in January for recommendation to the Council.

MEETING ADJOURNED

Time Adjourned – 7:28 p.m.



APPENDIX H

MAGNA HISTORIC COMMERCIAL DISTRICT

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form

Magna Commercial Downtown Historic District
Name of Property
Salt Lake County, Utah
County and State

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Magna Commercial Downtown Historic District
Other names/Site Number:
Name of related multiple property listing: Historic Resources of Magna, Utah, 1850-1972

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: See attached Inventory List
City or town: Magna State: Utah County: Salt Lake
Not for Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36CFR Part 60.

In my opinion, the property [X] meets [] does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

National Statewide X Local

Applicable National Register Criteria:

X A B X C D

Signature of certifying official/Title Date
State or Federal agency/bureau or Tribal Government

In my opinion, the property [] meets [] does not meet the National Register criteria.
Signature of commenting official: Date
Title: State or Federal Agency/Bureau or Tribal Government

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form

Magna Commercial Downtown Historic District
Name of Property
Salt Lake County, Utah
County and State

4. National Park Service Certification

I hereby certify that this property is:

- Entered in the National Register
Determined eligible for the National Register
Determined not eligible for the National Register
Removed from the National Register
Other (explain):

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

- Private [X]
Public - Local [X]
Public - State []
Public - Federal []

Category of Property

(Check only one box)

- Building(s) []
District [X]
Site []
Structure []
Object []

Number of Resources within Property

(Do not include previously listed resources in the count)

Table with 3 columns: Contributing, Noncontributing, and Resource Type. Rows include Buildings (38, 4), Sites (1), Structures, Objects, and Total (38, 5).

Number of contributing resources previously listed in the National Register: 1

**United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form**

Magna Commercial Downtown Historic District
Name of Property

Salt Lake County, Utah
County and State

6. Function of Use

Historic Functions

(Enter categories from instructions)

- COMMERCE/TRADE / Business
- COMMERCE/TRADE / Organizational
- COMMERCE/TRADE / Professional
- COMMERCE/TRADE / Financial Institution
- COMMERCE/TRADE / Specialty Store
- SOCIAL / Meeting Hall
- GOVERNMENT / Government Office
- RECREATION AND CULTURE / Theater
- DOMESTIC / Single Dwelling
-
-
-
-
-
-

Current Functions

(Enter categories from instructions)

- COMMERCE/TRADE / Business
- COMMERCE/TRADE / Organizational
- COMMERCE/TRADE / Professional
- COMMERCE/TRADE / Restaurant
- COMMERCE/TRADE / Financial Institution
- COMMERCE/TRADE / Specialty Store
- SOCIAL / Meeting Hall
- GOVERNMENT / Government Office
- RECREATION AND CULTURE / Theater
- RECREATION AND CULTURE / Museum
- DOMESTIC / Single Dwelling
- DOMESTIC / Multiple Dwelling
- RELIGION / Religious Facility
- LANDSCAPE / Garden
- VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

- MODERN MOVEMENT: Moderne
- MODERN MOVEMENT: Other
- LATE VICTORIAN: Other (Victorian Eclectic)
- LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style
- LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Beaux Arts
- NO STYLE
-
-
-
-

Materials

(Enter categories from instructions)

- FOUNDATION: Concrete; Brick
- WALLS: Brick
- WALLS: Stone
- WALLS: Stucco
- WALLS: Concrete
- WALLS: Wood
- WALLS: Metal
- ROOF: Asphalt
- OTHER: Wood

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a summary paragraph that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

SUMMARY PARAGRAPH

The Magna Commercial Downtown Historic District represents the historic commercial center of Magna, Utah. The district consists of properties to the north and south of Main Street in Magna as well as a small

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number of directly adjacent properties. The Magna Commercial Downtown Historic District encompasses 15.33 acres. The district is in an urban setting with a moderate density of development; the majority of buildings in the district are commercial in use, with a smaller number serving public/governmental and social uses, an extremely limited number of single-family dwellings, and one garden. The majority of the buildings in the district date to the Copper Boom Town Era (1904–1929). The vast majority of buildings are one-part commercial block-type buildings, the majority of which are in the Early 20th Century Commercial style.

Overall, the district is in fair condition. A 5.7-magnitude earthquake occurred in Magna on March 18, 2020, resulting in damage to many historic buildings in the district. This damage primarily affected brick or masonry building elements and generally consisted of cracking, spalling, small-scale material loss, and structural damage (see photographs for before and after images of building damage). No buildings collapsed and most of the damage is repairable; much of it affected the secondary elevations of buildings and in some cases left primary facades unaffected. This National Register of Historic Places (NRHP) nomination is in part intended to encourage the use of historic preservation tax credits for the appropriate and historically sensitive repair of eligible buildings in the district.

The district retains integrity of location, design, setting, feeling, association, and materials. No buildings have been moved within the district. The district’s layout remains the same in the present as during the Historic period, with buildings closely lining and oriented toward Magna Main Street. The setting remains urban, with moderately dense smaller scale (generally one- or two-story) development. The district, which continues to serve as the commercial core of Magna, retains its feeling from the commercial activity that historically occurred there and continues to be associated with commercial activity in the community. The buildings have undergone some alteration, but the majority retain character-defining materials (such as brick wall construction); in some cases, the original materials have been obscured by reversible façade treatments (including renovations funded by the Redevelopment Agency of Salt Lake County [RDA] during the 1990s), but they remain in their original locations on the buildings. Elements of buildings displaying evidence of workmanship, such as dentils and parapets, have frequently been removed as a result of these later building treatments. But on the whole, the district retains integrity.

The Magna Commercial Downtown Historic District boundary encompasses 43 properties in total, comprising 42 buildings and one site (a garden). Of the buildings, 39 are of historic age. Of the 43 properties, 38 (88 percent) contribute to the historic character of the district. Of the five (12 percent) non-contributing properties, three are altered historic buildings and two are not yet of historic age (including a public library and a garden).

NARRATIVE DESCRIPTION

The boundaries of the Magna Commercial Downtown Historic District are depicted on the location map (Map 1). The locations and eligibilities of specific buildings are depicted on the sketch map (Map 2). This section provides a statistical breakdown explaining the periods of development, the historic uses of the buildings, and building types and styles in the district.

Construction Dates

Most buildings in the district date to early in Magna’s history: one to the Pre-Boom Town Era (1850–1903) and 26 to the Copper Boom Town Era (1904–1929) (Table 1). The next most common construction period is the Post-World War II Suburbanization Era (1946–1972), with 10 buildings; four buildings date to the Great Depression and Recovery Era (1930–1945). Two properties date to outside the Historic

period (1973–present). Most eligible properties date to the Copper Boom Town Era and the Post-World War II Suburbanization Era.

Table 1. Magna Downtown Commercial Historic District Eras

Year Built	Total Properties	Percentage of Total	Eligible Properties	Percentage of Eligible
Pre-Boom Town Era (1850–1903)	1	2%	1	3%
Copper Boom Town Era (1904–1929)	26	61%	24	63%
The Great Depression and Recovery (1930–1945)	4	9%	4	10%
Post-World War II Suburbanization (1946–1972)	10	23%	9	24%
Modern (1973–present)	2	5%	0	0%
Total	43	100%	38	100%

Note: For buildings with construction date ranges, the earlier date was used.

Building Uses

The historic district encompasses what was historically Magna’s commercial district, and this is reflected in the building uses shown in Table 2. The historic commercial uses of properties include general commercial, businesses and offices, theaters, fraternal and union halls, and government buildings. In all, commercial uses account for 84 percent of the total properties and 87 percent of eligible properties. Dwellings make up 5 percent of the total properties and 5 percent of eligible properties. Other uses (such as government, social, and landscapes) make up the remaining 11 percent of the total properties and 8 percent of eligible properties.

Table 2. Summary of Historic Uses for Buildings and Structures in the Magna Commercial Downtown Historic District

Uses	Total Properties	Percentage of Total	Eligible Properties	Percentage of Eligible
Business/Office	1	2%	0	0%
Commercial (general)	30	71%	28	73%
Financial institution	1	2%	1	3%
Garden	1	2%	0	0%
Government (general)	1	2%	1	3%
Grocery	1	2%	1	3%
Library	1	2%	0	0%
Meeting hall	2	5%	2	5%
Service station	1	2%	1	3%
Single-family dwelling	2	5%	2	5%
Theater	2	5%	2	5%
Total	43	100%	38	100%

Building Types and Styles

The type and style terminology used here was established by the Utah State Historic Preservation Office (SHPO). Commercial, public, and social-related building types are listed in the top rows of Table 3 and are predominantly one- and two-part commercial blocks (one- and two-story buildings, usually with large plate glass display windows and transoms for added natural light on the street level). Commercial, public, and social building types compose 93 percent of all buildings in the district, and 95 percent of all eligible properties in the district. Both single dwellings are Victorian-era central block with projecting bay-type buildings. Residential buildings compose 5 percent of all buildings in the district, and 5 percent of eligible buildings (see Table 3).

Table 3. Summary of Original Plan/Type for Buildings and Structures in the Magna Commercial Downtown Historic District

Type	Total Properties	Percentage of Total	Eligible Properties	Percentage of Eligible
<i>Commercial/Public/Social</i>				
Two-part commercial block	4	10%	4	10%
One-part commercial block	27	63%	25	66%
Commercial/Industrial block	1	2%	1	3%
Enframed window wall	1	2%	0	0%
Other commercial/public	3	7%	3	8%
Service station	1	2%	1	3%
Theater	2	5%	2	5%
Other/Undefined	1	2%	0	0%
<i>Residential</i>				
Central block with projecting bays	2	5%	2	5%
<i>Other</i>				
Garden	1	2%	0	0%
Total	43	100%	38	100%

Building styles are closely related to building types, and these are summarized in Table 4. The majority of both total and eligible properties are in the Early 20th Century Commercial style; buildings in this style are frequently from the early periods. Later architecture is generally Post-World War II: Other style, or Modern (Art Moderne or Modern: Other). Both single dwellings in the district are in the Victorian Eclectic style.

Table 4. Summary of Original Styles for Buildings and Structures in the Magna Commercial Downtown Historic District

Style	Total Properties	Percentage of Total	Eligible Properties	Percentage of Eligible
Art Moderne	2	5%	2	5%
Early 20th Century Commercial	29	67%	27	71%
Late 20th Century	2	5%	1	3%
Modern: Other	1	2%	1	3%

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Style	Total Properties	Percentage of Total	Eligible Properties	Percentage of Eligible
Beaux Arts	1	2%	1	3%
Victorian Eclectic	2	5%	2	5%
Post-World War II: Other	5	12%	4	11%
No Style	1	2%	0	0%
Total	43	100%	38	100%

Boundary Description

The Magna Commercial Downtown Historic District encompasses properties on or adjacent to Magna Main Street in Magna, Utah. The properties are on the north and south sides of the street between the intersection of Magna Main Street and South 9180 West Street on the west end and one lot beyond South 8900 West Street on the east end. The district also includes the east side and part of the west side of 8950 West Street between 2600 South Street on the north end and Magna Main Street on the south end.

Development Patterns

Magna Main Street functioned as the principal commercial district in Magna historically and continues to be a key commercial area in the present. It is generally cohesive, with a high density of commercial buildings within the district boundaries. Limited commercial development is interspersed with residential development outside the district boundaries in the areas adjacent to the district itself.

Sanborn Maps from 1916 demonstrate the continuity between historic and modern development patterns. In 1916, the area encompassed by the Magna Commercial Downtown Historic District had already undergone extensive commercial development, particularly on the west end of the district. One- and two-story buildings (primarily made of brick or wood), closely spaced together, lined Magna Main Street. These commercial buildings were set against the edges of the lots, without yards or landscaping to separate them from the street. At the time of the maps' creation, commercial development was more limited in extent than in the present. The pattern of dense commercial development ended near approximately 9000 West Street, with a mix of dispersed commercial development and single-family dwellings farther east (Sanborn Map Company 1916).

Aerial imagery of the district from 1937 shows additional development in the district. In addition to the densely developed commercial area at the west end of Magna Main Street, by 1937, commercial development had occurred toward the east end, particularly on the south side of Magna Main Street. Throughout, however, undeveloped lots and residential buildings remained (Utah Department of Natural Resources 1937). By 1964, the district had largely assumed its present appearance. Additional development on the north and south sides of Magna Main Street had filled in many of the undeveloped lots that had previously characterized the district, and other undeveloped lots had been paved or altered to serve as parking lots (Utah Department of Natural Resources 1964).

Streetscapes and Landscape

Magna Main Street is a busy two-lane road with parallel parking on either side. Concrete sidewalks, often accompanied by planters, trees, or other landscaping elements, divide the storefronts from the road. Mature plantings, such as deciduous trees, provide shade and organic elements that further help to define the streetscape. Similarly sized but less-trafficked side streets intersect with Magna Main Street at regular intervals on both sides. Although portions of the district have relatively dense development (with commercial buildings directly adjacent to one another without the separation provided by yards or

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driveways), the rhythm of the streetscape is largely defined by commercial or public buildings with open paved or unpaved parking lots or undeveloped lots interspersed between them. This mix of developed and undeveloped properties generally reflects the historic appearance and layout of the district.

Because sidewalks are usually directly adjacent to the storefronts, without yards or open space, most lots in the district have little formal landscaping. Some publicly maintained landscaping elements, such as the planters and trees, are present between the road and the sidewalks. A limited number of spaces are provided for the public to occupy, such as benches and open park areas. Some properties are exceptions to this: the public library property at 2675 South 8950 West Street (a non-contributing property in the district) has been formally landscaped, as has the property of the Magna Chamber of Commerce at 8952 West Magna Main Street (contributing) and a property containing a garden at 8997 West Magna Main Street (non-contributing). The majority of the district consists of historic-age properties, with limited modern infill throughout; the modern buildings are generally of comparable scale and of similar materials (primarily brick) as historic building elements, and their presence results in minimal alteration to the historic appearance and feeling of the district.

Architectural Types, Styles, and Materials by Period

This section presents information on building types identified in the *Historic Resources of Magna, Utah, 1850-1972* Multiple Property Documentation Form (MPDF) by construction period. A common trend for commercial buildings dating to all historic periods was the application of modern brick façade treatments during the 1990s—representative examples of contributing buildings (particularly one-part commercial block buildings) with this treatment will be noted for each period.

Commercial Buildings and Industrial Buildings (1904–1929)

The most common category of buildings in the Magna Commercial Downtown Historic District is commercial properties dating to the Copper Boom Town Era. A total of 25 commercial buildings date to this period, making up 58 percent of the total properties in the district. Of these, 24 of the 25 are in the Early 20th Century Commercial style and one, the Empress Theater, is in the Beaux Arts style. The Empress Theater (9104 West) was previously listed in the NRHP (National Register # 85000962) (Photograph 33). The 24 Early 20th Century Commercial style buildings consist of 21 one-part commercial block-type buildings and three two-part commercial block-type buildings. Brick is a ubiquitous building material for this period of commercial construction.

Representative examples of contributing one-part commercial block-type buildings from this period include 9009 West Magna Main Street (Photographs 13 and 14), 9046 West Magna Main Street (Photographs 20 and 21), and 9057 West Magna Main Street (Photographs 24 and 25). Representative examples of contributing two-part commercial block-type buildings from this period include 9068 West Magna Main Street (Photograph 28), 9113 West Magna Main Street (Photograph 38), and 9087 West Magna Main Street (Photograph 32). Representative examples of buildings with reversible façade treatments added during the 1990s but which still are considered contributing are 9131 West Magna Main Street (Photograph 41) and 9135 West Magna Main Street (Photograph 42).

Non-contributing buildings from this period consist of the following:

- 8987 West Magna Main Street
- 9027 West Magna Main Street

Contributing buildings from this period consist of the following:

- 8963 West Magna Main Street

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- 8971 West Magna Main Street
- 8975 West Magna Main Street
- 8979 West Magna Main Street
- 9009 West Magna Main Street
- 9046 West Magna Main Street
- 9057 West Magna Main Street
- 9068 West Magna Main Street
- 9071 West Magna Main Street
- 9075 West Magna Main Street
- 9087 West Magna Main Street
- 9104 West Magna Main Street
- 9105 West Magna Main Street
- 9108 West Magna Main Street
- 9113 West Magna Main Street
- 9120 West Magna Main Street
- 9124 West Magna Main Street
- 9131 West Magna Main Street
- 9135 West Magna Main Street
- 9139 West Magna Main Street
- 9145 West Magna Main Street
- 9147 West Magna Main Street
- 9187 West Magna Main Street

Commercial Buildings and Industrial Buildings (1930–1945)

Four commercial properties in the Magna Commercial Downtown Historic District date to the Great Depression and Recovery Era. Three are in the Early 20th Century Commercial style and one is in the Art Moderne style; they range in type from a theater to a one-part commercial block to other commercial/public types. As with the preceding period of construction, all buildings from this period are made of brick. Representative examples of commercial and industrial buildings from this period include 8945 West Magna Main Street (Photographs 2 and 3) and 8980 West Magna Main Street (Photograph 10). A representative example of a building with a reversible façade treatment added during the 1990s, but which still is considered contributing, is 9056 West Magna Main Street (Photograph 22).

All buildings from this period are contributing; these consist of:

- 8945 West Magna Main Street
- 8980 West Magna Main Street

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- 9056 West Magna Main Street
- 9152 West Magna Main Street

Commercial Buildings and Industrial Buildings (1946–1972)

The second most common category of buildings in the Magna Commercial Downtown Historic District is commercial properties dating to the Post-World War II Suburbanization period. Although this period was characterized by increasing suburban development in Magna, the growth of the community also spurred additional commercial development. At total of 10 commercial buildings date to this period, making up 23 percent of the total properties in the district. Of these, five are in the Post-World War II: Other style, two are in the Late 20th Century Commercial style, one is in the Late 20th Century Other style, one is in the Art Moderne style and one is in the Modern: Other style. Four are one-part commercial block-type buildings, one is a two-part commercial block-type building, one is a commercial/industrial block-type building, one is an enframed window wall-type building, two are other commercial/public type buildings, and one is a service station. As with preceding periods, the majority of buildings from this period are made of brick, along with one that has stone veneer and another covered with stucco.

Representative examples of one-part commercial block buildings from this period include 9069 West Magna Main Street (Photograph 27) and 2650 South 8950 West Street (Photograph 49). A representative example of a two-part commercial block building from this period is 2618 South 8950 West Street (Photograph 48). A representative example of an enframed window wall-type building from this period is 9014 West Magna Main Street (Photograph 17). A representative example of a commercial/public type building from this period is 8952 West Magna Main Street (Photograph 4). A representative example of a service station from this period is 8896 West Magna Main Street (Photograph 1). Representative examples of buildings with reversible façade treatments added during the 1990s, but which still are considered contributing, are 9011 West Magna Main Street (Photograph 16) and 9065 West Magna Main Street and 9069 West Magna Main Street (Photograph 27).

One building from this period, 9010 West Magna Main Street, is a non-contributing building (Photograph 15).

Contributing buildings from this period consist of the following:

- 8896 West Magna Main Street
- 8952 West Magna Main Street
- 9011 West Magna Main Street
- 9014 West Magna Main Street
- 9024 West Magna Main Street
- 9065 West Magna Main Street
- 9069 West Magna Main Street
- 2618 South 8950 West Street
- 2650 South 8950 West Street

Residential Buildings (1850–1903)

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The historic district has only one building dating to before 1903, a Victorian Eclectic–style single-family dwelling at 9064 West Magna Main Street that dates to 1900 and is contributing (Photograph 26). The building is made of brick and is a central block with projecting bays type.

Residential Buildings (1904–1929)

The historic district has one residential building from the Copper Boom Town Era, a Victorian Eclectic–style single-family dwelling at 8957 West Magna Main Street that dates to 1918 and is contributing (Photograph 5). The building is made of brick and is a central block with projecting bays type.

Other Property Types (1973–present)

A public library building at 2675 South 8950 West dates to 2010 is present in the historic district and is non-contributing (Photograph 50). One other property type, a garden located at 8997 West Magna Main Street and dating to 2004, is present in the historic district (Photograph 12). The property is non-contributing.

Integrity

As noted in the summary, the district retains integrity of location, design, setting, feeling, association, and materials. As demonstrated by comparison with a Sanborn Map and historic aerial imagery, no buildings have been moved in the district and its location remains the same (Sanborn Map Company 1916; Utah Department of Natural Resources 1937, 1964). The district’s layout in the present is also consistent with its historic design. Specifically, the buildings’ spatial relationship with the street and sidewalks (such as the placement of storefronts in direct proximity to the sidewalk) remains the same. And although the use of open space has changed (such as the development of small parking lots during the late 1980s and early 1990s), the layout of that space remains consistent with its historic appearance (Barnes 1990:2). As a result, the surrounding landscape is entirely consistent with how it would have been historically: residential development to the south and east and barren hills and mining landscapes to the west and north. The district continues to be associated with commerce and social activities in the community of Magna; many businesses and organizations (including restaurants and bars, financial institutions, medical practices, unions, and fraternal organizations) are located within its boundaries. As a result, it still retains the feeling of a commercial center of the community.

The greatest threat to the district’s integrity is the treatments applied to the facades of many commercial buildings. These facade treatments were generally applied ca. 1990 as part of a redevelopment program for Magna conducted by the RDA of Salt Lake County. The program was intended to address an economic decline in Magna during the late 1970s and 1980s during which many buildings on Magna Main Street fell into disrepair and were unoccupied (Barnes 1990:2). The program was very popular at the time it was created: “Early in the program the business owners formed the Merchants Redevelopment Association of Historic Magna which has taken a leading role in the façade renovation program and other Magna Main Street improvement projects. To date the façade renovation program has cost approximately \$190,000 and could total \$400,000 when all of the historically significant facades are renovated” (Barnes 1990:2). By 1990, “Seven building facades have been renovated, two others are under contract and four to eighty [*sic*] more are scheduled for completion during the summer of 1990. Owners of five of the renovated buildings have already made significant improvements to the interior of their buildings” (Barnes 1990:3). The changes were heralded as a way to revitalize the district, increase the tax base, and increase community pride (Barnes 1990:3).

In terms of materials, these renovations usually included the application of new layers of brick over older brick, the replacement of windows (while still usually retaining the overall pattern of fenestration), and the application of removable façade treatments (such as awnings). The materials used for these treatments

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(such as the brick) reflect the materials that historically characterized buildings in the district and therefore have not significantly altered the appearance of the buildings. Many of the treatments are also reversible and therefore have not resulted in the permanent loss of materials from buildings. These treatments, however, have largely resulted in the loss or obscuring of evidence of historic workmanship; this aspect of integrity is therefore not present in the district.

In general, Magna Main Street has undergone cycles of growth, neglect, and repair. The RDA façade treatments are just one example of this pattern in the present; the same pattern certainly applied during the Historic period, such as during the economic downturn caused by the Great Depression. The architecture in the district reflects these cycles through the condition of buildings and the repairs they have undergone. But despite the Magna Commercial Downtown Historic District’s condition and the alterations to buildings on the individual level, the historic environment of the district remains highly legible. To walk down Magna Main Street in the present is to experience the same layout, sense of scale, and feeling of commercial activity that has characterized the district for over a century. The Magna Commercial Downtown Historic District therefore retains integrity.

Summary

The historic resources of the Magna Commercial Downtown Historic District illustrate commercial architectural types and styles spanning much of Magna’s history, from its early period of growth and settlement to the present. These resources reflect the historic growth and operation of the community’s commercial district and enterprises. Although the buildings have undergone alteration, particularly through façade renovations funded by the RDA in the 1990s and due to damage caused by the March 18, 2020 earthquake, most alterations are reversible and have not resulted in the loss of the character-defining features of the buildings or (in the case of earthquake damage) in irreparable damage or loss of building materials.

8. Statement of Significance**Applicable National Register Criteria**

(Mark “x” in one or more boxes for the criteria qualifying the property for National Register Listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark “x” in all boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions)

Architecture	Entertainment/Recreation
Commerce	Social History

Period of Significance

1900–1969

Significant Dates

1900	1946
1904	1969
1930	

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Magna Commercial Downtown Historic District in Magna, Salt Lake County, Utah, is significant at the local level under Criterion A in the areas of Commerce, Social History, and Entertainment/Recreation. The district is significant for Commerce because of its role as the historic commercial center of Magna. It is significant for Social History because it historically served as the community’s social hub through the establishment of fraternal and union organizations. It is significant for Entertainment/Recreation because of its role as a center of formal and informal entertainment venues such as saloons and theaters. It is also architecturally significant under Criterion C because it represents an intact example of an early twentieth-century commercial district in a mining town, characterized by typologically similar vernacular commercial buildings. Its period of significance is from 1900 to 1969. The first construction in the area of the district began in 1858, but the oldest remaining building dates to 1900. The resources within the district span the time from the Pre-Boom Town Era to the Post-World War II Suburbanization Era; the most recently constructed contributing building that falls within the Historic period was built in 1969. Throughout that time span, Magna Main Street was the commercial and social heart of Magna, and it remains a key commercial area today; the broad temporal range reflects cycles of decline and growth that defined Magna’s commercial downtown throughout its history to the present.

The Magna Commercial Downtown Historic District is being nominated under the *Historic Resources of Magna, Utah, 1850-1972* MPDF. Within the broader context established in the Magna MPDF, the history

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of Magna can be divided into four eras: the Pre-Boom Town Era (1850–1903), the Copper Boom Town Era (1904–1929), the Great Depression and Recovery Era (1930–1945), and the Post-World War II Suburbanization Era (1946–1972).

NARRATIVE STATEMENT OF SIGNIFICANCE

(Provide at least one paragraph for each area of significance.)

SIGNIFICANCE

The Magna Commercial Downtown Historic District is significant under Criterion A for its association with events that have made a significant contribution to the broad patterns of the region’s history in the areas of Commerce, Entertainment/Recreation, and Social History. It is also eligible under Criterion C as a significant and distinguishable entity whose components may lack individual distinction in the area of Architecture. The Magna Commercial Downtown Historic District is being nominated under the Magna MPDF, which provides a detailed history of Magna on the community level. The significance of the historic district will therefore be primarily limited to a discussion of the history of the land within the district.

For most of the Historic period Magna was geographically isolated, making the Magna Commercial Downtown Historic District the primary commercial center for residents of Magna and the surrounding area by default. Magna is approximately 11 miles from Salt Lake City. Rail and automobile routes connected Magna to Salt Lake City relatively early: the first industrial rail connection near Magna was built in 1874 and the Lincoln Highway created an important automobile connection to the community in the 1910s (Petersen 1997:24–25; Utah Rails 2005). Despite these transportation connections, Magna remained physically removed from other communities. Even by the 1950s, the nearest established community, Hunter, was almost 4.5 miles away to the southeast, with lightly developed rural land between the two (U.S. Geographic Survey [USGS] 1954). Although more extensive suburban development began between Magna and nearby communities during the 1960s and early 1970s, in 1971, Magna remained comparatively remote, with no nearby commercial centers to serve the community (USGS 1963, 1971).

Criterion A: Patterns of History

Commerce

The Magna Commercial Downtown Historic District is significant under Criterion A in the area of Commerce because of its role throughout the period of significance as the commercial heart of the community. By 1858, a transportation corridor was in use following the route now used for Magna Main Street (Hulse 1964:6). Starting in Magna’s initial large-scale period of growth in the 1890s through the early 1900s, the commercial downtown was an important center of the community. The establishment of the first rail connection between Salt Lake City and the Tooele Valley, which passed through the general area of modern-day Magna, encouraged additional development. Prior to 1903 and the establishment of mining in the area, the community grew slowly with an economy based on agriculture (Hulse 1964:7).

The district became even more important as a center of commerce in the 1910s with the construction of the Lincoln Highway, which followed the route of what is now Magna Main Street between 8400 West and approximately 9200 West Street (Petersen 1997:24–25). The success of the copper mining industry further spurred prosperity and population increases in Magna. This was particularly the case from 1914 to 1918 because of the need for raw materials created by World War I (Sillitoe 1996:146). By the mid-1910s, the majority of buildings on the west side of the district were used for commerce. Commercial uses in 1916 included general merchandise sales, banks, barbers, electrical equipment sales, drugstores,

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restaurants, a bicycle repair shop, billiard halls, tobacconists, a soda fountain, an early movie theater (labeled “moving pictures”), and tailors (Sanborn Map Company 1916).

This growth, both in terms of commercial development in the Magna Commercial Downtown Historic District and the economic and population growth of Magna as a whole, was largely halted by the onset of the Great Depression in 1929. Because the stock market crash significantly reduced outside markets for copper products, many residents faced a layoff and unemployment (Hulse 1964:8). Aerial imagery shows that by the mid-1930s, the area along Magna Main Street had been extensively developed for commercial use (Utah Department of Natural Resources 1937). But the small number of commercial properties constructed during this period attests to adverse effects the Depression had on the district.

The onset of World War II ended the economic challenges brought by the Depression. Wartime demand for raw metals resulted in significant increases in production levels, which in turn stimulated the local economy (Sillitoe 1996:193). The population of Magna grew during and after World War II, with increasing trends toward suburbanization during the postwar period. Commercial development began extending outside of the Magna Commercial Downtown Historic District, but ongoing development within the district during the post–World War II period demonstrates Magna Main Street’s continued significance within the community.

The majority of buildings in the district were originally commercial in use, and most remain commercial properties today. Although commercial development has occurred elsewhere in the vicinity of Magna outside of the Historic period, the Magna Commercial Downtown Historic District represents the historic commercial center of the community. The periods of construction of the buildings reflect the growth of the community (as evidenced by the rapid construction of many buildings during the early 1900s, 1910s, and 1920s) as well as periods of economic downturn (as evidenced by the relatively few buildings built during the Great Depression, when Magna, as with other mining communities, underwent a severe economic downturn). It is therefore significant as a local commercial center throughout the historic period.

Social History

The Magna Commercial Downtown Historic District is significant under Criterion A in the area of Social History because, in addition to being the center of commerce in Magna, it was also an important social hub. This is particularly evident in the presence of fraternal and union halls, which were present in the northern portion of the district on 8950 West starting in the 1950s. These organizations provided an important locus for social activities and created a sense of community for employees of nearby mines, who (along with their families) formed the majority of the town’s population. These buildings include the Local 392 Union Hall (2650 South 8950 West Street) and the Christopher Diehl Masonic Temple (2618 South 8950 West Street). Both properties are significant for their relationship to the social history of the community. As centers for union and fraternal organizations, they reflect the mutual support that residents of Magna provided each other as well as the way in which the Magna Commercial Downtown Historic District served as a community center for those activities.

Union organizing in Magna and for the surrounding copper mines is an important aspect of the community’s history, from the early establishment of the copper mining industry ca. 1904 to the present. “Strikes in the copper industry became practically a way of life for most copper workers and company personnel” (Notarianni 1994). Unions provided workers with the power of collective bargaining against management. For example, after failing to be recognized as a union by Utah Copper Company in 1912, the Western Federation of Miners, including a large contingent of immigrant laborers, conducted a strike. Although unsuccessful, it was the first large-scale strike of its kind in the area and largely ended the system of labor agents controlling access to jobs (Cononelos and Notarianni 1994; Notarianni 1994). In some cases, companies responded to unionization by creating their own welfare departments, such as the

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one established by Kennecott Copper Corporation in 1919. This department sponsored organizations like baseball leagues and facilities like ballparks and swimming pools (Notarianni 1994). Despite these attempts to sponsor positive community relations, unionization efforts continued. In 1938, Kennecott formally recognized unions as official employee bargaining representatives (Cononelos and Notarianni 1994). Within this context, the union hall represents a dedicated venue for union activities, ranging from informal social activities to union organizing. Its establishment in the post–World War II period reflects the formal recognition of unions by companies like Kennecott in the preceding historic period.

The Masonic Temple is another example of a property relating to social history in the district. Freemasonry has a long history in Utah—the first Masons arrived in the state in 1858 as part of a military contingent sent to counter reported rebellion by members of the Church of Jesus Christ of Latter-day Saints. Although the Grand Lodge of Nevada initially objected to their initiation, the first Grand Lodge of Utah was eventually established under a charter from the Colorado branch in 1872. The organization continued to grow steadily over the next century. By 1961, when the last lodge was established in Midvale, Utah, the state had 32 lodges. These lodges frequently undertook charitable deeds, such as the establishment of the Intermountain Unit of Shriners’ Hospital. Christopher Diehl, for whom the Magna Temple is named, was instrumental in the creation of Salt Lake City’s public library system in the early 1900s. The establishment of the Christopher Diehl Masonic Temple occurred relatively late in the history of freemasonry in Utah, in 1950 (Parisi 1994). Its establishment likely reflects both the importance of fraternal organizations to the residents of Magna as well as the growth of the community after World War II. Its location in the Magna Commercial Downtown Historic District is evidence of the centrality of the district not only for commerce but also for social activity.

Entertainment/Recreation

The Magna Commercial Downtown Historic District is significant under Criterion A in the area of Entertainment/Recreation because of its role as a center for recreation and entertainment for residents of Magna. Two of the 43 buildings in the historic district are theaters (the Empress Theater at 9104 West Magna Main Street and the Gem Theatre at 8945 West Magna Main Street). The historic district also provided other, less formal forms of recreation for residents, including multiple billiard halls present in 1916 (Sanborn Map Company 1916). Because of the community’s relative geographic isolation from cultural centers in Salt Lake City and smaller communities in the Salt Lake Valley, the recreation venues in the district historically provided a key source of entertainment for the community’s residents.

Criterion C: Architecture

The Magna Commercial Downtown Historic District is being nominated under the Magna MPDF. The district is significant under Criterion C in the area of Architecture as a collection of buildings “that represent a significant and distinguishable entity whose components may lack individual distinction” (National Park Service 1997:2). While many of the district’s buildings are relatively nondescript examples of vernacular commercial architecture from ca. 1910 to 1969, they cumulatively represent a largely intact example of an early twentieth-century commercial district in a western mining town.

No commercial buildings date to the Pre-Boom Town Era, although one residence does (9064 West Magna Main Street, built in 1900). This residence reflects the earliest patterns of development in the district, in which residential development was mixed with early commercial construction. The dwelling is a typical example of an architectural type and style from the era in Magna. During this period, the community was principally agricultural instead of industrial, and the function of this building as a residence rather than as a commercial building likely reflects the lack of intensive community development at the time.

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Most commercial buildings in the district date to the Copper Boom Town Era (1904–1929). A total of 25 commercial buildings date to this period, making up 58 percent of the total properties in the district. Of these, 24 of the 25 are in the Early 20th Century Commercial style and consist of one- and two-part commercial block-type buildings; most are made of brick. These buildings typify commercial development in Magna in the early twentieth century. While many of the buildings are not individually significant under Criterion C because of their uniformity in style, type, and material, they create a cohesive and distinguishable type of construction reflecting the historic architectural trends of the era. Magna grew significantly during this period, when the copper industry became a key economic driver for the community. The creation of transportation routes like the Lincoln Highway also contributed to the growth of Magna’s commercial core, and the large number of commercial buildings from this era reflects the growth and prosperity of the community.

Only four commercial properties in the Magna Commercial Downtown Historic District date to the Great Depression and Recovery Era (1930–1945). Three are similar in style, type, and materials to those constructed in the previous era. One, in the Art Moderne style, reflects stylistic innovations of the period. Buildings from this period are significant as links between the initial boom period of the district and the more modern and varied designs of the Post-World War II Suburbanization Era. The community’s economic dependence on the copper industry, which was hard hit by the Great Depression but subsequently rebounded during World War II, is reflected in the limited number of buildings dating to this period.

Ten buildings in the Magna Commercial Downtown Historic District date to the Post-World War II Suburbanization Era (1946–1972). Although increasing population growth and suburbanization characterized the period in Magna, community growth also spurred additional commercial development. The buildings from this period comprise a more eclectic mix of styles than previously (including the Post-World War II: Other style, the Late 20th Century Commercial style, the Late 20th Century Other style, the Art Moderne style, and the Modern: Other style). Building types are also more varied, including one- and two-part commercial block types, the commercial/industrial block type, the enframed window wall type, the commercial/public type, and one service station. Despite new styles and types, most buildings from this period are also made of brick, the most common building material in the district. Building construction during this period evidences the continuing importance of Magna’s downtown core to the growing number of area residents.

The Modern Era (1973–present) falls outside of the Historic period. Although buildings of exceptional importance may be significant even if less than 50 years old, no buildings in the Magna Commercial Downtown Historic District appear to meet this standard (National Park Service 1997:2).

HISTORICAL CONTEXT

The period of significance for the district begins in 1900. However, in order to provide necessary background information, the context begins in 1850 when the initial Euro-American exploration of the area that would become Magna began.

Pre-Boom Town Era (1850–1903)

The first Euro-American exploration in the area that would become Magna was conducted by Captain Howard Stanbury in 1850 (DeLafosse 1998). Due to a natural geographic bottleneck of east-west travel routes in the area, all travelers, explorers, and emigrants through the area were forced to pass along the route now developed into State Route (SR)-201 and Interstate 80 (Kelly 1996). Traffic along this travel corridor made it a key east-west route that, by 1858, was firmly established; this same corridor remains in use today as Magna’s Main Street (Hulse 1964:6). In 1868 the first Euro-Americans to permanently settle in the area, Mormons, founded the settlement of “Pleasant Green,” whose name was changed to Magna in

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1906 (Magna Area Council 2003:1). The economy during this period was primarily based in agriculture and ranching, and although some development occurred (particularly along what would become Main Street) little of it was commercial (Magna Area Council 2003:1).

The discovery of copper deposits in the Oquirrh transformed the Pleasant Green area into a bustling industrial mining community (Hulse 1964:7). Copper mining began in earnest in the Bingham Canyon area of the Oquirrh range during the early 1890s, with a brief lull during the economic depression of 1893. Following the development of open pit mining in the late 1890s, the community of Magna quickly expanded from a small agricultural town to a bustling mining town; Magna’s Main Street.

Copper Boom Town Era (1904–1929)

The new employment offered by the copper mines and mills in the early 1900s resulted in a massive population increase. This increase in turn resulted in the construction of additional housing and new commercial enterprises to serve the booming population, such as saloons and lodging houses (Sanborn 1916). Transportation development in the form of railroads and the Lincoln Highway also occurred in Magna during this period (Petersen 1997:24-25).

The early 1900s were a time of prosperity and growth for Magna. The copper mining industry was providing a steady and relatively reliable income for the community, as well as encouraging an influx of new workers. The demand for metal during World War I further increased community growth, both residentially and commercially (Sillitoe 1996:146). By 1916 dozens of retail establishments were in operation along Main Street (Sanborn 1916). But the advent of the Great Depression in 1929 would spell an end to the prosperity and growth of Main Street.

The Great Depression and Recovery Era (1930–1945)

During the Great Depression many nearby mines and mills closed (Sillitoe 1996:171). This in turn caused many of the town’s residents to be particularly hard-hit by the Great Depression. Some residents relocated in order to find work but others remained, frequently depending on government support to survive (Hulse 1964:8). This in turn severely curtailed commercial development in Magna. Without money to spend, few residents of Magna were interested in opening new businesses. The lack of construction during this period speaks to the economic challenges the Great Depression presented. The entry of the United States into World War II brought relief. The new demand for metal jumpstarted employment, which in turn stimulated the local economy and pulled Magna’s Main Street out of the Depression (Sillitoe 1996:193).

Post-World War II Suburbanization (1946–1972)

Magna’s growth and development continued after World War II. With the revival of the copper mining industry, a relatively stable economy was once again in place and jobs were available for area residents. To meet the needs of the area’s growing population Kennecott copper Company constructed new rental homes for employees (Hulse 1964:10). During the post-war period, the Magna area began transitioning toward a suburban community. New sewer and water projects, businesses, banks, post offices, and new subdivisions were all constructed during this transitional period (Hulse 1964:10). Although some of this construction did occur along Magna’s Main Street, commercial enterprises also began to disperse into the wider area, a shift supported by the growing embrace of commuting to work and shopping via automobiles. These new patterns of shopping and transportation resulted in a shift away from the historic commercial center of Magna on Main Street. But despite those new patterns Magna’s Main Street remained an important economic center for the community.

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form.)

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Previous Documentation on File (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency

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- Local government
University
Other

Name of Repository:

Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property: 15.33 acres
(Use either the UTM system or latitude/longitude coordinates)

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84:

(enter coordinates to 6 decimal places)

Table with 4 columns: Latitude, Longitude, Latitude, Longitude. Values include 40.712817, -112.105589, 40.712832, -112.104967, etc.

Or

UTM Reference

NAD 1927 or NAD 1983

Table with 4 columns: Zone, Easting, Northing. Rows 1-4 for UTM reference data.

Verbal Boundary Description

(Describe the boundaries of the property.)

The Magna Commercial Downtown Historic District boundary begins at east side of the first property east of 8950 West. From that point, it encompasses the properties on the north and south sides of Magna Main Street (2700 South) to 9180 West.

Boundary Justification

(Explain why the boundaries were selected.)

This boundary encompasses the historic downtown commercial core of Magna. Although additional commercial development occurred outside of the boundaries of the Magna Commercial Downtown Historic District, the district boundary encompasses the area in which most concentrated commercial development (with minimal residential use) occurred.

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11. Form Prepared By

Name/Title: Kate Hovanes, Architectural Historian/Project Manager
Organization: SWCA Environmental Consultants
Street & Number: 257 E 200 S, Suite 200
City or Town: Salt Lake State: Utah Zip Code: 84111
e-mail: khovanes@swca.com
Telephone: 801-322-4307
Date: June 30, 2020

Additional Documentation

Submit the following items with the completed form:

- Maps: A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
Sketch map for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
Additional items: (Check with the SHPO, TPO, or FPO for any additional items.)

PHOTOGRAPHS

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log.

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Photo Log

Name of Property: Magna Commercial Downtown Historic District
City or Vicinity: Magna
County: Salt Lake
State: Utah



1 of 56 8896 West Magna Main Street, contributing, south and east elevations, facing northwest.
Photographer: K. Hovanes
Date photographed: 5/10/20

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2 of 56 8945 West Magna Main Street, contributing, north and west elevations, facing south-southeast.
Photographer: K. Hovanes
Date photographed: 5/12/17

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3 of 56 8945 West Magna Main Street, contributing, after earthquake, north and west elevations, facing south-southeast.
Photographer: S. Cornell
Date photographed: 3/24/20

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4 of 56 8952 West Magna Main Street, contributing, south and east elevations, facing northwest.
Photographer: K. Hovanes
Date photographed: 5/12/17

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5 of 56 8957 West Magna Main Street, contributing, north elevation, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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6 of 56 8963 West Magna Main Street, contributing, north and east elevations, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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7 of 56 8971 West Magna Main Street, contributing, north elevation, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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8 of 56 8975 West Magna Main Street, contributing, north elevation, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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9 of 56 8979 West Magna Main Street, contributing, north elevation, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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10 of 56 8980 West Magna Main Street, contributing, south and west elevations, facing north.

Photographer: K. Hovanes

Date photographed: 5/12/17

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11 of 56 8987 West Magna Main Street, non-contributing, north and west elevations, facing south-southeast.

Photographer: K. Hovanes

Date photographed: 5/12/17

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12 of 56 8997 West Magna Main Street, non-contributing, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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13 of 56 9009 West Magna Main Street, contributing, north and east elevations, facing southwest.

Photographer: K. Hovanes

Date photographed: 5/12/17

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14 of 56 9009 West Magna Main Street, contributing, with earthquake damage, north and east elevations, facing southwest.

Photographer: S. Cornell

Date photographed: 3/24/20

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15 of 56 9010 West Magna Main Street, non-contributing, south and east elevations, facing north.

Photographer: K. Hovanes

Date photographed: 5/12/17

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16 of 56 9011 West Magna Main Street, contributing, north and west elevations, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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17 of 56 9014 West Magna Main Street, contributing, south and west elevations, facing north.

Photographer: K. Hovanes

Date photographed: 5/12/17

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18 of 56 9024 West Magna Main Street, contributing, south and west elevations, facing north-northeast.

Photographer: K. Hovanes

Date photographed: 5/12/17

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19 of 56 9027 West Magna Main Street, non-contributing, north and east elevations, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

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20 of 56 9046 West Magna Main Street, contributing, south and east elevations, facing north.

Photographer: K. Hovanes

Date photographed: 5/12/17

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21 of 56 9046 West Magna Main Street, contributing, after earthquake, south and east elevations, facing north.

Photographer: S. Cornell

Date photographed: 3/24/20

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22 of 56 9056 West Magna Main Street, contributing, south and west elevations, facing north-northeast.

Photographer: K. Hovanes

Date photographed: 5/12/17

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23 of 56 Damage to rear elevation of 9056 West Magna Main Street, north elevation, contributing, facing southwest.
Photographer: S. Cornell
Date photographed: 3/24/20

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24 of 56 9057 West Magna Main Street, contributing, north and east elevations, facing southwest.
Photographer: K. Hovanes
Date photographed: 5/12/17

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25 of 56 9057 West Magna Main Street, contributing, after earthquake, north and east elevations, facing southwest.
Photographer: S. Cornell
Date photographed: 3/24/20

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26 of 56 9064 West Magna Main Street, contributing, south elevation, facing north.
Photographer: K. Hovanes
Date photographed: 5/12/17

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27 of 56 9065 and 9069 West Magna Main Street, contributing, north elevation, facing south.
Photographer: K. Hovanes
Date photographed: 5/12/17

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28 of 56 9068 West Magna Main Street, contributing, south and west elevations, facing northeast.
Photographer: K. Hovanes
Date photographed: 5/12/17

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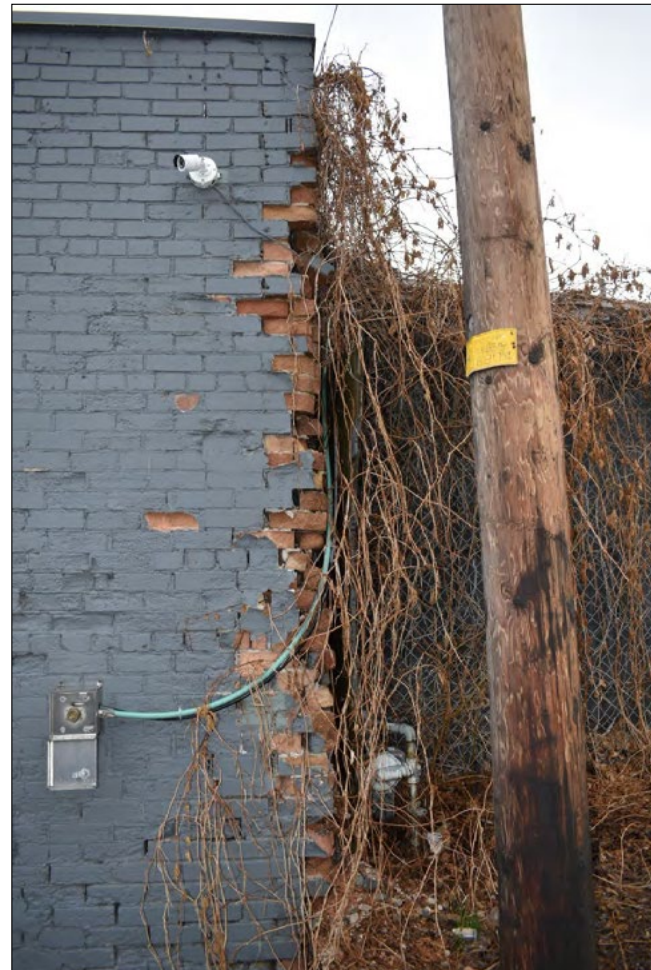
29 of 56 9071 and 9075 West Magna Main Street, contributing, north and west elevations, facing south-southeast.
Photographer: K. Hovanes
Date photographed: 5/12/17

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30 of 56 9071 and 9075 West Magna Main Street, contributing, after earthquake, north and west elevations, facing south-southeast.
Photographer: S. Cornell
Date photographed: 3/24/20



31 of 56 Damage to rear corner of 9071 West Magna Main Street, contributing, after earthquake, west elevation, facing east.
Photographer: S. Cornell
Date photographed: 3/24/20



32 of 56 9087 West Magna Main Street, contributing, north and east elevations, facing south-southwest.
Photographer: K. Hovanes
Date photographed: 5/12/17

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33 of 56 9104 West Magna Main Street, contributing, south elevation, facing north.

Photographer: K. Hovanes

Date photographed: 5/12/17

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34 of 56 9105 West Magna Main Street, contributing, north and east elevations, facing southwest.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
Magna Commercial Downtown Historic District
Name of Property

Salt Lake County, Utah
County and State



35 of 56 9108 West Magna Main Street, contributing, south and west elevations, facing north-northeast.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
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Name of Property

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36 of 56 9108 West Magna Main Street, contributing, after earthquake, south elevation, facing west.

Photographer: S. Cornell

Date photographed: 3/24/20

United States Department of the Interior
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Magna Commercial Downtown Historic District
Name of Property

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37 of 56 West elevation of 9108 West Magna Main Street, contributing, after earthquake, west elevation, facing north-northeast.
Photographer: S. Cornell
Date photographed: 3/24/20

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Name of Property

Salt Lake County, Utah
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38 of 56 9113 West Magna Main Street, contributing, north and west elevations, facing south.
Photographer: K. Hovanes
Date photographed: 5/12/17

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
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Name of Property

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39 of 56 9120 West Magna Main Street, contributing, south and east elevations, facing north.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
Magna Commercial Downtown Historic District
Name of Property

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40 of 56 9124 West Magna Main Street, contributing, south and west elevations, facing north-northeast.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
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Name of Property

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41 of 56 9131 West Magna Main Street, contributing, north and east elevations, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
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Name of Property

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42 of 56 9135 West Magna Main Street, contributing, north elevation, facing south-southeast.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
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Magna Commercial Downtown Historic District
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43 of 56 9139 West Magna Main Street, contributing, north elevation, facing south-southeast.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
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Magna Commercial Downtown Historic District
Name of Property

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44 of 56 9145 West Magna Main Street, contributing, north elevation, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
Magna Commercial Downtown Historic District
Name of Property

Salt Lake County, Utah
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45 of 56 9147 West Magna Main Street, contributing, north and west elevations, facing south.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
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46 of 56 9152 West Magna Main Street, contributing, south elevation, facing north.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
National Park Service / National Register of Historic Places Registration Form
Magna Commercial Downtown Historic District
Name of Property

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47 of 56 9187 West Magna Main Street, contributing, north and east elevations, facing south-southwest.

Photographer: K. Hovanes

Date photographed: 5/12/17

United States Department of the Interior
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48 of 56 2618 South 8950 West Street, contributing, south and east elevations, facing west-northwest.

Photographer: K. Hovanes

Date photographed: 5/10/20

United States Department of the Interior
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49 of 56 2650 South 8950 West Street, contributing, south and east elevations, facing west-northwest.

Photographer: K. Hovanes

Date photographed: 5/10/20

United States Department of the Interior
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Name of Property

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50 of 56 2675 South 8950 West Street, non-contributing, south and west elevations, facing northeast.

Photographer: K. Hovanes

Date photographed: 5/10/20

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51 of 56 Overview of district from east boundary.
Photographer: K. Hovanes
Date photographed: 5/10/20

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52 of 56 Overview of district from 8990 West Street, facing east.
Photographer: K. Hovanes
Date photographed: 5/10/20



53 of 56 Overview of district from 9040 West Street, facing west.

Photographer: K. Hovanes

Date photographed: 5/10/20



54 of 56 Overview of west end of district from 9130 West Street, facing west.

Photographer: K. Hovanes

Date photographed: 5/10/20

United States Department of the Interior
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Magna Commercial Downtown Historic District
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County and State



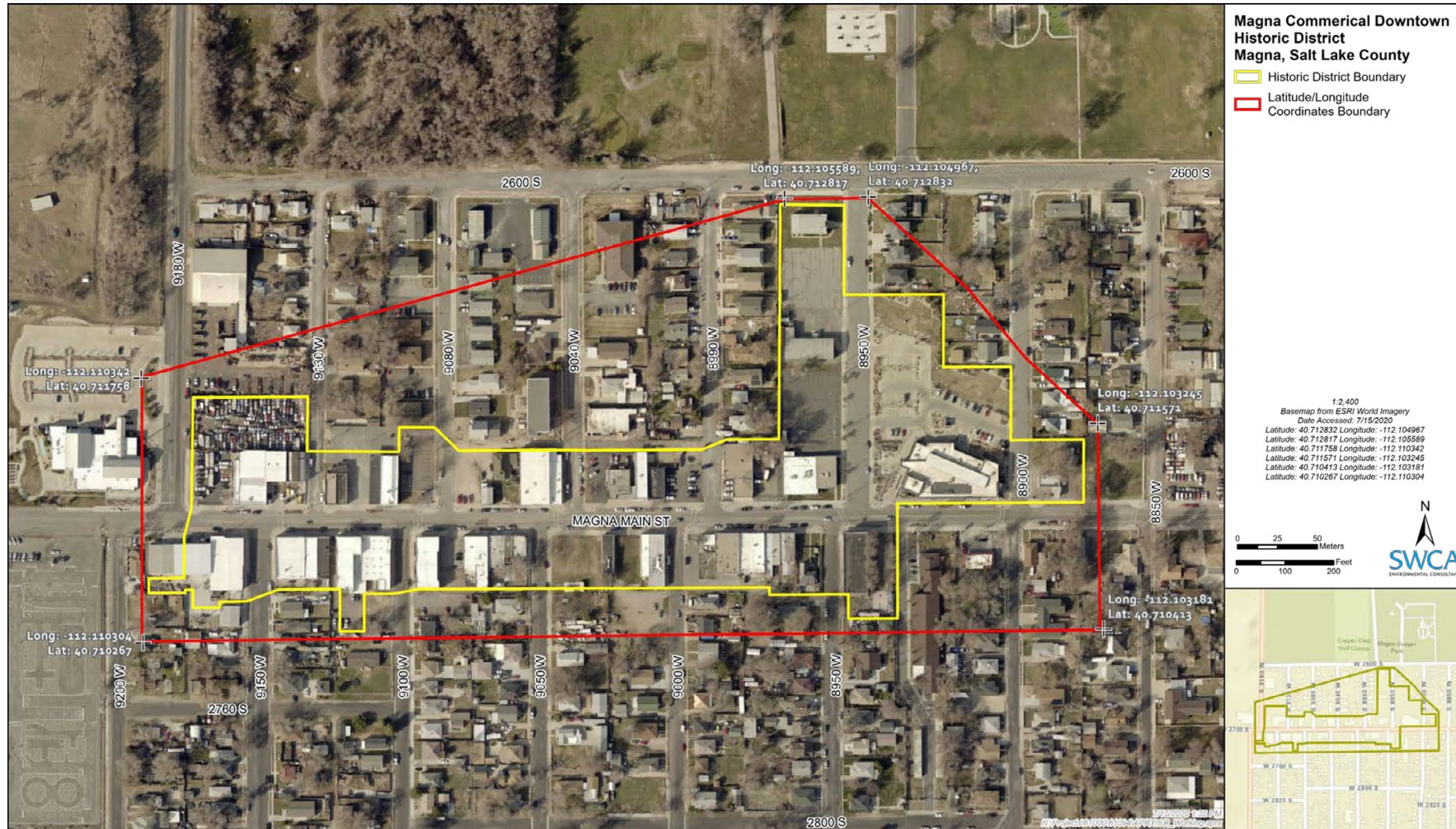
55 of 56 Overview of 8950 West Street from Magna Main Street, facing north.
Photographer: K. Hovanes
Date photographed: 5/10/20

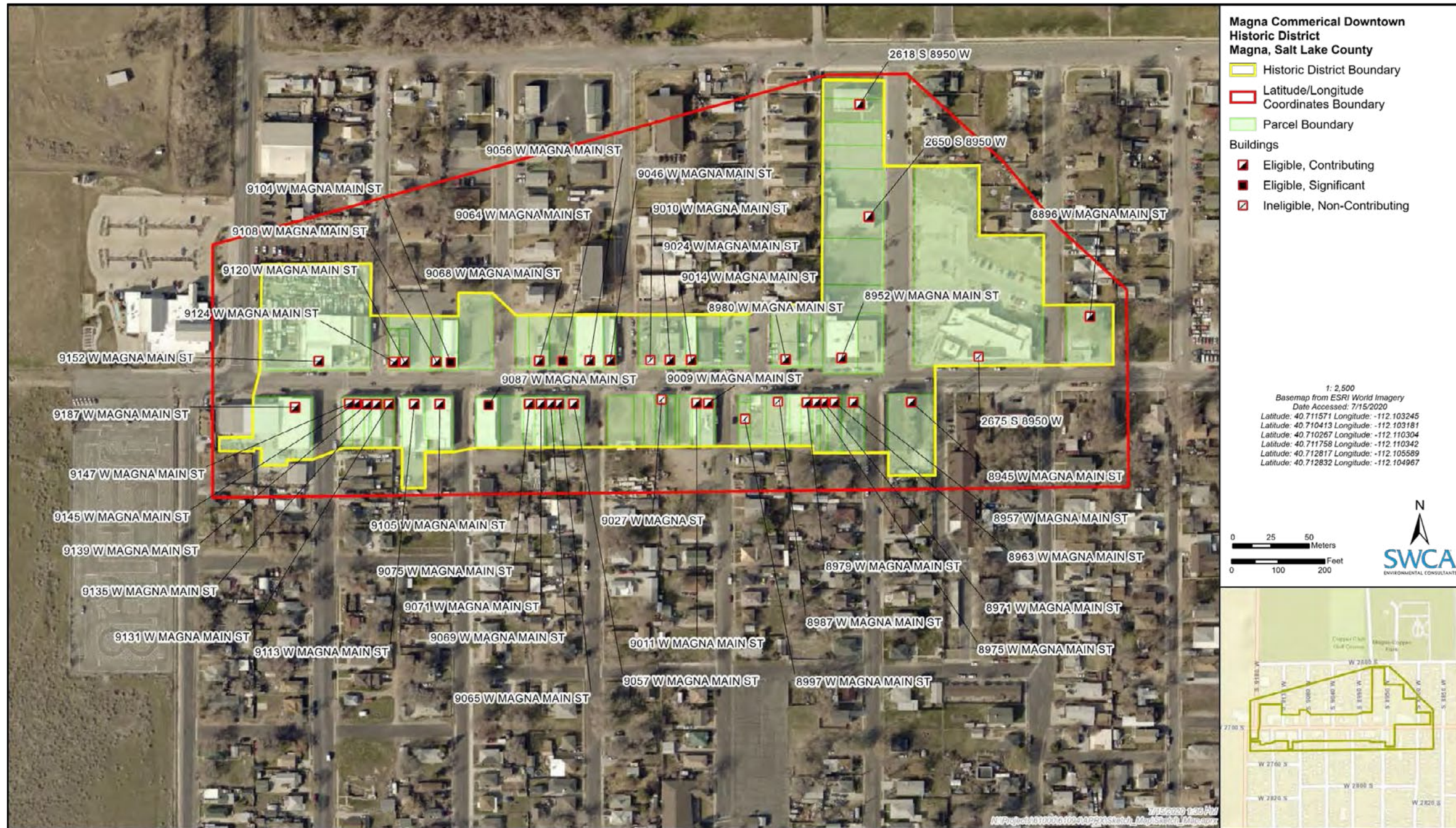
United States Department of the Interior
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Magna Commercial Downtown Historic District
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56 of 56 Overview of district from north boundary, facing south.
Photographer: K. Hovanes
Date photographed: 5/10/20





Map 2. Sketch map.

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National Park Service / National Register of Historic Places Registration Form
Magna Commercial Downtown Historic District

Salt Lake County, Utah
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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Magna Commercial Downtown Historic District
Name of Property
Salt Lake County, Utah
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Historic Resources of Magna, Utah, 1850-1972
Name of multiple listing (if applicable)

Section number 2 Page 1

Below is a list of all the properties included in the Magna Commercial Downtown Historic District. Provided for each property in the historic district are the property address and its NRHP eligibility status within the district.

In total, 43 properties are included in this list of which 38 are considered contributing.

Inventory List

Table with 2 columns: Address and NRHP District Eligibility. Lists 43 properties on West Magna Main Street with their respective eligibility status (Contributing or Non-Contributing).

United States Department of the Interior
 National Park Service

National Register of Historic Places
Continuation Sheet

Magna Commercial Downtown Historic District
Name of Property
Salt Lake County, Utah
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Historic Resources of Magna, Utah, 1850-1972
Name of multiple listing (if applicable)

Section number 2 Page 2

Address	NRHP District Eligibility
2618 South 8950 West Street	Contributing
2650 South 8950 West Street	Contributing
2675 South 8950 West Street	Non-Contributing