



# Move Utah

ACTIVE, HEALTHY, CONNECTED COMMUNITIES

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Getting Point A Closer to Point B



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Park City*



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Orem City*





# Midvale Main Street Small Area Plan

Alex Murphy  
Associate City Planner  
Midvale





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ACTIVE, HEALTHY, CONNECTED COMMUNITIES

IMAGINE

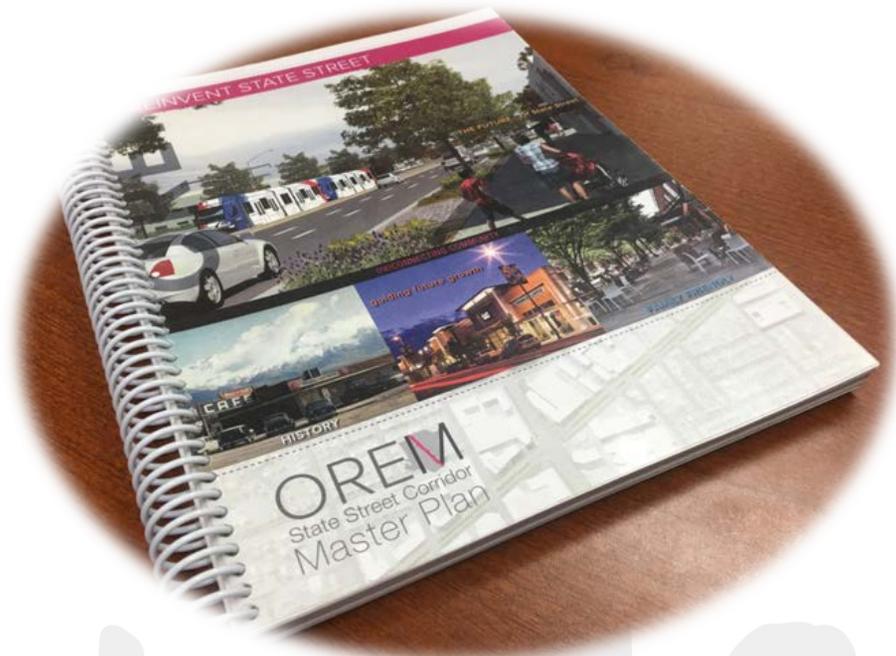


OREM  
State Street Corridor  
Master Plan



CURRENT CONDITIONS





## THE STATE STREET CORRIDOR MASTER PLAN

- ADOPTED IN 2015
- INVOLVED SIGNIFICANT PUBLIC OUTREACH
- ESTABLISHED FOUNDATIONAL PLAN FOR THE FIVE STATE STREET DISTRICTS
- IMPLEMENTATION A TOP PRIORITY FOR PLANNING DEPARTMENT



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# I M A G I N E



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## VISION STATEMENT

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*Create a dynamic and incremental framework to guide future growth throughout the State Street Corridor resulting in economic development initiatives, transportation solutions and enhanced community image and identity. The State Street Corridor will promote a family-friendly culture while becoming an attractive, urban lifestyle alternative for residents, businesses and visitors.*

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## DESIGN PRINCIPLES



### safety & mobility

State Street will utilize its extensive right-of-way in an efficient and functional way to create a people-friendly street that provides viable transportation options for pedestrians, bikes, transit and vehicles. The addition of new streets between State Street and Orem Boulevard will enhance walkability, traffic flow and improve building frontage.



### responsible land-use

A redeveloped, people-friendly State Street will allow and encourage a range of desired land-uses. Growth nodes will be identified and developed at key areas, in coordination with transit stops, which will become unique districts with a distinguished character that will act as catalysts for private investment throughout the corridor.



### family friendly urban design

The right mix of mobility and land-use will provide an opportunity to create a "place" and significantly increase the quality of life along State Street and throughout Orem. A network of parks, plazas, and other community space will be strategically located throughout the corridor and link to existing gathering spaces. The aesthetic appearance of State Street will be greatly improved by locating buildings along the street, minimizing visual impacts of parking lots and signage and unifying the streetscape.

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## PLAN OBJECTIVES

- 1 Create a Boulevard on State Street
- 2 Provide Flexibility to Incorporate Future Transit
- 3 Develop a Safe and Complete Bikeway along State Street
- 4 Connect State Street to Orem Boulevard
- 5 Develop Unique and Strategic Growth Areas
- 6 Create an Identifiable Downtown and Center for the Community
- 7 Encourage Economic Development
- 8 Develop a Strong Open Space Network along State Street
- 9 Preserve and Connect Existing Neighborhoods
- 10 Create a Family-Oriented Environment

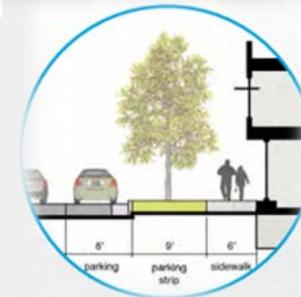
The objectives correspond with the following sections:

- Mobility
- Land Use
- Urban Design
- Community Image & Identity

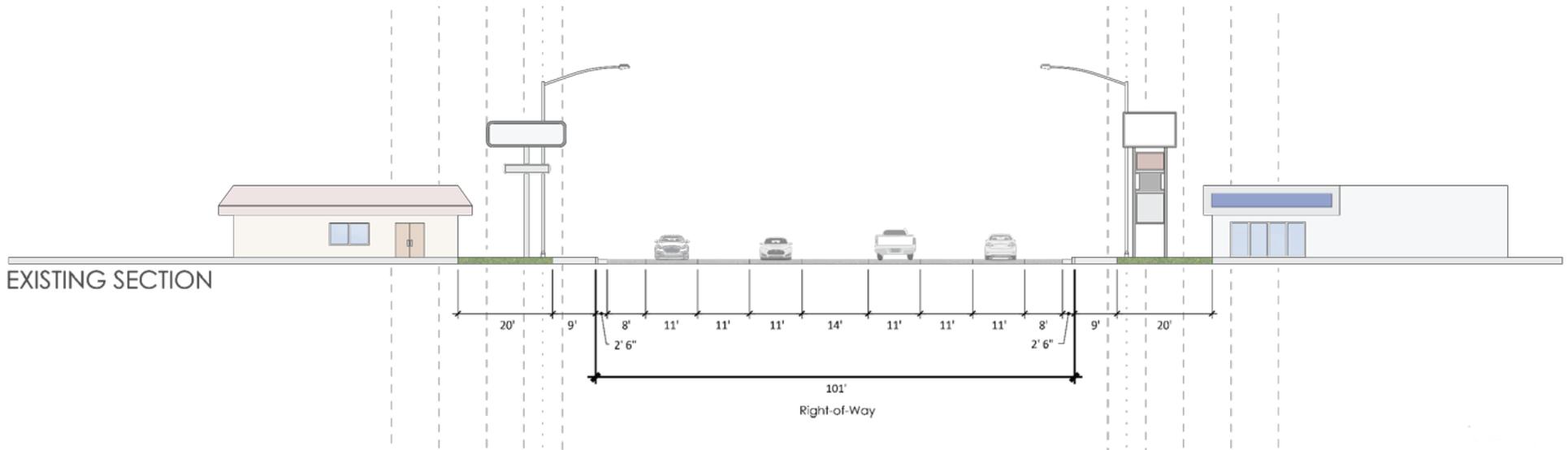
# I M A G I N E



Possible Future Transit added to State Street Rendering



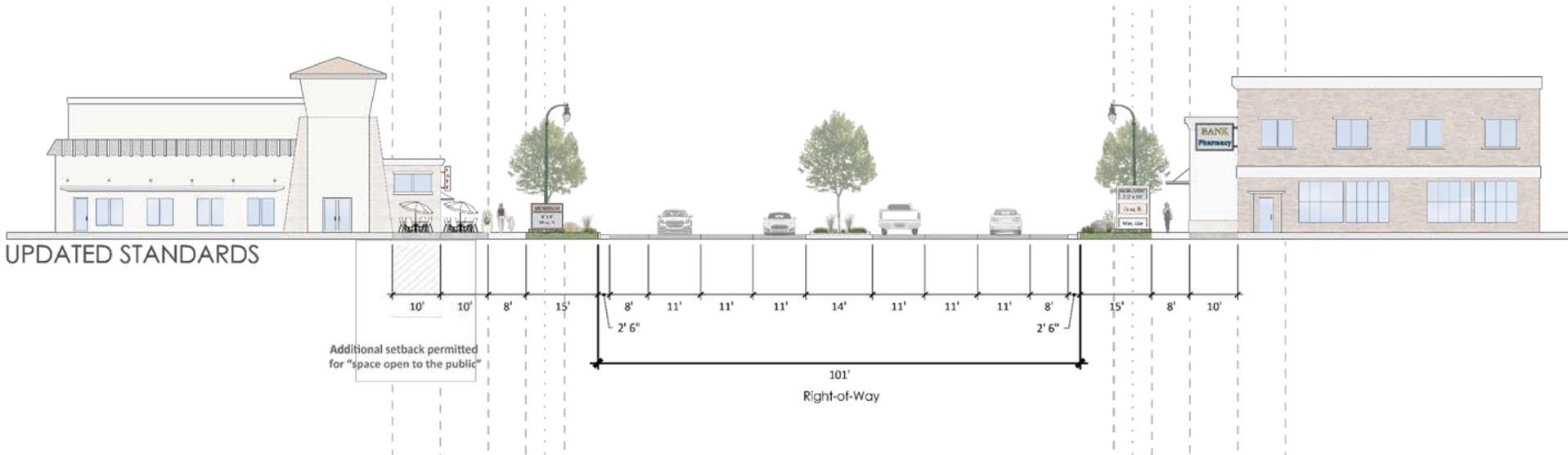
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## EXISTING STATE STREET SECTION



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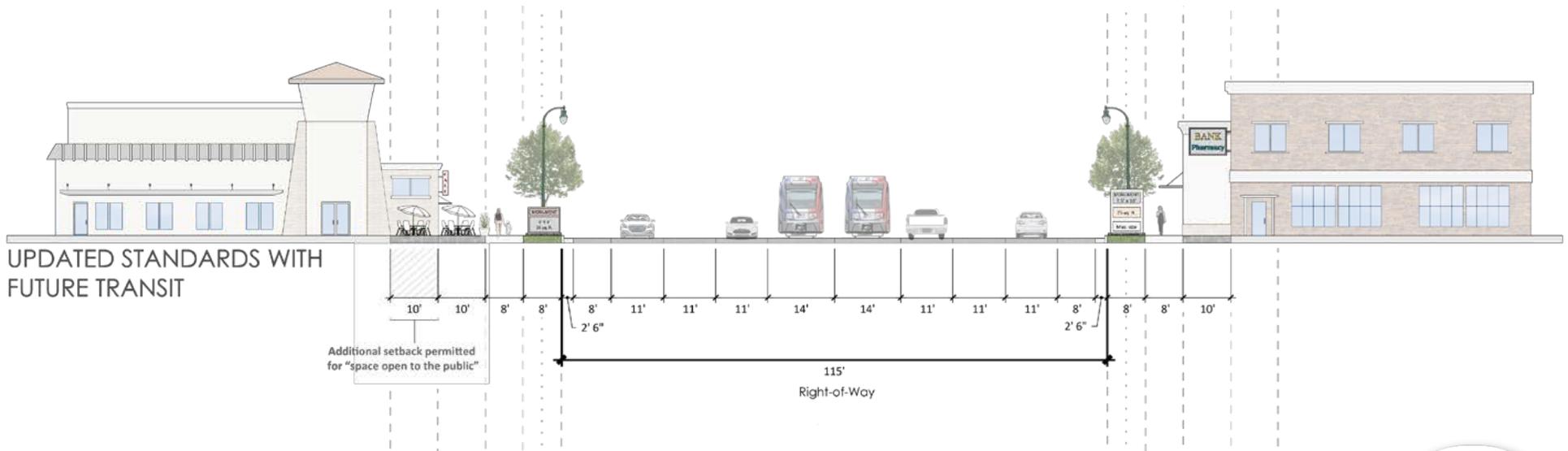


## UPDATED STANDARDS



# IMAGINE

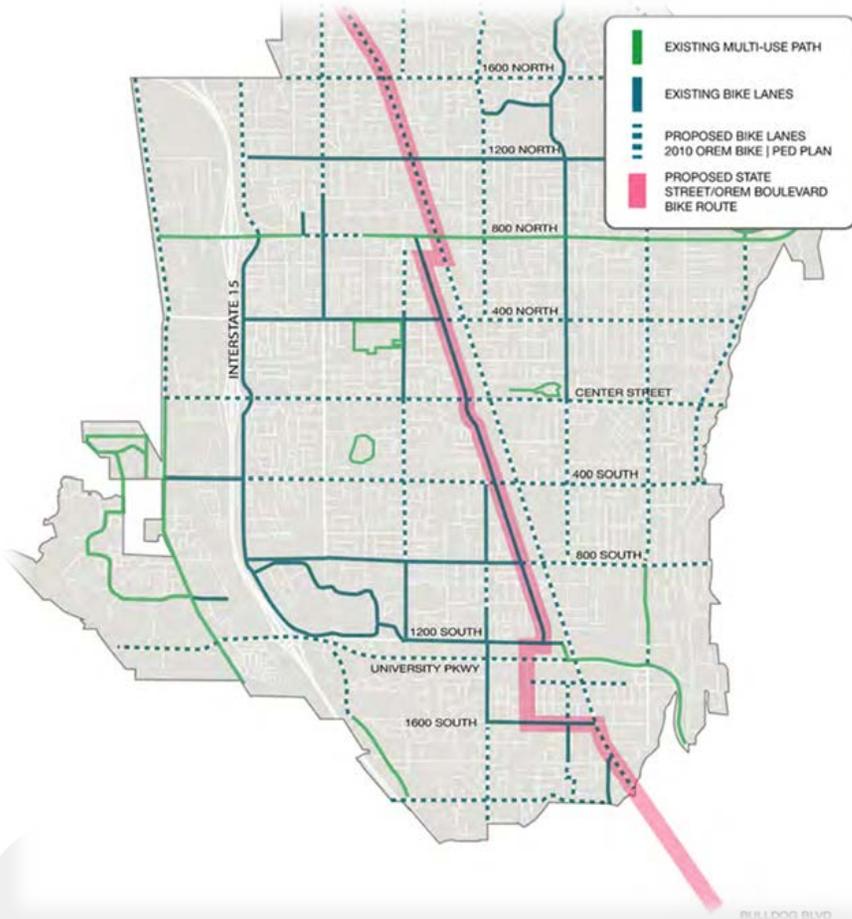
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## UPDATED STANDARDS W/ FUTURE TRANSIT



# I M A G I N E



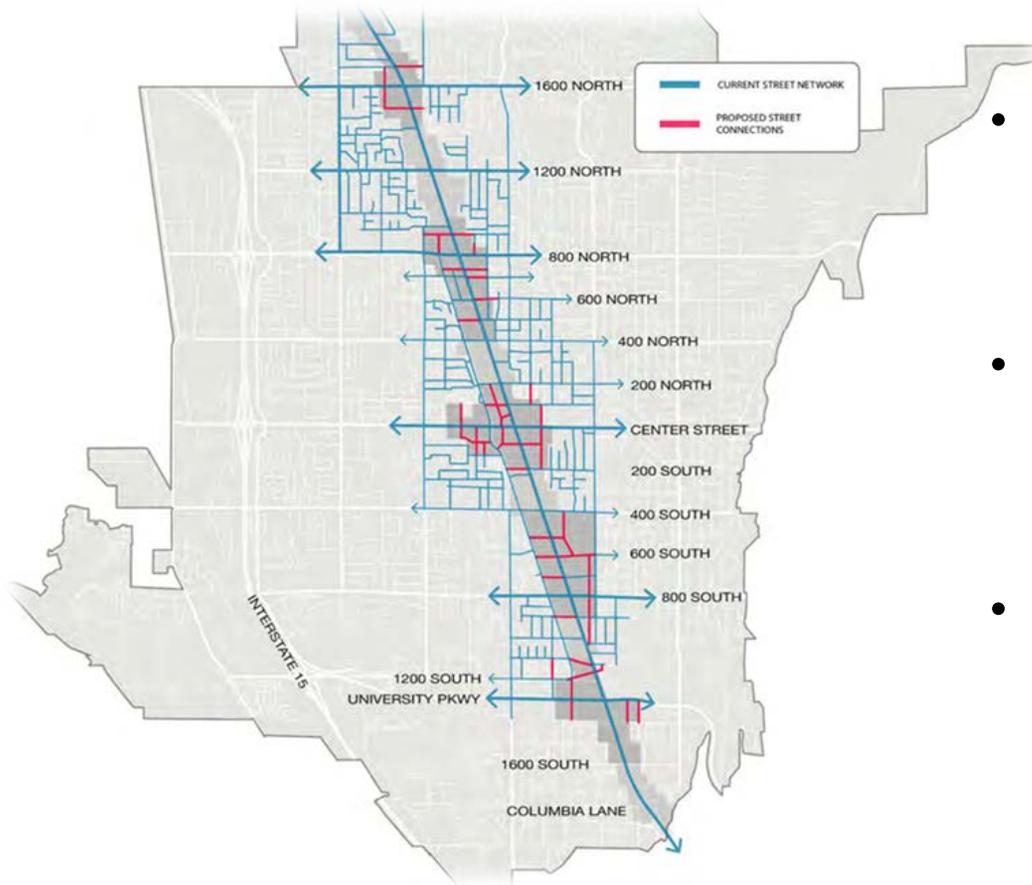
## Develop a Safe and Complete Bikeway Along State Street

- To create a bike route along the primary transportation corridor in Orem
- To separate bikes from fast moving traffic on State Street with a cycle track or buffered bike lane, where possible
- To leverage Orem Boulevard as a bike route, where it parallels State Street, as a more bike friendly street



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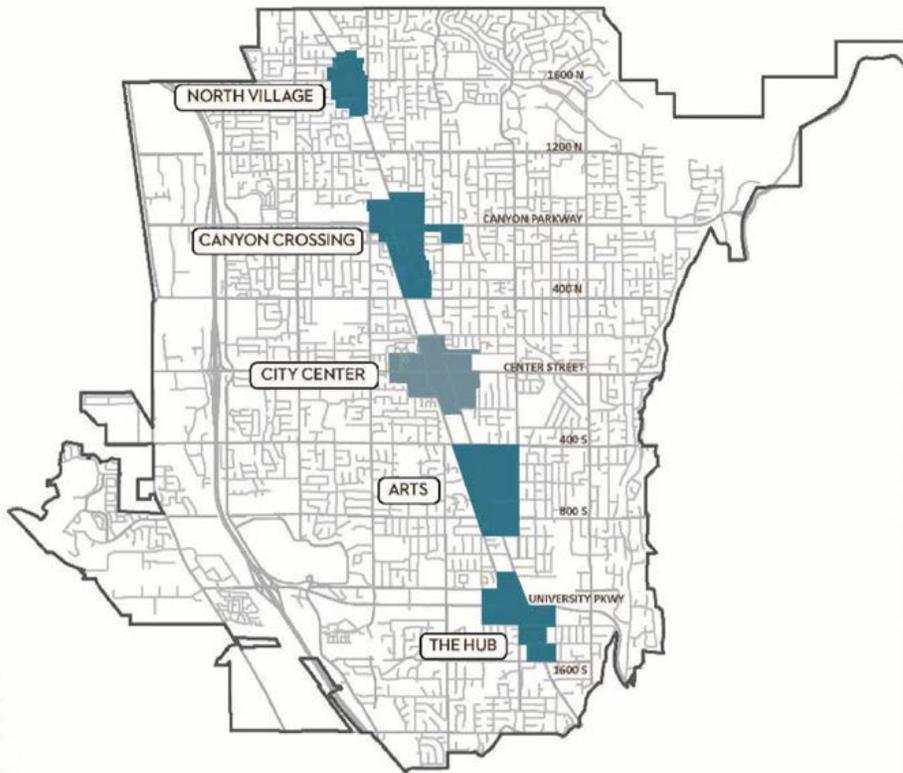


## Connect State Street to Orem Boulevard

- To create smaller, more walkable block pattern where possible throughout the corridor and within Growth Areas
- To establish a grid between Orem Boulevard and State Street improving vehicular and pedestrian circulation
- To create building street frontage on streets that are more pedestrian friendly than State Street



# I M A G I N E



STATE STREET DISTRICTS

## THE STATE STREET DISTRICTS

- ADOPTED IN 2018
- INVOLVED SIGNIFICANT PUBLIC OUTREACH





CURRENT CONDITIONS







Field Trip: Orenco Station, Hillsboro Oregon

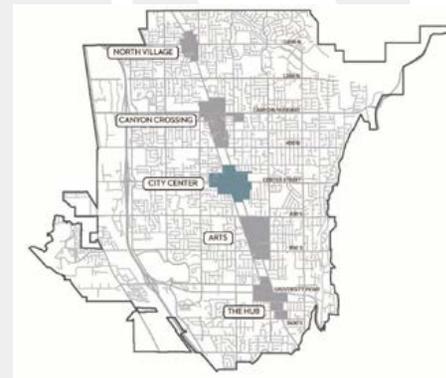
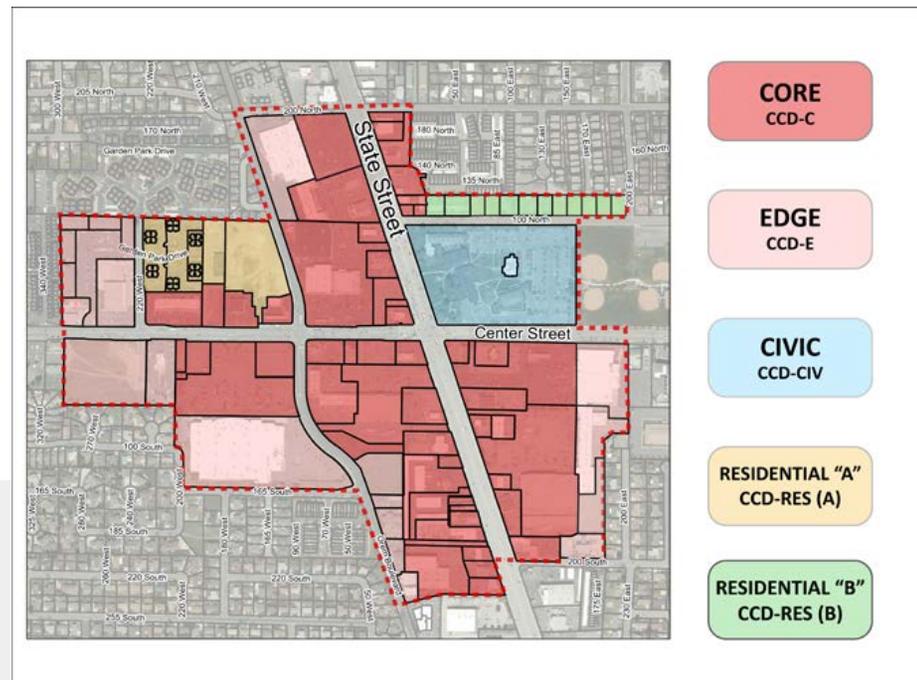


## THE CITY CENTER DISTRICT

### KEY CHANGES:

- 20% COMMERCIAL S.F. REQUIREMENT IN “CORE” ZONE
- ONLY SIDE-BY-SIDE RESIDENTIAL UNITS PERMITTED IN “CCD-RES (B)” ZONE (NO STACKING)
- 3-STORY MINIMUM REQUIREMENT IN “CORE” ZONE
- 2- STORY MINIMUM REQUIREMENT IN THE “CIVIC”, “EDGE”, AND CCD-RES (A) ZONES

IMAGINE  
OREM





PHASE 1: PLANTER STRIP & SETBACKS





## PHASE 2: STREET CONNECTIONS & MEDIAN





**PHASE 3: INFILL & STRUCTURED PARKING**





## PHASE 4: TRANSIT, DENSITY, WALKABILITY











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THE HUB DISTRICT RECREATED IN VR FOR PUBLIC





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[Orem.org/planning](http://Orem.org/planning)





7200 South

Holden St /  
700 West

I-15

Main Street

Center Street

Google Earth







# Goals

1. Attract new investment





# Goals

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2. Support existing businesses



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2. Support existing businesses
3. Strengthen residential areas



# Goals

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3. Strengthen residential areas
4. Improve connectivity and access



# Goals

1. Attract new investment
2. Support existing businesses
3. Strengthen residential areas
4. Improve connectivity and access
5. Improve neighborhood identity



# Implementation Categories

1. Land use and zoning
2. Housing
3. Transportation and connectivity
4. Urban design and public realm
5. Historic preservation
6. Infill development
7. Local business incubation
8. Local events



# Land Use and Zoning



2.0 FORM DISTRICTS

2.1 FORM DISTRICTS

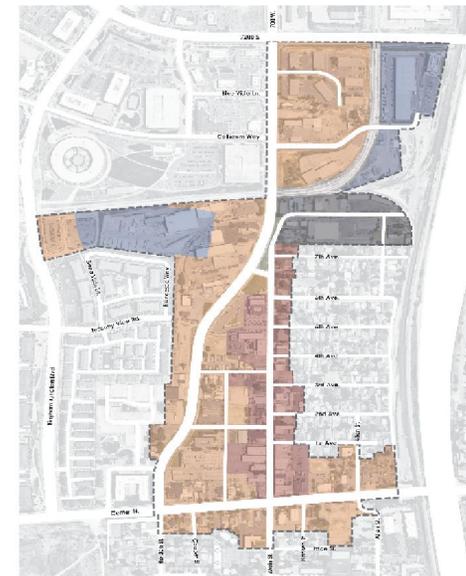


Figure 2.02 - Form district map

Legend for Figure 2.02 - Form district map:  
- 2.021 Single-Family (SFC)  
- 2.022 Single-Family Attached (SFA)  
- 2.023 Single-Family Attached (SFA) with a second unit (SFA2U)  
- 2.024 Single-Family Attached (SFA) with a second unit (SFA2U) with a second unit (SFA2U2U)  
- 2.025 Single-Family Attached (SFA) with a second unit (SFA2U) with a second unit (SFA2U2U) with a second unit (SFA2U2U2U)

MIDVALE MAIN STREET FORM-BASED CODE



**MAIN STREET HAS A PLACE  
FOR EVERYONE**





Holden St /  
700 West

7200 South

I-15

Center Street

Main  
Street

Google Earth

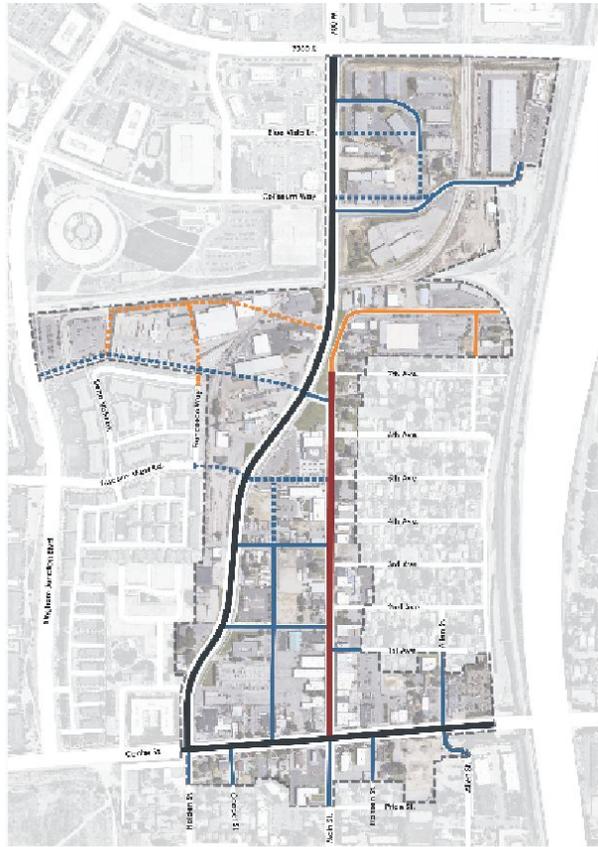


Figure 4.02 - Street Type Map

- Major Street
- Major Collector Street
- Minor Collector Street
- Local Street
- Local Street
- Local Street



Figure 4.21 - Active Transportation Map

- - - Bicycle Route
- - - Pedestrian Route
- - - Shared Use Path
- - - Shared Use Path
- - - Shared Use Path





**“Cultures and climates differ all over the world,  
but people are the same. They’ll gather in public  
if you give them a good place to do it.”**

**JAN GEHL**





# MAIN STREET PRESERVES THE HISTORY OF MIDVALE



**MAIN STREET IS A PLACE  
FOR LOCAL BUSINESSES**





Midvale





# A STRONG MAIN STREET IS GOOD FOR ALL OF MIDVALE





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ACTIVE, HEALTHY, CONNECTED COMMUNITIES

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PARK CITY MUNICIPAL  
BUILDING A COMPLETE COMMUNITY

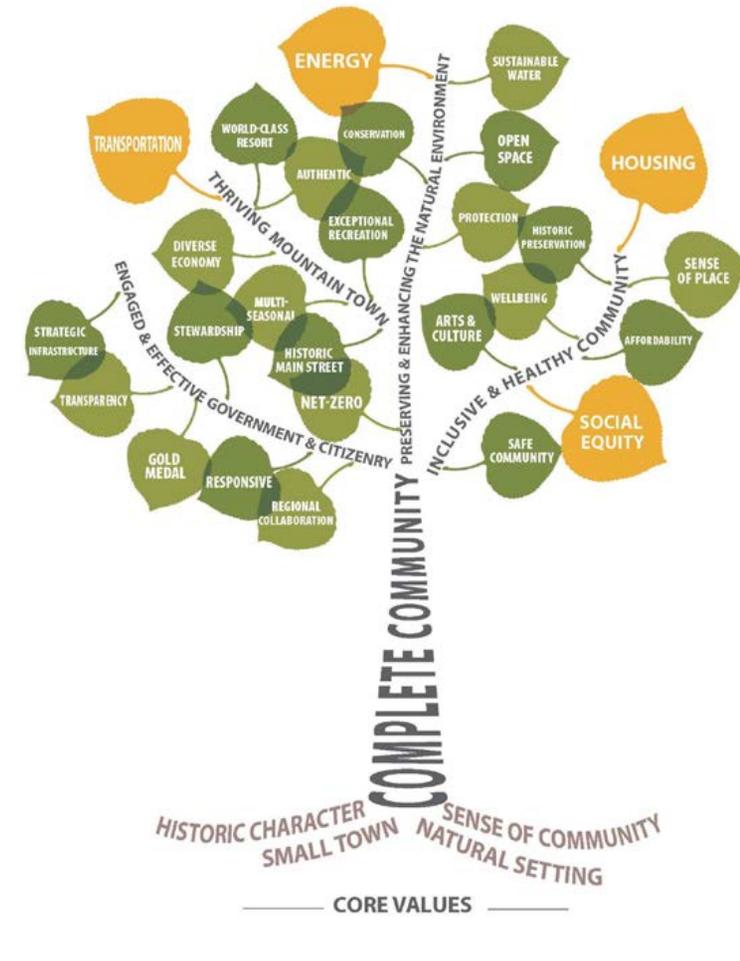


# Building A Complete Community



# Four Critical Community Goals:

Transportation  
Energy  
Housing  
Social Equity



# Current Conditions

- 70% of residential units are second homes
- 85% of workforce lives outside City limits
- High land cost (\$330 per square foot)
- High Construction Costs (\$300 - \$350 per square foot)



# HOUSING

A PARK CITY COMMUNITY CRITICAL PRIORITY

**MAINTAIN A SENSE OF COMMUNITY** | To foster a healthier and more complete community, Park City Council reaffirmed its commitment to provide a local housing inventory that better accommodates the diverse needs of people living and working in Park City.

## PARK CITY AFFORDABLE/ATTAINABLE HOUSING

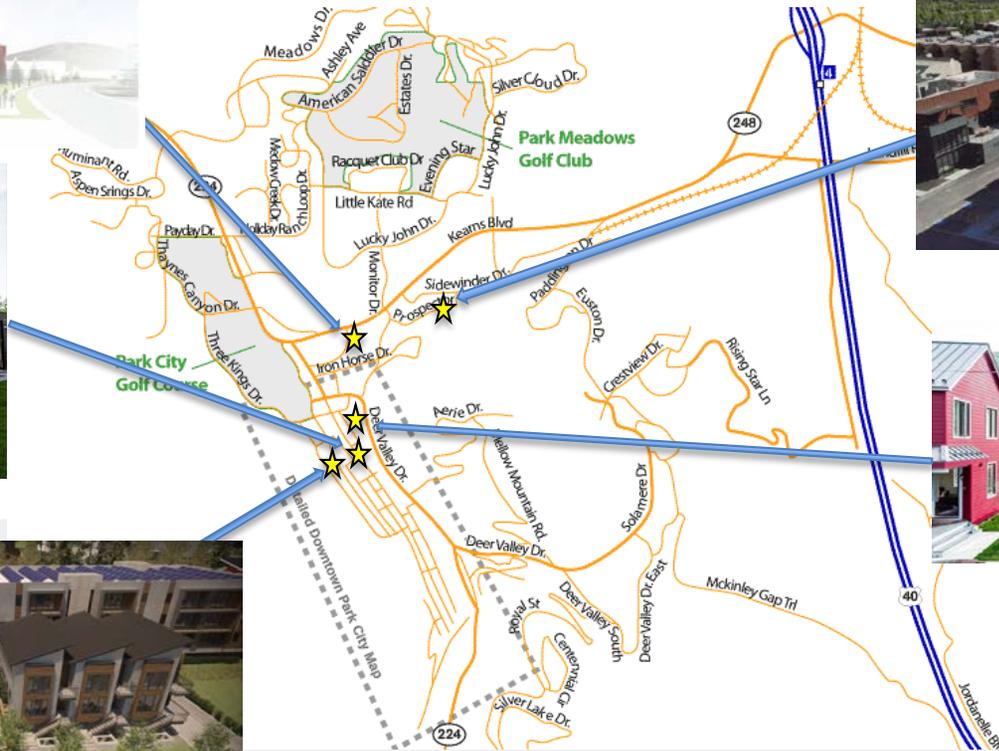
Goal: 800 City & private obligation units by 2026



# Location, Location, Location



homestake affordable housing conceptual development



# Project Design



## Woodside Park Phase 2

- Public walk way connecting “old town” to the Park City resort.
- Four bus stops within half mile.
- Bike storage
- Bike share program

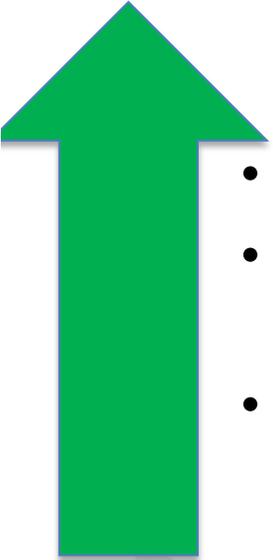


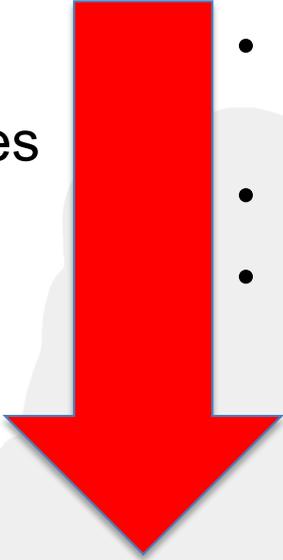
# Code Changes

- Parking Reductions
  - Proximity to transit
  - Car share program
  - Bike storage
  - Bike share program



# Overall Goals

- 
- Increase housing options
  - Increase alternative modes of transportation
  - Increase connectivity around town

- 
- Decrease workforce commuters
  - Decrease car emissions
  - Decrease distance from point A to Point B

