



Move Utah

ACTIVE, HEALTHY, CONNECTED COMMUNITIES

Getting Point A Closer to Point B



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Midvale Main Street Small Area Plan

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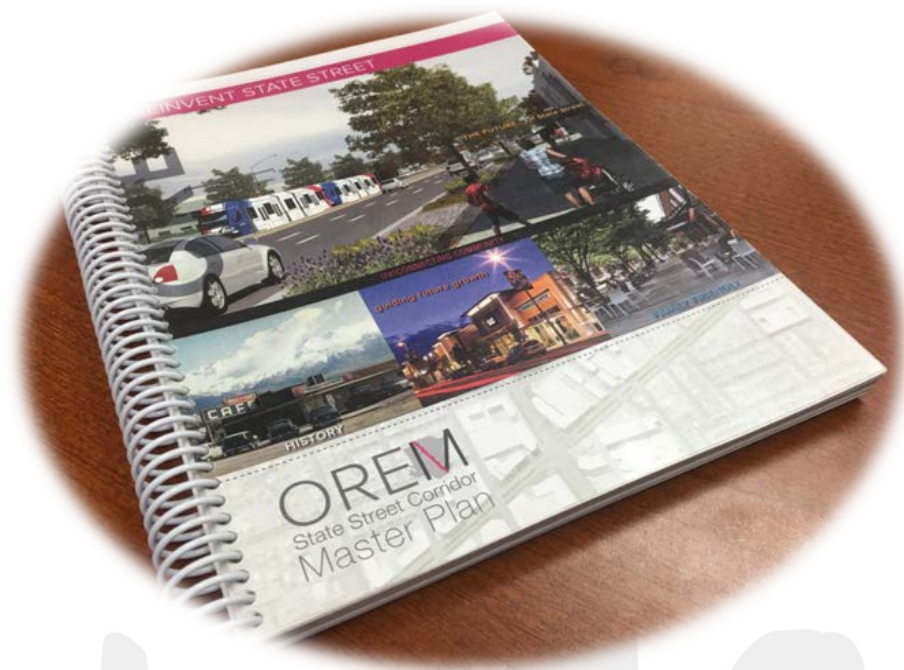
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OREM
State Street Corridor
Master Plan



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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VISION STATEMENT

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.



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:

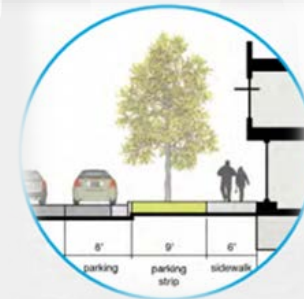
- Mobility
- Land Use
- Urban Design
- Community Image & Identity

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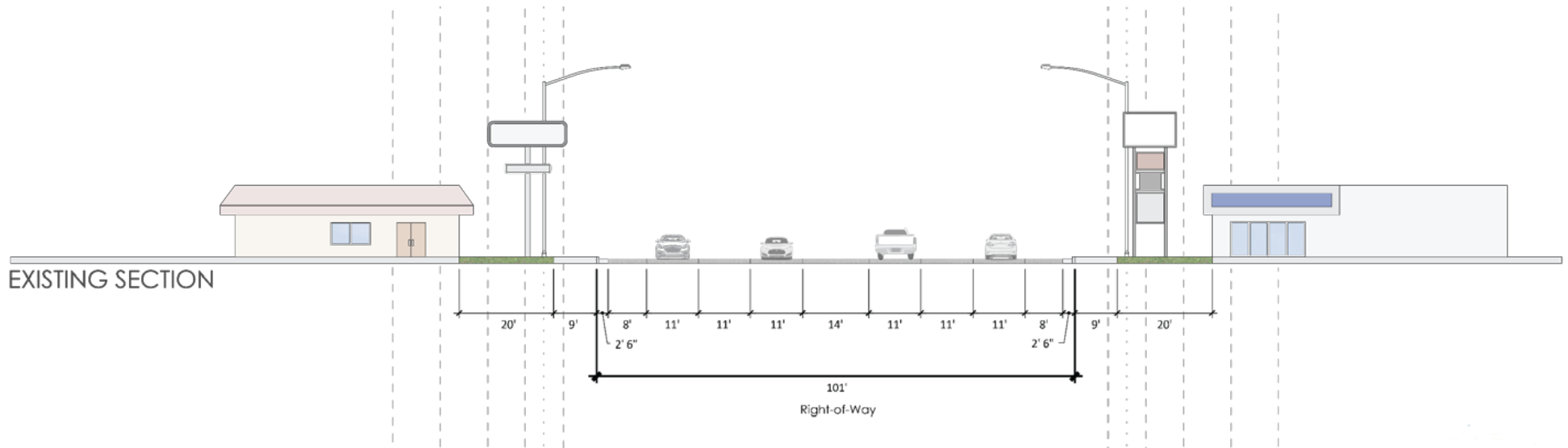


Possible Future Transit added to State Street Rendering



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EXISTING STATE STREET SECTION



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Additional setback permitted
for "space open to the public"

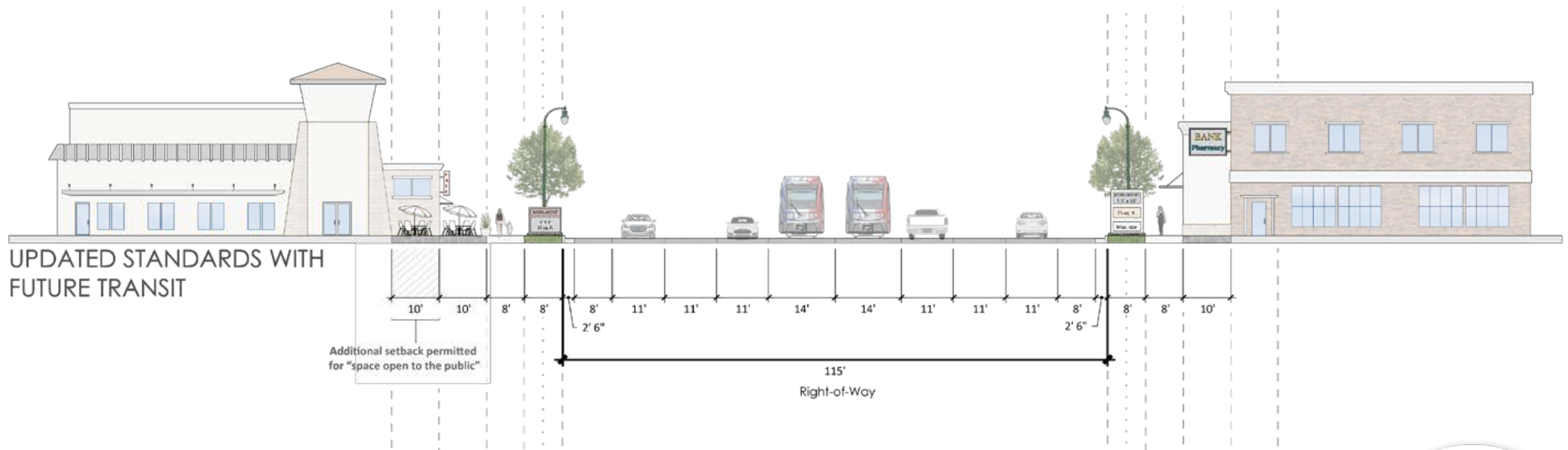
101'
Right-of-Way

UPDATED STANDARDS



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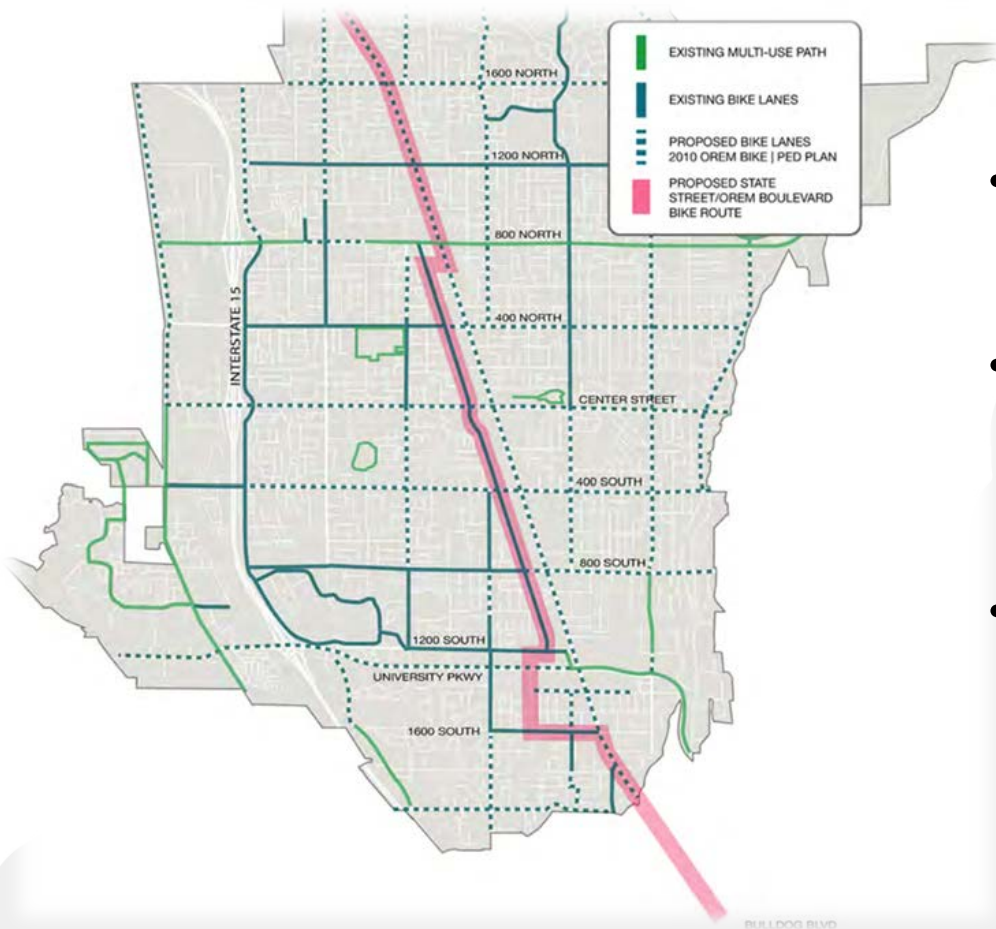
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UPDATED STANDARDS W/ FUTURE TRANSIT



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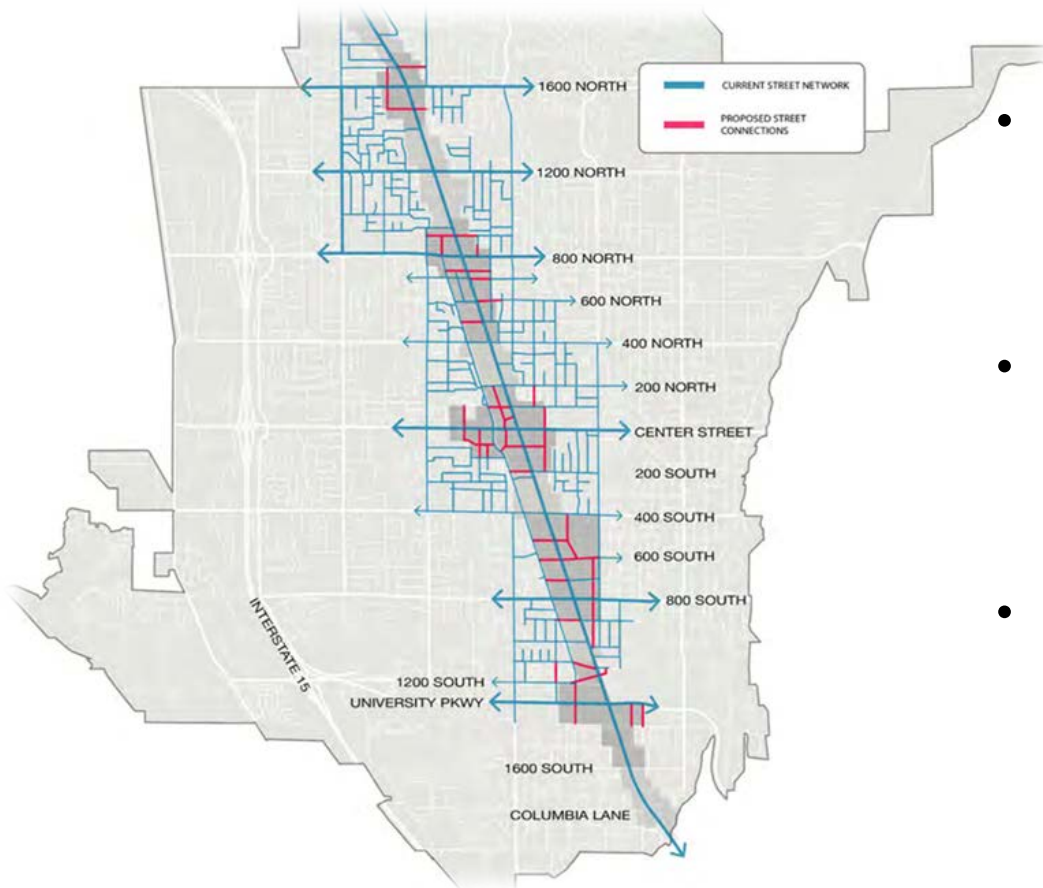


Develop a Safe and Complete Bikeway Along State Street

- 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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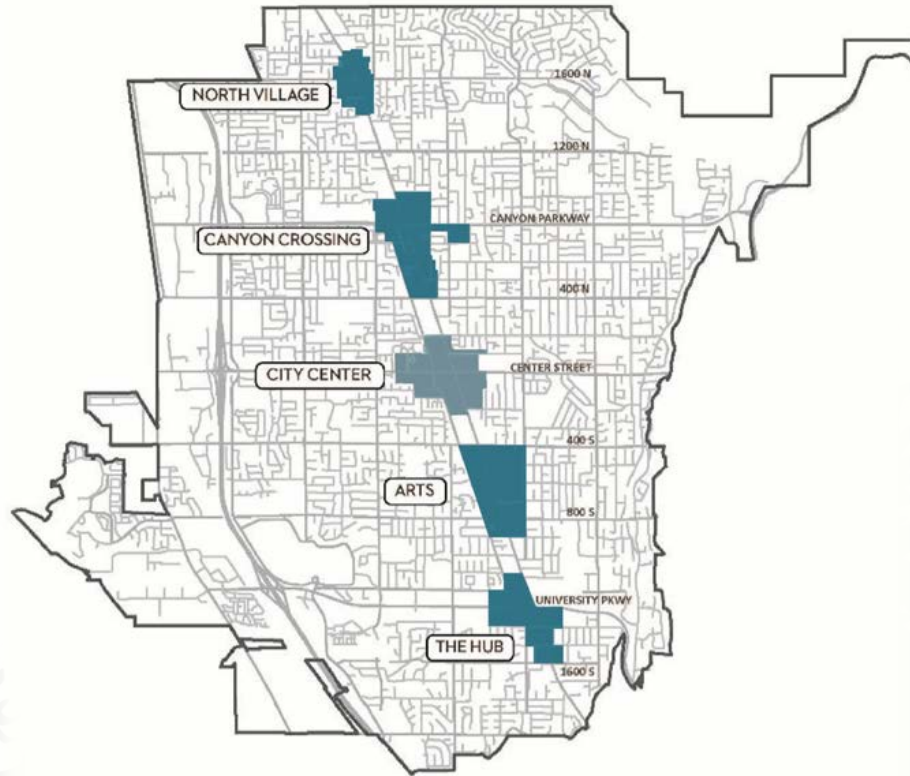


Connect State Street to Orem Boulevard

- 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



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STATE STREET DISTRICTS

THE STATE STREET DISTRICTS

- ADOPTED IN 2018
- INVOLVED SIGNIFICANT PUBLIC OUTREACH





CURRENT CONDITIONS







Field Trip: Orenco Station, Hillsboro Oregon

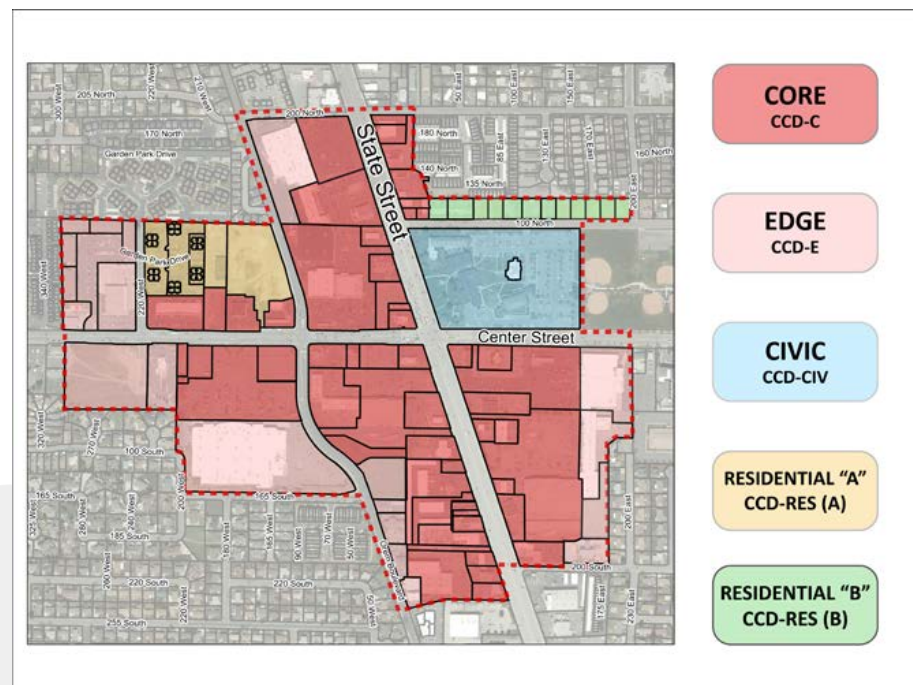


THE CITY CENTER DISTRICT

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

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PHASE 1: PLANTER STRIP & SETBACKS





PHASE 2: STREET CONNECTIONS & MEDIAN





PHASE 3: INFILL & STRUCTURED PARKING

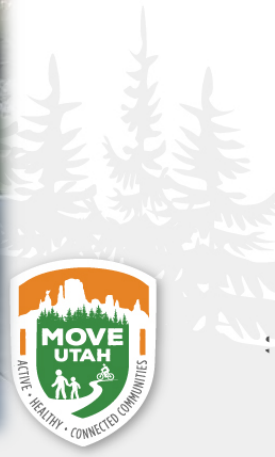




PHASE 4: TRANSIT, DENSITY, WALKABILITY











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THE HUB DISTRICT RECREATED IN VR FOR PUBLIC





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Orem.org/planning







Goals

1. Attract new investment



Goals

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2. Support existing businesses



Goals

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2. Support existing businesses
3. Strengthen residential areas



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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





MAIN STREET HAS A PLACE FOR EVERYONE





4.2 GENERAL STREET TYPE STANDARDS

4.0 STREET TYPES

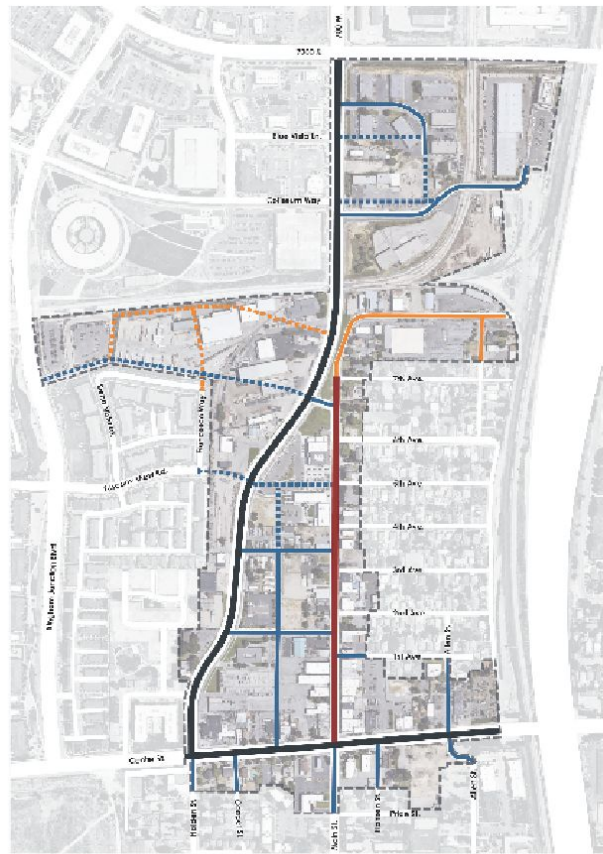


Figure 4.02 - Street Type Map

MIDVALE MAIN STREET FORM-BASED CODE

37

4.9 ACTIVE TRANSPORTATION

4.0 STREET TYPES



Figure 4.21 - Active Transportation Map

MIDVALE MAIN STREET FORM-BASED CODE

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**“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









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PARK CITY MUNICIPAL
BUILDING A COMPLETE COMMUNITY

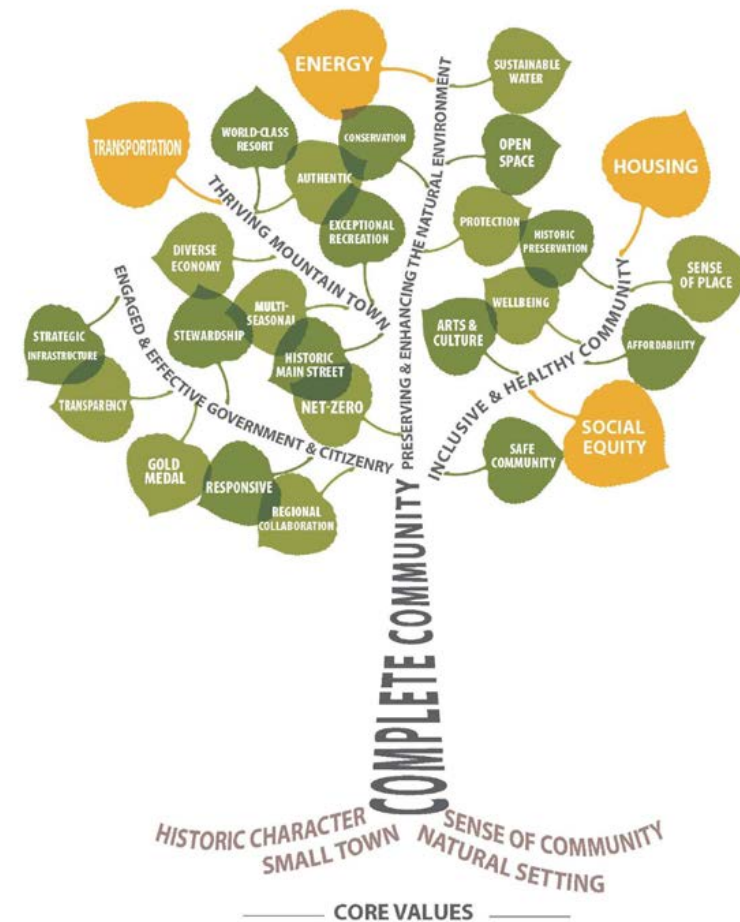


Building A Complete Community



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

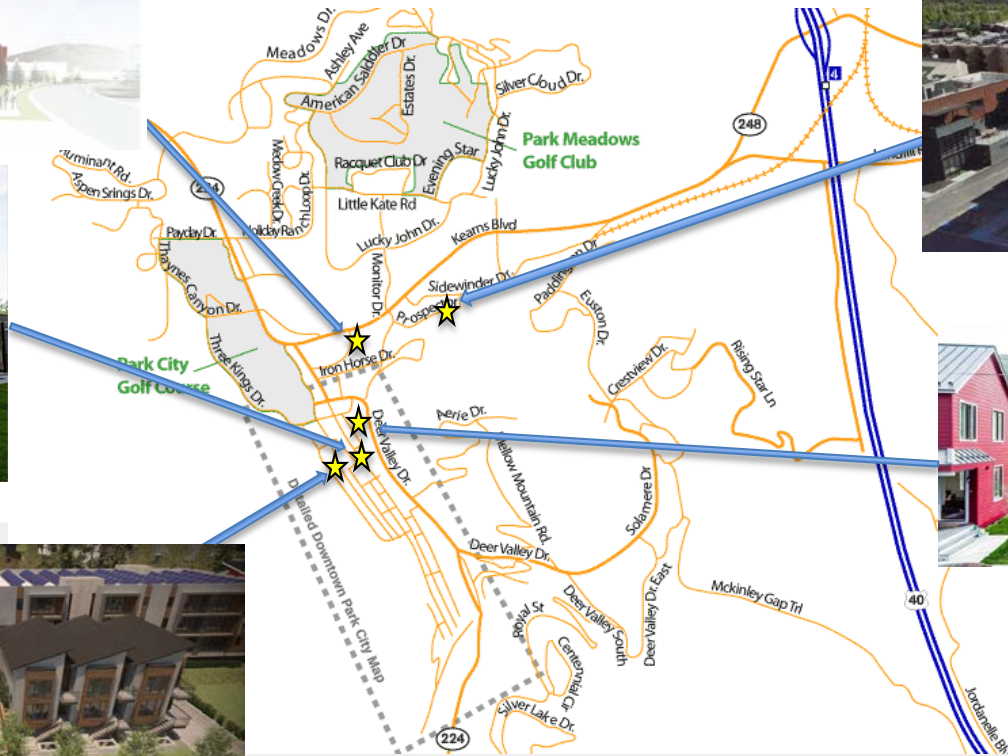
MAINTAIN A SENSE OF COMMUNITY | To foster a healthier and more complete community, Park City Council reaffirmed its commitment to provide a local housing inventory that better accommodates the diverse needs of people living and working in Park City.

PARK CITY AFFORDABLE/ATTAINABLE HOUSING

Goal: 800 City & private obligation units by 2026



Location, Location, Location



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

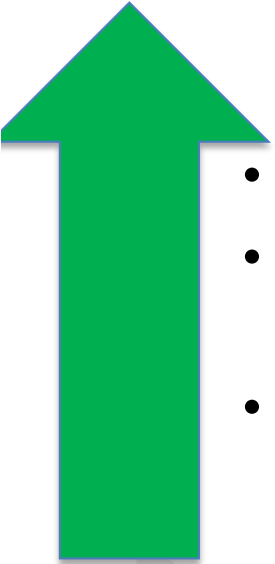


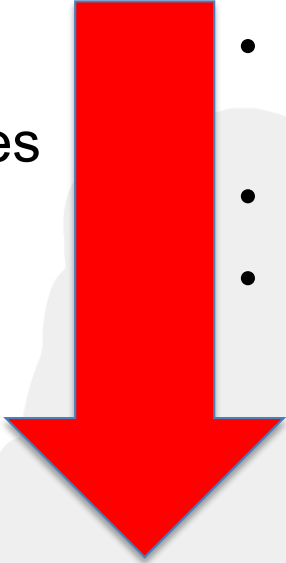
Code Changes

- 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

