



MAGNA GENERAL PLAN UPDATE

MARCH 23, 2021



ACKNOWLEDGEMENTS

GENERAL PLAN STEERING COMMITTEE

Mark Elieson
Sara VanRoosendaal
Jeff Stephenson
Todd Richards
Brent Atkinson*
Terry Pollock*
Shirl White*
Cindy Whitehair*

PLANNING COMMISSION

Mark Elieson
Todd Richards
Dan Cripps
Ammon Lockwood
Aaron Weight
Mickey Sudbury*
Clare Collard*

MAGNA COUNCIL

Dan Peay (Mayor)
Trish Hull
Brint D. Peel
Steve Prokopis
Audrey Pierce

TABLE OF CONTENTS

1. Introduction & Overview.....	4
2. Planning Process	8
3. Land Use & Neighborhoods.....	12
4. Housing	44
5. Catalyst Areas & Economic Stability	48
6. Transportation.....	60
7. Parks, Trails, Recreation, & Open Space.....	70
8. Natural Hazards	78
9. Community Services & Facilities.....	84
10. Sustainability	88
11. Implementation & Work Plan.....	94
Appendix	
A. Moderate Income Housing Plan	112
B. Transportation Master Plan.....	138
C. SWOT Analysis.....	140
D. Public Engagement Report	144
E. Magna Market Assessment.....	148
F. Annexation Declaration.....	204
G. Steering Committee Materials.....	208
H. Magna Historic Commercial District.....	286

TABLE OF FIGURES

Figure 1-1: Map of Planning Area..... 5

Figure 2-1: Postcard Sent to Magna Residents 9

Figure 2-2: Online Interactive Mapping Tool.....10

Figure 3-1: Form of the Municipality13

Figure 3-2: Current Zoning 14

Figure 3-3: Form-Based Zoning..... 14

Figure 3-4 Current Land Use.....15

Figure 3-5: Industrial Land Uses 16

Figure 3-6: Special Standards Areas Map.....17

Figure 3-7: Commercial Land Uses..... 18

Figure 3-8: Parks and Open Spaces..... 19

Figure 3-9: Walkshed Diagram..... 20

Figure 3-10: Residential Land Use.....21

Figure 3-11: Single Family Residential Land Use.....22

Figure 3-12: Multi-Family Residential Land Use.....23

Figure 3-13: Planning Areas Overview25

Figure 3-14: The Industrial/Preservation Area 26

Figure 3-15: Inland Port27

Figure 3-16: The Northeast Neighborhoods Area..... 28

Figure 3-17: The Southeast Neighborhoods Area 30

Figure 3-18: The Southwest Neighborhoods Area.....32

Figure 3-19: The Historic Neighborhoods Area 34

Figure 3-20: Future Land Use, Regional Extent..... 39

Figure 3-21: Future Land Use.....40

Figure 4-1: Occupied Housing Types in Magna..... 45

Figure 4-2: Age of Housing Stock in Magna 45

Figure 5-1: Cyprus High School Potential (Re)development Area52

Figure 5-2: Magna Main Street Catalyst Site..... 53

Figure 5-3: North Magna Industrial Catalyst Area 54

Figure 5-4: 3500 South Commercial Nodes Catalyst Area..... 55

Figure 5-5: 4100 South 8400 West Catalyst Area 56

Figure 6-1: Crashes by Severity 61

Figure 6-2: 2050 No Build Level of Service 62

Figure 6-3: Planned Level of Service 62

Figure 6-4: Public Comments from the Transportation Planning Process 63

Figure 6-5: Overall Sidewalk Repair Priority.....64

Figure 6-6: Sidewalk Projects 2020 to 2024..... 65

Figure 6-7: Sidewalk Projects 2025-2029 65

Figure 6-8: Draft Project Map 2020-2050 67

Figure 7-1: Parks and Open Spaces72

Figure 7-2: Walkshed Diagram73

Figure 7-3: Walkshed Diagram with HOA Neighborhoods.....73

Figure 7-4: Salt Lake County 2015 Parks & Recreation Facilities Master Plan.....74

Figure 7-5: Salt Lake County 2015 Parks & Recreation Facilities Master Plan75

Figure 8-1: Earthquake and Landslide Hazards 79

Figure 8-2: Liquefaction80

Figure 8-3: Floodplains..... 81

Figure 10-1: Waterways Map 91

TABLE OF TABLES

Table 3-1: Single Family Designations22

Table 3-2: Multi-Family Designations.....23

Table 3-3: Potential Future Development, Current Zoning..... 24

Table 3-4: The Northeast Neighborhoods Area Residential Zoning Designations..... 29

Table 3-5: The Southeast Neighborhoods Area Residential Zoning Designations31

Table 3-6: The Southwest Neighborhoods Area Residential Zoning Designations..... 33

Table 3-7: The Historic Neighborhoods Area Residential Zoning Designations..... 35

Table 4-1: Housing Occupancy in Magna, 2017 Estimated & 2023 Projected..... 45

Table 4-2: Household Median Income and Housing Allowance by Bracket..... 46

Table 4-3: Single Family Demand..... 46

Table 4-4: Multi-Family Demand 46

Table 5-1: Magna Unmet Retail Demand51

Table 6-1: 2020-2030 Projects 66

Table 6-2: 2031-2050 Projects..... 66

Table 7-1: Magna Parks & Open Space.....71

Table 7-2: Development Standards for Parks and Recreation Facilities.....74

Table 9-1: Magna Fiscal Year 2020 Revenues..... 85

Table 9-2: Public Utilities and Services 85



INTRODUCTION & OVERVIEW

INTRODUCTION & OVERVIEW

Magna Metro Township (referred to as Magna or the Municipality throughout this document) is in the north-west corner of the Salt Lake Valley. The Municipality includes the historic area of original settlement and an area that extends north to the shore of the Great Salt Lake. Magna is experiencing a 1.4 percent growth rate, making the municipality a rapidly growing community along the Wasatch Front.

Responsible growth can occur through additional opportunities for home ownership, economic development, and the ability for residents to navigate and circulate throughout the Municipality in an orderly and efficient manner. In accordance with the goal of increased influence on Magna’s growth and development, the newly created Magna Metro Township Council (also referred to as the Council) wanted to update the General Plan.



Figure 1-1: Map of Planning Area

Magna extends north to the Great Salt Lake and includes significant industrial and commercial development opportunities. Most industrial and commercial opportunities are along and between the SR-201 and I-80 corridors. In addition, Municipality boundaries include the Great Salt Lake Marina and the Saltair performance venue on the shore of the Great Salt Lake, Figure 1-1.

WHY PLAN?

Communities plan for many different reasons. They plan in effort to strengthen the economy, to provide meaningful public engagement, and to establish environmental and social targets unique to an area. Plans identify community vision and goals and the strategies needed to achieve them. They identify local regulations and ordinances related to land use, housing, transportation, and economic development needed to achieve the community’s vision for the future.

Development of a general plan is required by the Utah Land Use Development and Management Act (<https://le.utah.gov/xcode/Title10/Chapter9A/10-9a.html>). Section 10-9a-403 of the Utah Code Annotated provides, in part:

“At a minimum, the proposed general plan, with the accompanying maps, charts, and descriptive and explanatory matter, shall include the planning commission’s recommendations for the following plan elements:

- i. a land use element that:
 - A. designates the long-term goals and the proposed extent, general distribution, and location of land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate; and
 - B. may include a statement of the projections for and standards of population density and building intensity recommended for the various land use categories covered by the plan;
- ii. a transportation and traffic circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, mass transit, and any other modes of transportation that the planning commission considers appropriate, all correlated with the population projections and the proposed land use element of the general plan; and
- iii. for a municipality described in Subsection 10-9a-401(3)(b) a plan that provides a realistic opportunity to meet the need for additional moderate-income housing.”

Magna’s prior General Plan was adopted in 2009 and updated in 2012. Because Magna has evolved over the past decade, including changing its governmental form, the goals and strategies of this General Plan update reflect significant change.

Magna became an independent municipality with its own governing authority by a vote of the residents of in 2015. Incorporation took place in 2017. Prior to that, Magna was a Township under the operational and budgetary control of Salt Lake County. Today, Magna operates similar to a city but with limited powers of taxation; for example, Magna manages its assets with the contracted assistance of the Greater Salt Lake Municipal Services District (MSD). As a Municipality, Magna has a renewed focus, purpose, and drive. Most importantly, the Municipality has new abilities and opportunities to help grow Magna in a responsible manner. The Municipality is governed by an elected legislative

council, the Magna Council. This group has the authority to enact laws and ordinances to carry out its responsibilities such as land use and development regulations (zoning) as long as these laws and ordinances are consistent with the Utah Municipal Code and other state statutes. Magna has all the municipal powers allocated by the Utah Municipal Code with the exception of certain powers of taxation. The Municipality does not have the power to enact a property tax or municipal energy taxes. One member of the Council is selected by the others to be the Mayor. The Mayor is the chief executive officer of the Municipality.

Magna created this plan to guide future development within the Municipality and identify steps towards achieving a unified community, implementing strategies which support Municipality goals

COMMUNITY VISION

The overarching vision of Magna is to position and strengthen itself in population, opportunity, and economic growth to be a viable and independently sustainable community. Aligning and strengthening commercial aspirations and providing for a diverse set of housing opportunities will increase and invigorate Magna’s economic opportunities and support efforts to achieve their vision of success. Magna can utilize its strategically advantageous location to accomplish its goals. Although the most north-western community in Salt Lake County, the Municipality is just 15 minutes from the Salt Lake International Airport and 20 minutes from downtown Salt Lake City. Magna provides a critical transportation linkage between many southwestern community residents and their various employment opportunities.

SUMMARY OF GOALS AND STRATEGIES

To help Magna achieve their unified vision, the General Plan outlines ten goals developed though community outreach and guidance from the Steering Committee. The General Plan Steering Committee that was charged by the Magna Council with drafting a General Plan that represents Magna’s interests and needs. Each goal contains several strategies as a pathway towards implementation.

1. Promote responsible and sustainable growth though development of viable commercial, employment, and activity centers that serve the community.
2. Improve access to and quality of parks, trails, and open space for all areas of Magna.
3. Create a balance between current social, economic and environmental needs of the Municipality while meeting the needs of future generations.
4. Provide a balanced transportation system that will accommodate all modes of travel by promoting land use development patterns that increase quality of life and opportunities for all with multiple mobility choices.
5. Provide abundant and diverse housing options for a variety of needs and income levels to create places where all residents are welcome to live.
6. Preserve current moderate-income housing on a long- term basis.
7. Create more moderate-income housing options.



A view of a Magna residential street (MSD).

8. Support measures and efforts that contribute to neighborhood stabilization.
9. Provide a full range of public facilities, including facilities and services that support mental and physical health and well-being.
10. Ensure that current and future development sustains a high level of resiliency by providing guidelines and resources for residents and businesses to mitigate the affects of natural hazards.

INITIATIVES AND OPPORTUNITIES

Magna's location provides several opportunities for the Municipality including several major transportation networks that put the community within commuting distance of employment centers along the Wasatch Front. As density and development move west in the valley, the SR-201 corridor will provide a primary opportunity to add employment and commercial activity within the Municipality.

Magna is also within a 15-minute drive of the Salt Lake International Airport and adjacent to the Inland Port boundaries, making the Municipality a great location for businesses with a national or international reach. The Inland Port is directly north east of Magna and provides future economic opportunity for the Municipality. The Inland Port strives to benefit surrounding communities by creating a trade and logistics hub. Future employment and growth within the Port can benefit residents and businesses in Magna.

Diverse land uses and available space create a unique blend of amenities and opportunities for Magna. The Great Saltair and the southern shore and marina of the Great Salt Lake, both within the boundaries of Magna, provide recreation and amenities to the state.

Magna is located at the base of the Oquirrh Mountains, which is home to Rio Tinto Kennecott Copper operations. Magna's master annexation declaration policy identifies some of Rio Tinto Kennecott's lands as potential annexation opportunities. Rio Tinto Kennecott has marked some of these properties for sale for future development. If Magna annexes these properties, there will be new market opportunities and room for desired growth.

BIG MOVES

The General Plan Update contemplates several initiatives that will influence Magna's future and implement community priorities.

CATALYTIC AREAS

- The identification of several catalyst area opportunities including:
 - + The Inland Port
 - + The development of the SR-201 Corridor
- Transition of existing commercial areas to mixed-use nodes including:
 - + 8400 West & 3500 South
 - + 7200 West & 3500 South
- The creation of new mixed use/residential development areas including:
 - + 4100 South & 8400 West
 - + Current Cyprus High School location
 - + Areas near 2700 South

COMMUNITY IDENTITY AND NEIGHBORHOOD CHARACTER & PRIDE

- Provision of a full range of public facilities that reflect the needs of the community including:
 - + Enhanced code compliance
 - + Strategic community resource use
- Improvement of neighborhood stability and identity through:
 - + The creation of urban design guidelines to preserve neighborhood identity
 - + The ability to provide for infill and replacement housing
 - + Investment in neighborhood-level infrastructure and amenities

PARKS AND OPEN SPACE

Improved access and quality of parks, trails, and open space for all of Magna including:

- Completion of a parks and trails master plan
- Maintaining the current level of service at 7.9 acres per 1,000 people or better with a maximum 10-minute walking shed
- Planning for future parks, trails and open space in areas identified in the Annexation Declaration (Appendix F)
- Open space and recreation strategies for the Great Salt Lake shore and north of I-80

MIXED DENSITY NEIGHBORHOODS

- Addition of diverse housing to Magna to create mixed density neighborhoods and increase new investment in the community
- Addition of moderate income housing to provide a range of living options for residents

THIS PAGE IS INTENTIONALLY LEFT BLANK.

PLANNING PROCESS

PLANNING PROCESS

PART 1: 2017-2019

PLANNING COMMISSION

The general planning process started in May 2017 following the incorporation of Magna as a Metro Township. The Planning Commission held a series of public meetings on Magna’s future. The Vision for the future in this General Plan was developed based on community input during those meetings. In addition to planning commission meetings, the Magna Council held a General Plan “scoping” meeting in June 2017. The “scoping” meeting gathered additional input on Magna’s community vision, priorities and values. The Magna Council received periodic updates on the process during summer 2017. As a result of these meetings and discussions, the Planning Commission recommended a comprehensive update to Magna’s General Plan that was adopted in 2009 and updated in 2012.

STEERING COMMITTEE

A Steering Committee, formed by the Planning Commission and staff, guided the General Plan update and included members from the Planning Commission and community. The members of this committee were chosen to create a diverse group to apply creative thinking from a variety of organizations and levels of expertise to the process. The Steering Committee members filled an advisory role by providing feedback regarding the overall content of the Plan through brainstorming and editing sessions for each element of the Plan.

The Magna General Plan Steering Committee initially met on a semi-frequent basis between November 2017 through June 2019, meeting twice a month at times to review priorities and conditions for Magna. The Steering Committee was responsible for:

- Refining priorities for the Plan based on current conditions in Magna
- Identifying opportunities, weaknesses, strengths, and threats to the Municipality
- Participating in discussion on goals and strategies for the Municipality
- Reviewing draft material prior to adoption of the Plan.

COMMUNITY ENGAGEMENT

Specific opportunities for community outreach accompanied planning efforts from the Planning Commission and Steering Committees. Opportunities include in-person activities and electronic outreach. Public engagement opportunities were given to educate and engage the community. Members of the Steering Committee utilized social media avenues to convey the direction of the committee.

The community also participated in the Moderate-Income Housing Plan and Transportation Master Plan, both of which are summarized in this document and attached as Appendix A and B.

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS TO THE MUNICIPALITY (SWOT)

A preliminary SWOT analysis was completed with input received at initial community outreach events. Outcomes included:

- **Magna Main Street.** With its historic significance and central location, its vitality is important for overall community wellbeing.
- **Traffic and Circulation.** Improving traffic on the major roads
- **Gateways.** Creating gateways that show the pride of Magna
- **Cyprus High School Site.** Consideration for the future use of the current Cyprus High School site of approximately 30 acres once the high school relocates.
- **Parks, Trails and Open Space.** Connecting and enhancing Magna’s trail system
- **Balancing Uses.** Creation of the right “balance” of uses
- **Economic Development.** Future commercial development
- **Capacity-Building.** Planning for capacity-building, so that Magna can capture evolving opportunities.



Figure 2-1: Postcard sent to Magna residents during Part 2 of the planning process to spread the word about the General Planning Process.

PART 2: 2020- ADOPTION

In 2020, a consultant was hired by the MSD using Transportation and Land Use Planning grant funds from the Wasatch Front Regional Council to guide the General Plan to completion. The consultant reviewed and verified work completed in the 2017-2019 General Planning process, completed additional analysis particularly pertaining to economic development and changes in State law, worked with the Steering Committee to review goals produced during Part 1 of the project and create a Future Land Use Map.

LIA SWOT

In early 2020, planners with the Municipal Services District led a group of youth from Cyprus High School's Latinos in Action through a secondary SWOT Analysis (also known as SCOT analysis) to identify strengths, challenges, opportunities, and threats for the Municipality. This analysis was given to the Steering Committee as a point of reference when developing goals for the Municipality. This SCOT diagram can be found in Appendix C.

WEBSITE LAUNCH AND VIRTUAL ENGAGEMENT

A final project website was launched in June of 2020 to identify community values and needs. The project website included an interactive mapping experience to engage residents virtually. Every household in Magna was sent a bilingual postcard to initiate momentum for the final stretch of the General Plan, Figure 2-1.

Residents were asked to indicate on the interactive map, shown in Figure 2-2, what they liked or disliked in their community, as well as any ideas or suggestions they had for the future of Magna. The interactive map received 448 unique user visits and had 147 public comments and discussions posted throughout the project. This input was recorded and shared with the Steering Committee to help guide final goal development. Residents were also given the opportunity to participate in an ongoing survey process relating to elements in the plan and provide feedback on goals and strategies developed with the Steering Committee. Appendix D includes a summary of all comments received during the online public engagement period as well as the results of the five separate surveys administered as part of the public outreach effort.

The Steering Committee continued to meet throughout Part 2 of the planning process. The Steering Committee reviewed material, participated in goal development discussions, and prioritized steps and key points of focus to address community needs and wants. Major topics addressed included discussion of corridors and future catalytic areas, identifying specific transportation needs and reviewing material from the draft transportation plan, identifying community needs related to parks, trails, and open space, and working towards creating neighborhood identity. The Steering Committee also conducted a final review of the draft plan prior to adoption.

A final virtual event was held on March 23, 2021 to review the draft General Plan and highlight several goals and strategies developed to serve the future Magna community. This meeting was held has a zoom open house prior to the adoption of the General Plan and the community was invited to ask questions, comment, and provide input on the draft final plan.

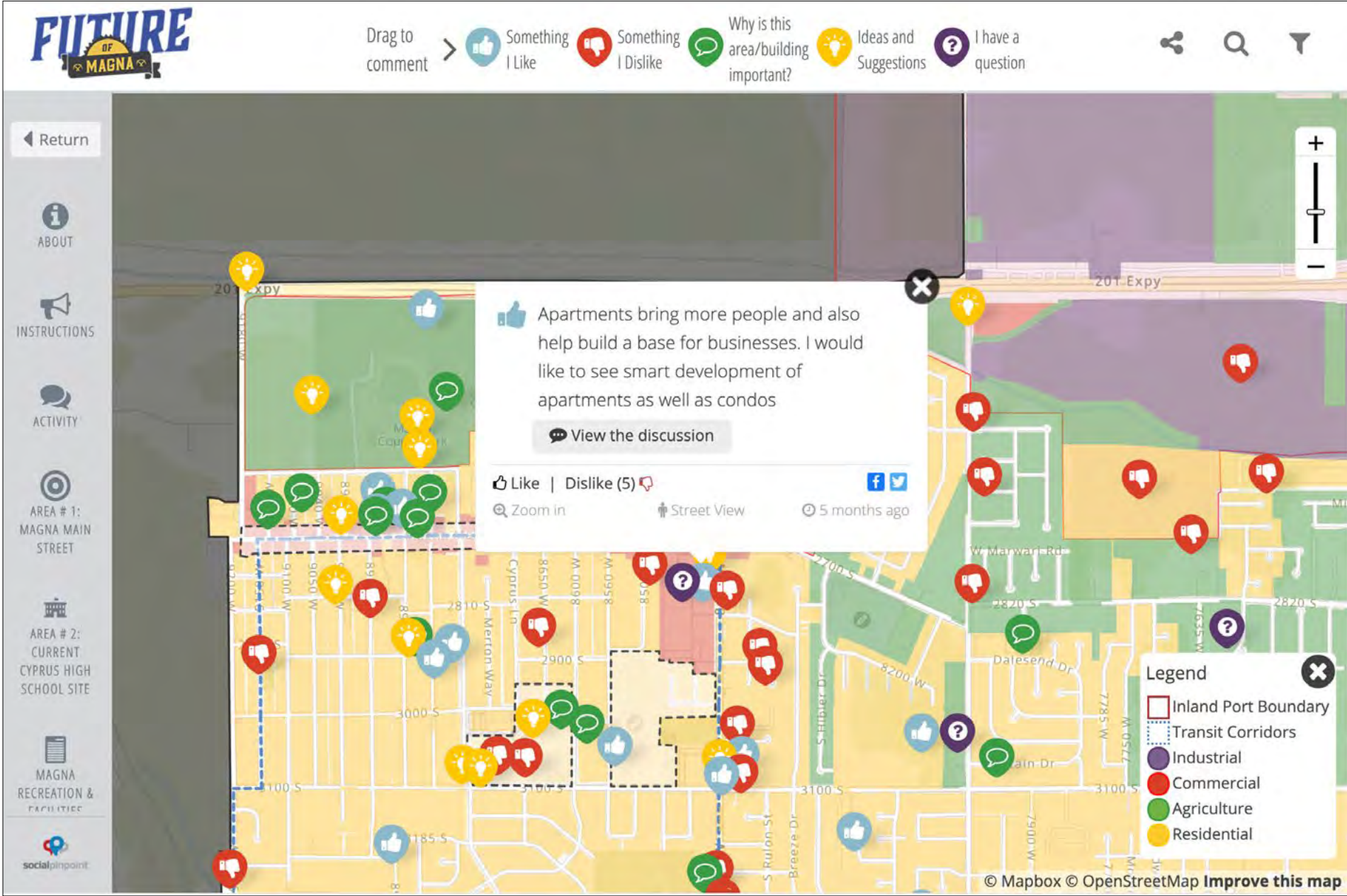


Figure 2-2: Online interactive mapping tool let residents share ideas and make suggestion. This tool also had an ongoing survey for residents to review goals and strategies developed through the process.

THIS PAGE IS INTENTIONALLY LEFT BLANK.



LAND USE & NEIGHBORHOODS

PURPOSE OF CHAPTER

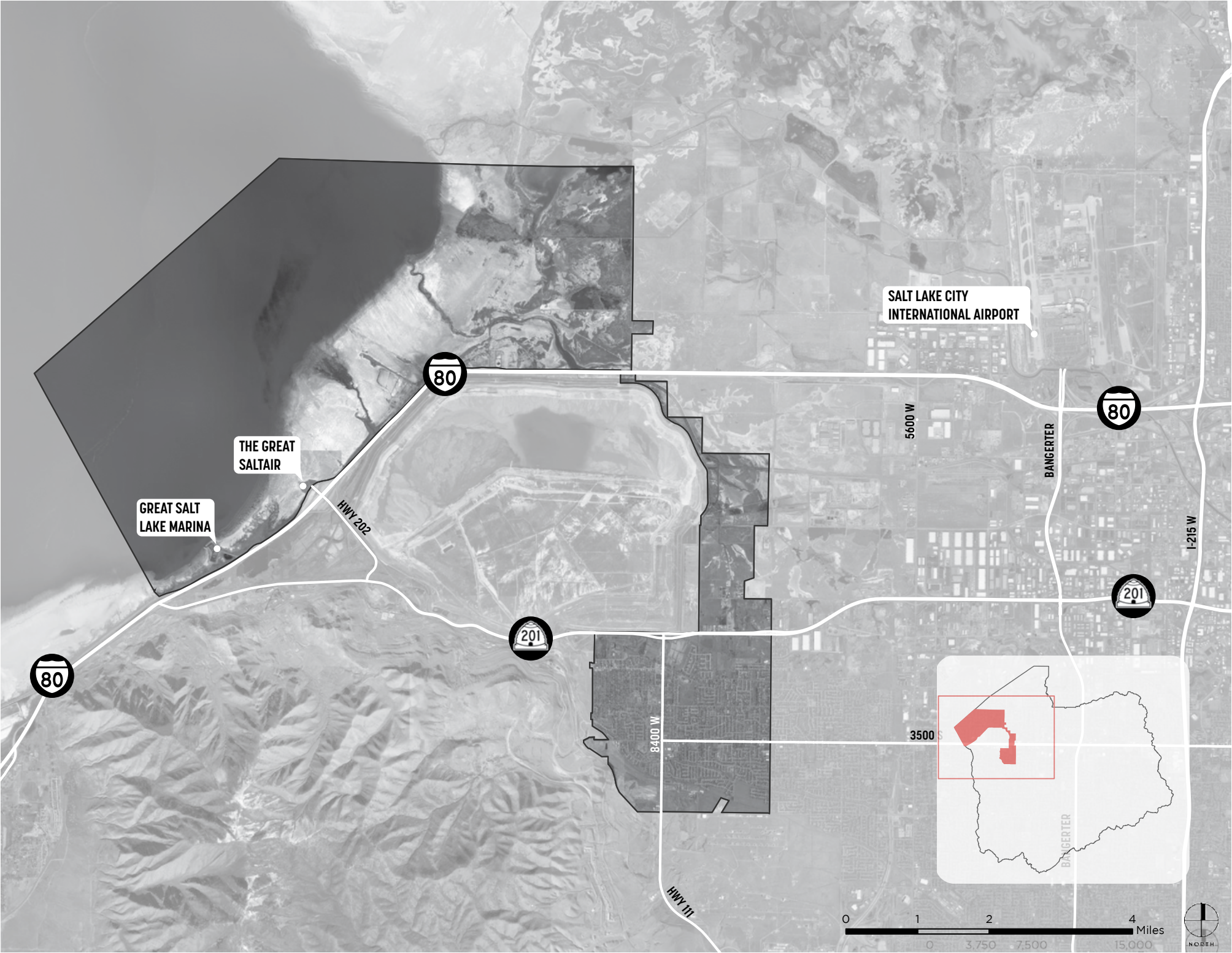
The Land Use and Neighborhoods Chapter of the Magna General Plan Update identifies the policies, goals, and actions to guide future development within the Municipality. Future land use goals, policies and actions build upon past directions and patterns of growth; they merge Magna’s past development form, community image, and quality of life with new growth and development ideas. The Plan promotes coordinated planning, sustainable development and responsible growth that respond to the community’s vision for the future.

FORM OF THE MUNICIPALITY

Magna was incorporated in 2017 and is a functioning municipality, though as a Municipality its powers of taxation are limited under current Utah State Code UCA 10-3c-204. The biggest difference is the inability for the Municipality to impose a municipal property tax, which limits the amount of self-provisioned services Magna can offer. These services are instead contracted out to Interlocal Agencies and Local Districts. The Greater Salt Lake Municipal Services District is a service provider for many of the services not offered in the Municipality, like planning.

The Municipality is primarily land constrained. The lake bounds the community on the north, Salt Lake and West Valley cities on the east, West Valley City on the south and Rio Tinto Kennecott land and the Oquirrh Range on the west. Municipality boundaries include the Great Salt Lake Marina and the Saltair performance venue on the shore of the Great Salt Lake. Figure 3-1 illustrates the full boundaries of the Municipality.

FIGURE 3-1: FORM OF THE MUNICIPALITY



CURRENT ZONING

Salt Lake County-wide zoning districts are the basis of most zoning designations in the Municipality. The Magna Council adopted changes to the PD Zone; however most zoning designations were in place prior to creation of the Municipality. Figure 3-2 is the current zoning map.

Magna has applied 20 different zoning designations throughout the community, although there are 49 different zoning designations available in the Municipality’s current zoning code. The Magna Planning Commission and Council should conduct a thorough review the existing zoning designations and requirements following adoption of the General Plan Update. The review will align zoning provisions with the intent of the General Plan.

The current zoning code is a conventional approach. There are some areas of Magna, such as Magna Main Street, which may benefit from implementation of a form-based or hybrid approach to preserve the character of the street while attracting new opportunity and businesses into the area. Figure 3-3 provides a comparison of conventional and form-based zoning approaches. The correct approach depends on the community’s vision for a particular area.

CONVENTIONAL VS. FORM-BASED ZONING CODE

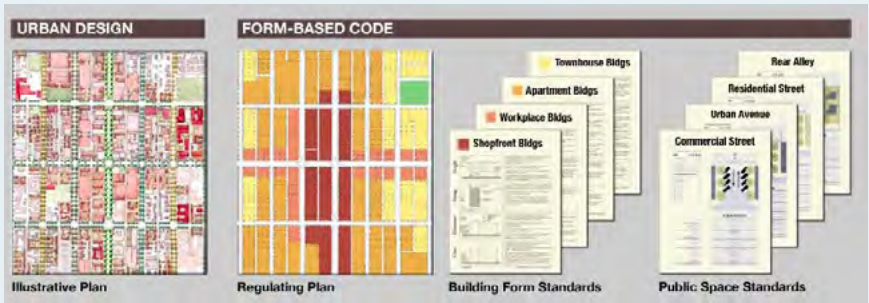
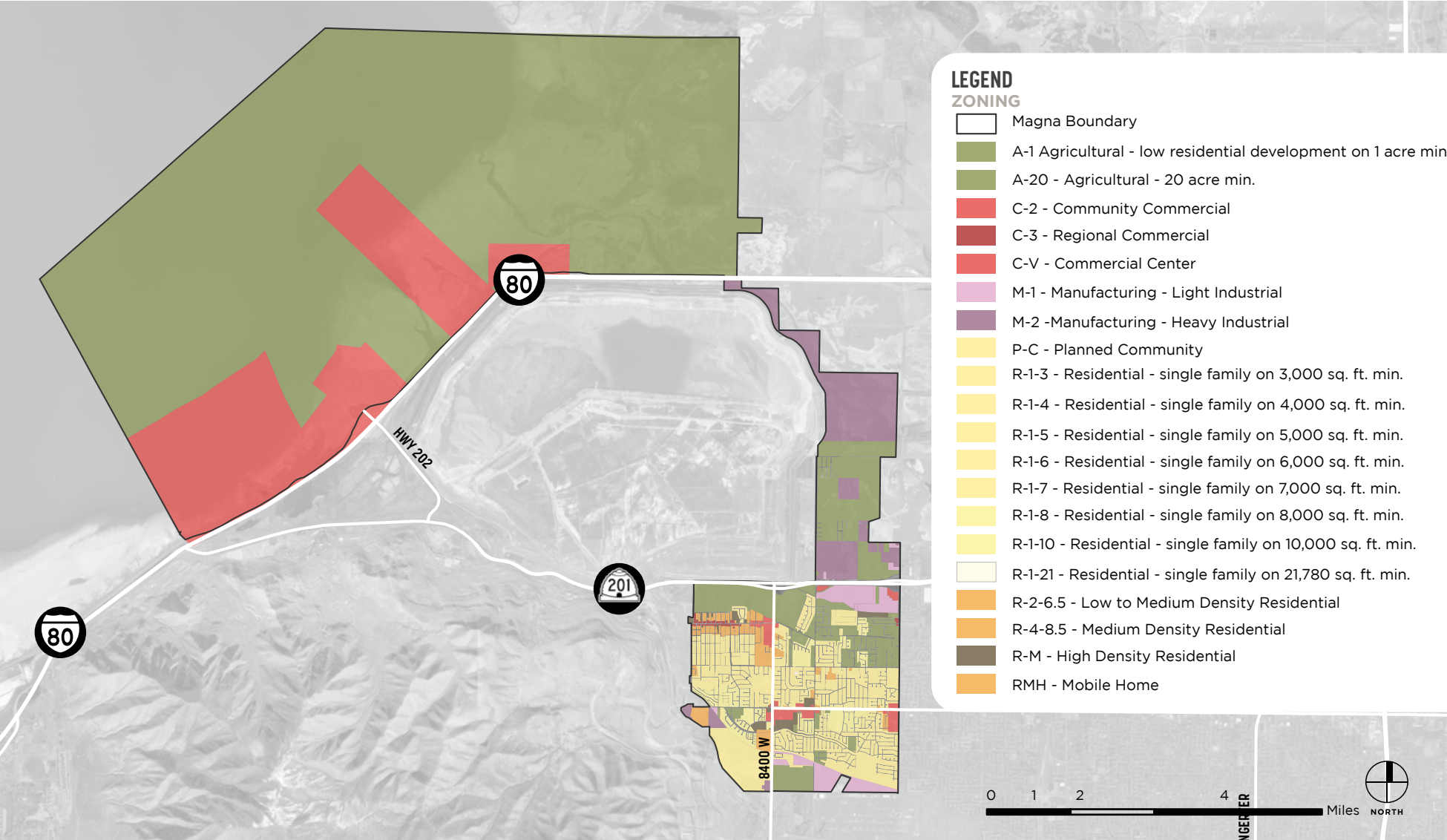


Figure 3-3: Form-Based Zoning

CONVENTIONAL ZONING FOCUSES ON:

- Segregation of land uses (e.g. residential in one area, commercial in another with special requirements on the boundaries).
- Control of development intensity through simple measures such as dwellings per acre, height limitations, setbacks, and parking ratios.
- Supplemented with Design Guidelines to advise issues such as quality of materials and scale.
- Tools:
 - + Zoning Code
 - + Subdivision Code
 - + Building Code
 - + Public Infrastructure Standards

FIGURE 3-2: CURRENT ZONING



FORM-BASED ZONING FOCUSES ON:

- Relationship between public and private spaces such as the interaction between streets, blocks, and buildings by addressing form, scale and massing, and use of frontage areas.
- Encourages a strong relationship between a building and its context including the street, other public spaces, and surrounding buildings.
- Includes specific standards for the design of streets and open spaces and less on uses.
- Encourages and regulates an appropriate mix of uses.
- Tools:
 - + Zoning Code
 - Form-Based Code Designated Areas
 - » Illustrative plan – a master plan that reflects community intentions regarding physical character or a designated area.

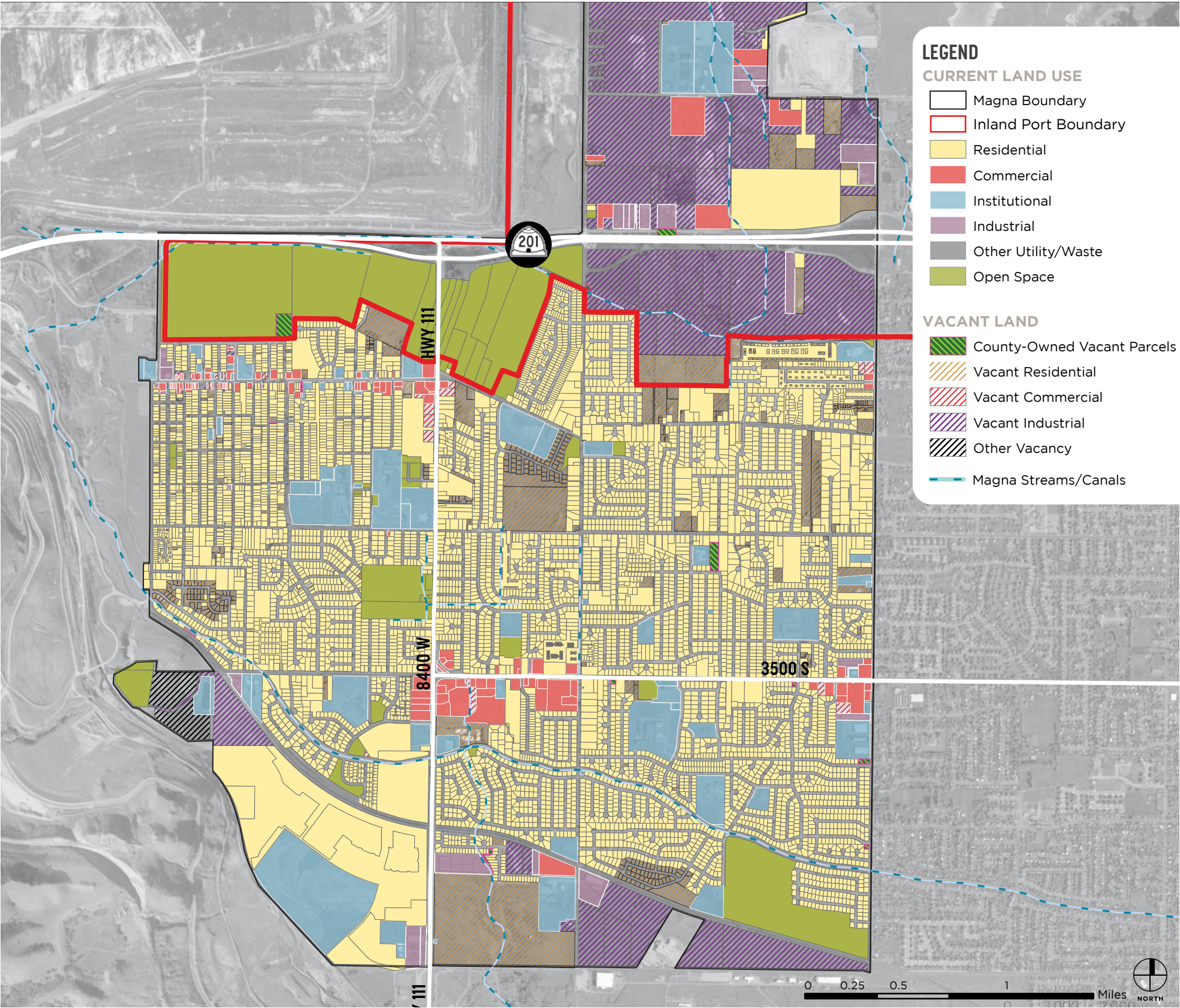
- » Regulating plan – an overall plan or zoning map identifying location of various building forms, public streets and spaces based on the illustrative plan.
- » Building form standards – Regulations defining the configuration, design features and functions of buildings that frame the public realm.
- » Public space standards – Regulations defining the configuration, design features and functions in the public realm including streets, sidewalks, plazas, parks, and trails.
- Conventional Areas
 - + Subdivision Code
 - + Building Code
 - + Public Infrastructure Standards (amended to reflect Form-Based Code requirements)

CURRENT LAND USE

Figure 3-4 is a map of the current land uses within Magna. The Current Land Use Map identifies use of properties. Current zoning identifies adopted zoning categories. Although in many cases current zoning and current land use are the same, sometimes they are different. In these cases, current zoning governs if the current land use ceases if someone wishes to redevelop the parcel.

Current land uses were identified using the Salt Lake County Assessors data base supplemented with onsite review and verification. In the case of most of the currently vacant properties, the designation is based on the Assessor's category.

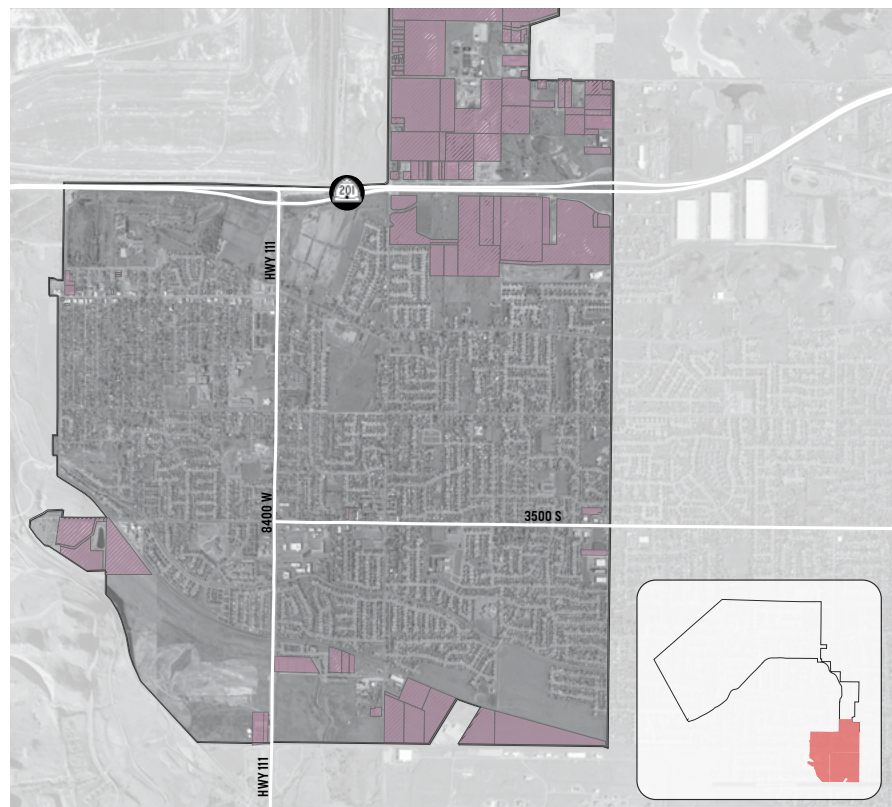
FIGURE 3-4: CURRENT LAND USE



INDUSTRIAL

Figure 3-5 is a map of Industrial uses within the Municipality boundaries. Approximately 8.7 percent of Municipality acres are used for industrial purposes. Most industrial uses are along or between the SR-201 and I-80 corridors. There are also several industrial uses on smaller parcels near the southern boundary of the Municipality near 4100 South. Industrial uses include manufacturing, warehouse and distribution and resources extraction/processing uses.

The industrial properties on the southern boundary of the Municipality are within the Northrop Grumman overpressure zones which affect land uses for safety of occupants.



SPECIAL DEVELOPMENT STANDARDS

The Overpressure Area depicted on the Special Standards Areas Map (Figure 3-6) represents an area with standards and restrictions on building construction and use. The restriction are related to proximity to operations at the Northrop Grumman Bacchus East and Bacchus West properties.

FIGURE 3-5: INDUSTRIAL LAND USES

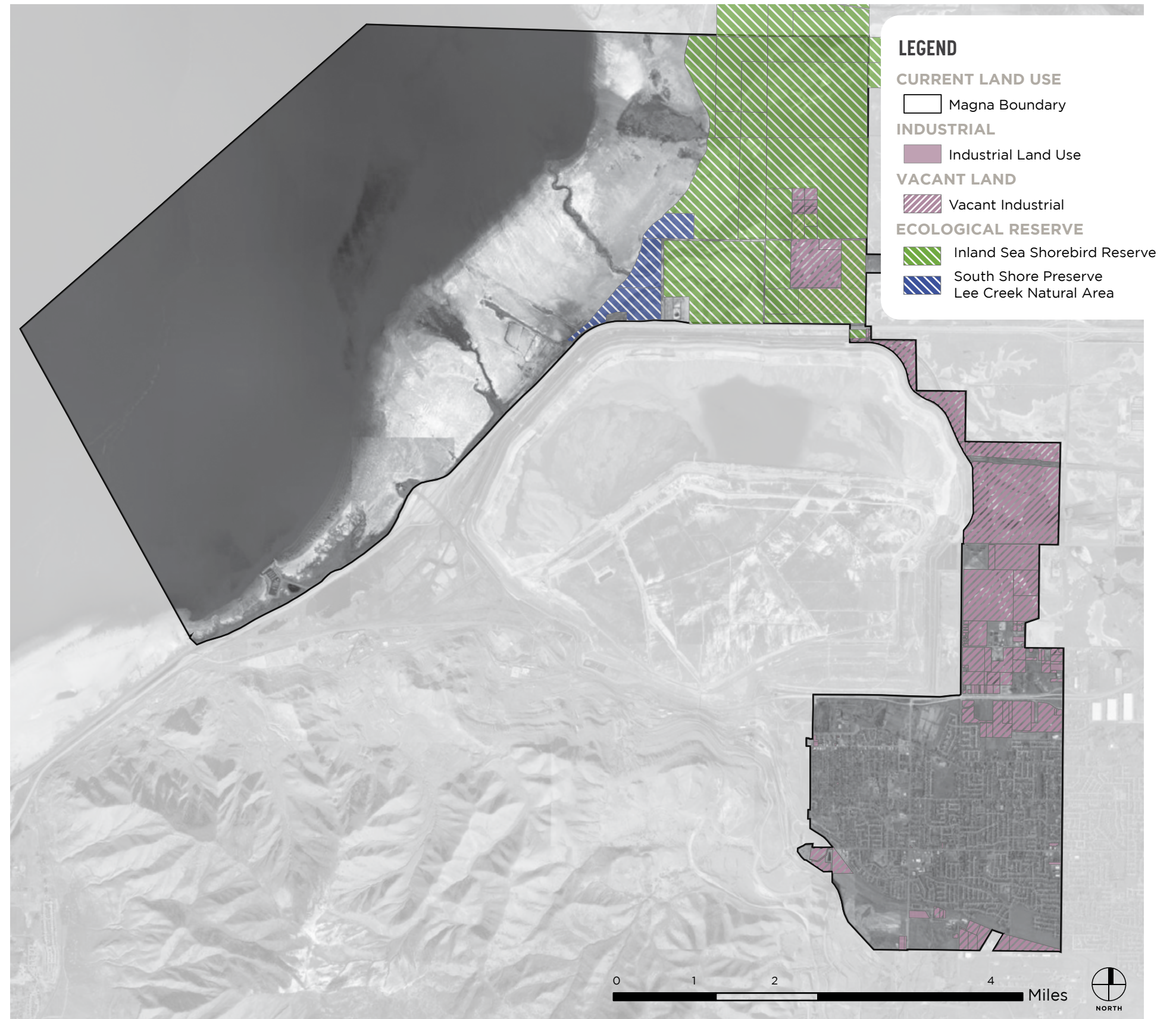
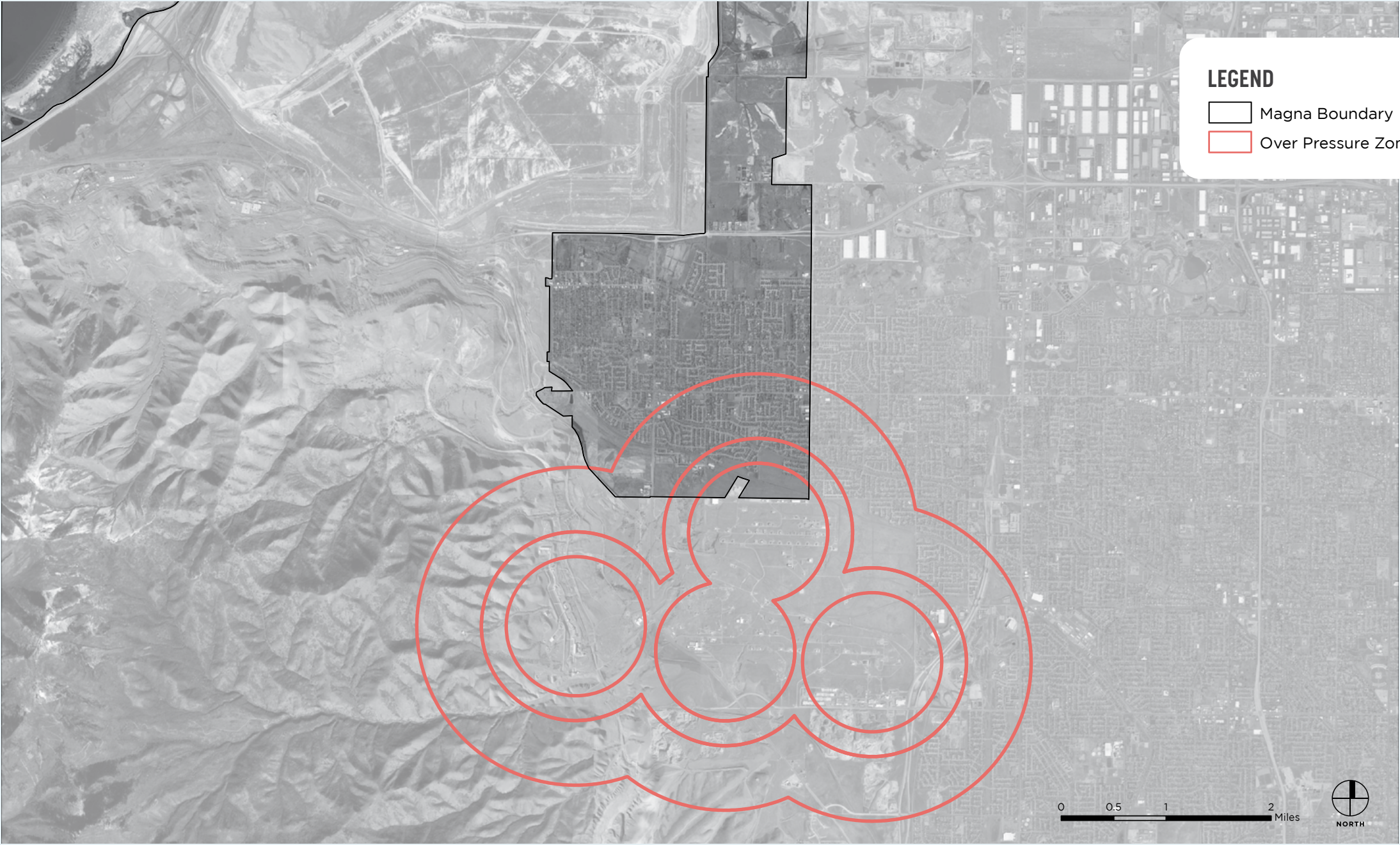


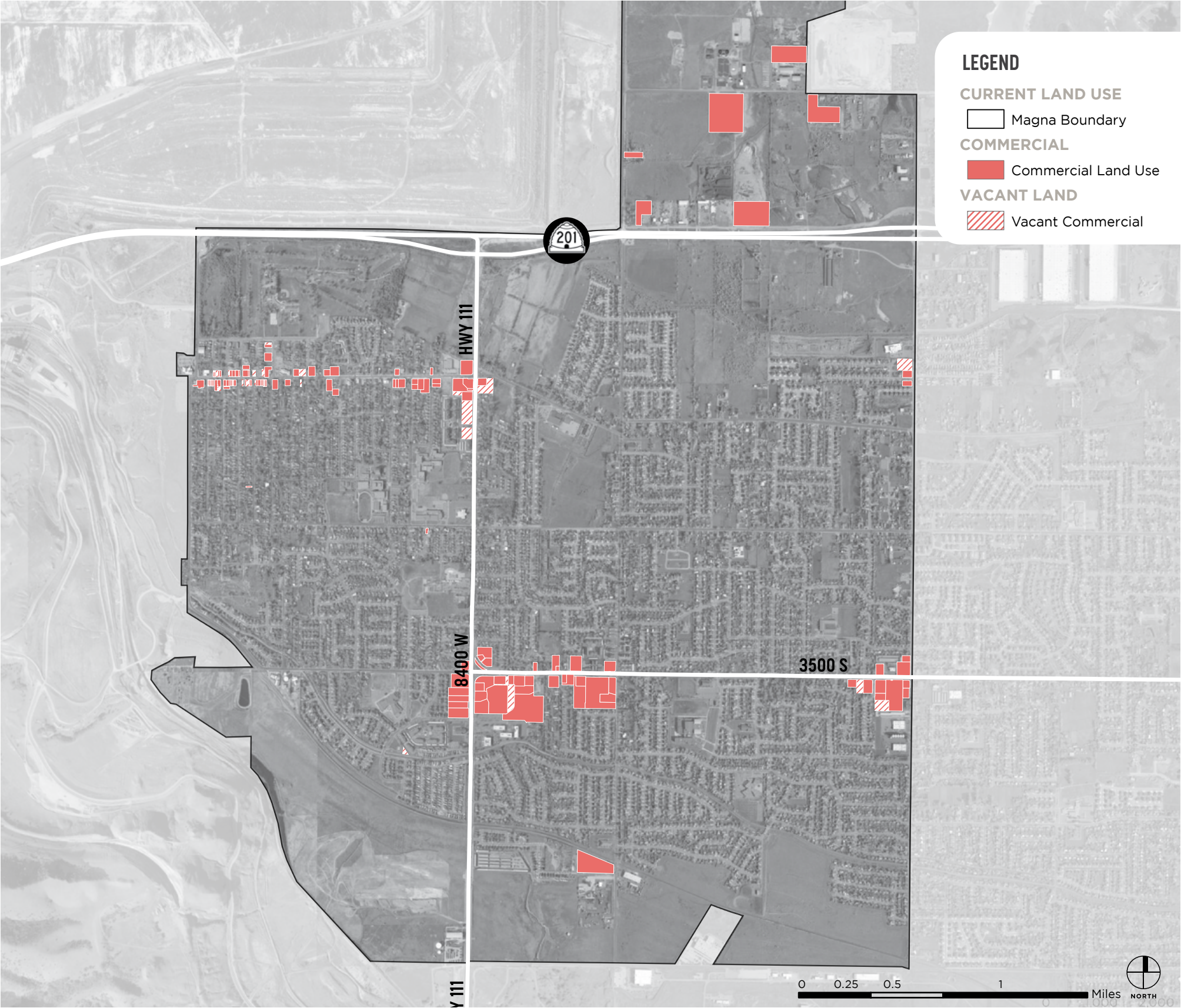
FIGURE 3-6: SPECIAL STANDARDS AREAS



COMMERCIAL

Figure 3-7 is a map of Commercial uses within the Municipality boundaries. Approximately 7.4 percent of Municipality acres are in commercial use. Most commercial uses are on Magna’s major transportation corridors. Commercial uses include stores, restaurants, services, offices and similar uses.

FIGURE 3-7: COMMERCIAL LAND USES



PARKS & OPEN SPACE

Figure 3-8 is a map of the parks and open space within Municipality boundaries. There are four general types of parks and improved open space identified on the map:

- 1. County- or Municipality-owned parks or land held for parks, privately owned parks or open space including church-owned
- 2. HOA-owned and Kennecott-owned properties
- 3. School playgrounds and open space
- 4. Inland Sea Shorebird Reserve, a protected area owned by Kennecott-Rio Tinto

The Salt Lake County Department of Parks and Recreation owns and maintains most publicly owned park land in Magna. As part of a recent development approval, the developer dedicated approximately 2.2 acres of property to Magna for a future park.

As seen in Table 7-1 in the Parks, Trails and Open Space Element, the Municipality’s current level of service for parks is 7.9 acres per 1,000 people and 3.4 acres per 1,000 people when the golf course is not included. This is comparable with other cities in the valley but below the national average of 10 to 11 acres per 1,000 people. The level of service is 9.7 acres per 1,000 population when the calculation includes private open space acreage.

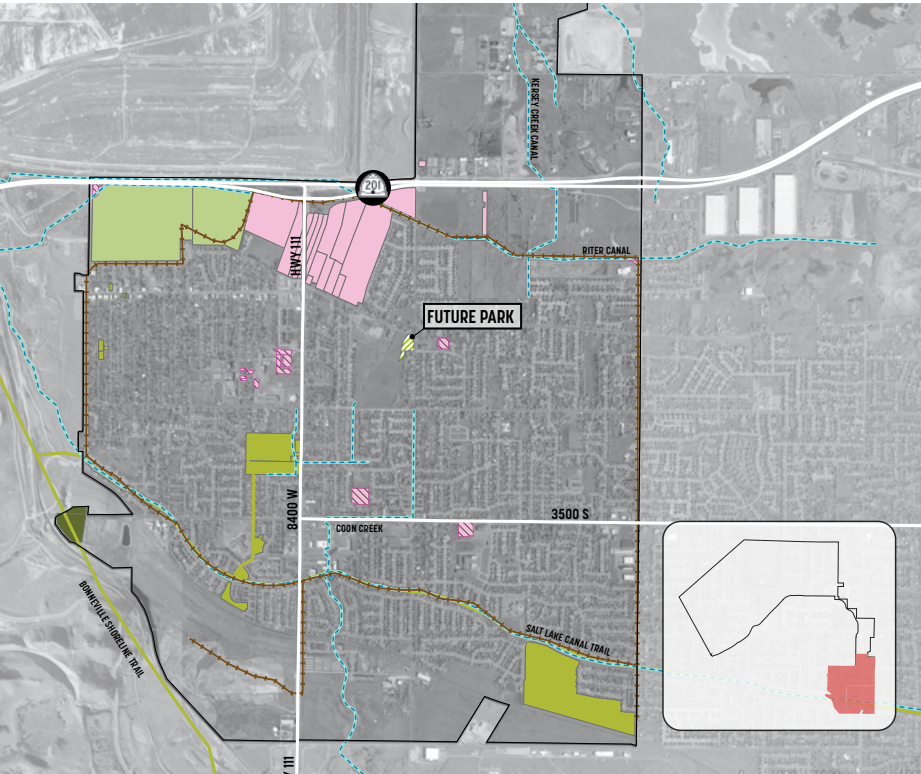
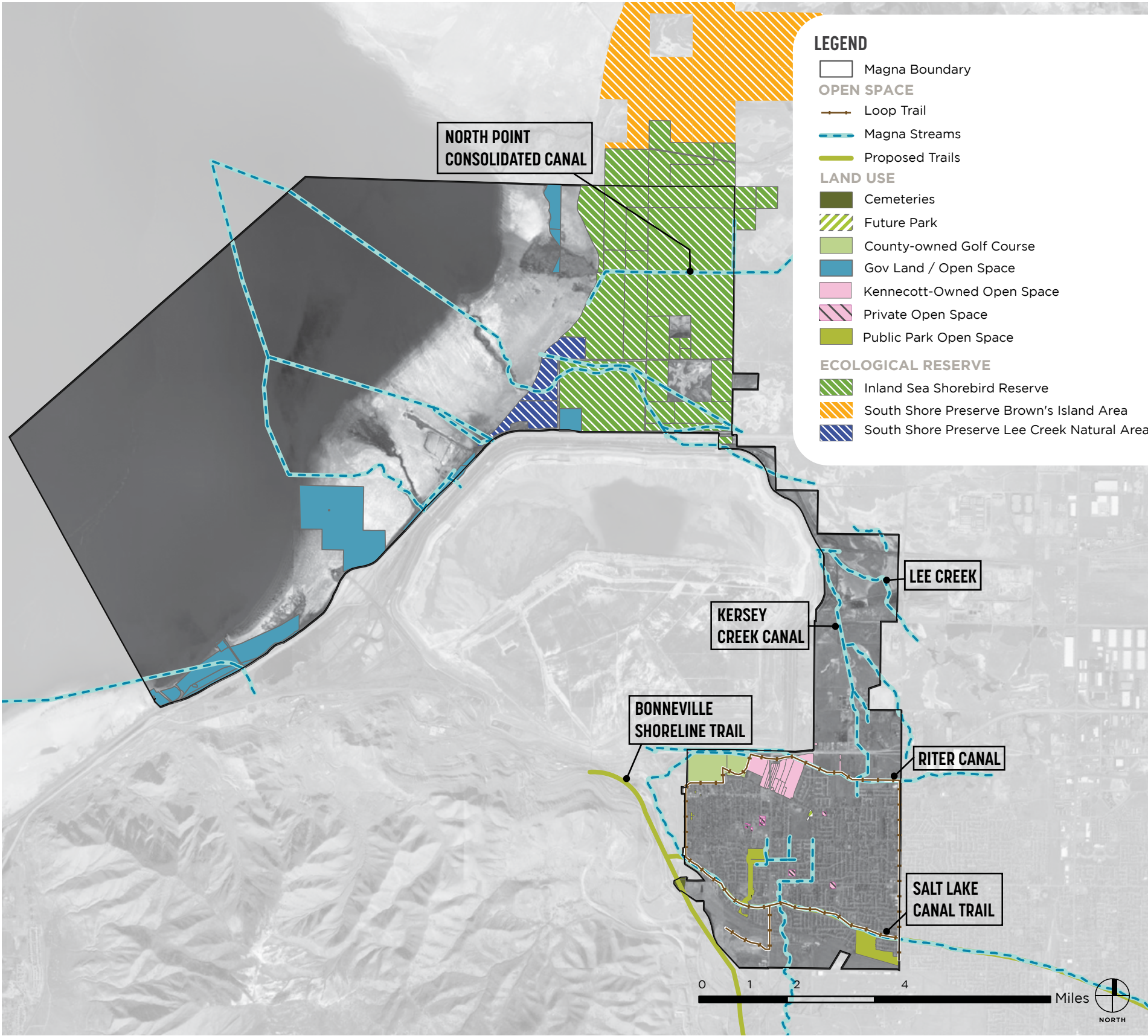


FIGURE 3-8: PARKS AND OPEN SPACES



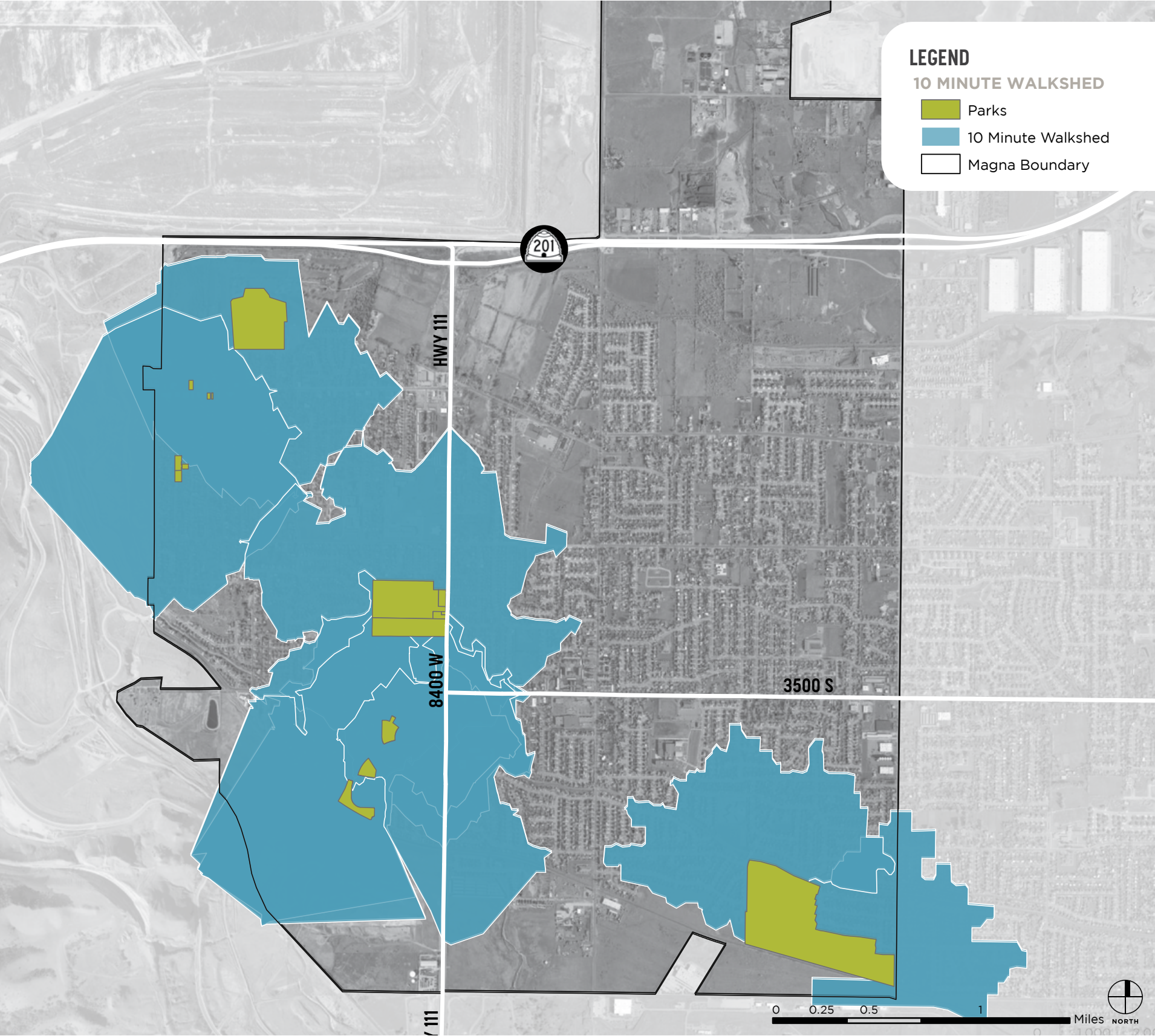
The Inland Sea Shorebird Reserve, Figure 3-8, is an approximately 2,800 acre area north of Interstate 80 along the shoreline of the Great Salt Lake. The property is owned by Kennecott Copper Corporation and dedicated as a shore bird refuge. The acreage for the Reserve has not been included in any of the level of service calculations because it is not considered generally usable park space..

Figure 3-9 measures the proximity of parks to existing and planned households within the Municipality. The Trust for Public Land, the National Park and Recreation Association, and the Urban Land Institute support an initiative to provide parks and open space within a 10-minute walk of all households.

A significant number of households within Magna must walk more than 10-minutes to a park or open space. As of 2020, 49 percent of households in Magna are within a 10-minute walk of publicly owned and maintained space (Salt Lake County- or Magna-owned).

Magna’s current development code requires 20 percent open when the Planned Unit Development (PUD) code is used. Depending on the number of units entitled through the PUD application, the level of service calculation based on acres per 1,000 population may be lower than Magna’s current level of service. The PUD open space requirements should be reviewed and revised to more closely tie to the level of service methodology to ensure that the Municipality’s level of service is met in the development process.

FIGURE 3-9: WALKSHED DIAGRAM

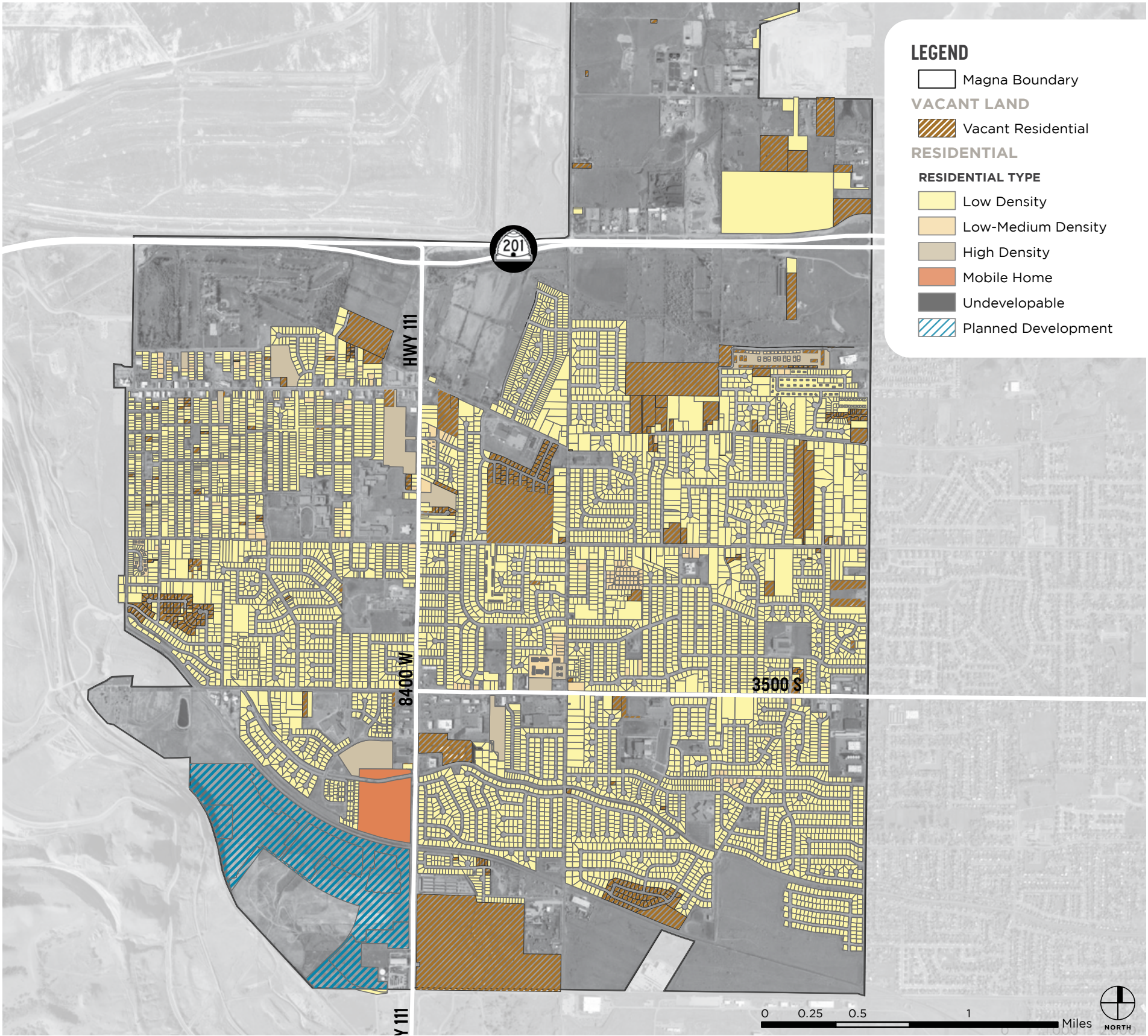


RESIDENTIAL

Residential is the primary land use in the historic core of Magna, Figure 3-10. Residential land uses are 7.5 percent of the total Municipality land area. Neighborhoods in Magna developed on a grid system with single-family and duplex units forming the core of residentially developed areas. Low-density residential development characterized early neighborhoods in Magna and continues as the primary development form today. A few medium and higher density developments have occurred, either as condominiums or apartments near major thoroughfares or nodes in the community.

The average overall density in Magna’s residential neighborhoods is 5.5 dwelling units per acre. Densities in Magna range from 4 units per acre to 25 units per acre in the RM zone.

FIGURE 3-10: RESIDENTIAL LAND USE



SINGLE FAMILY

Low density, single family and duplex development is the prevailing residential development form in Magna, Figure 3-11. Ninety-three percent (93%) of residential neighborhoods are low density. This is because of Magna’s more recent history and continuing role as a residential suburb of Salt Lake City.

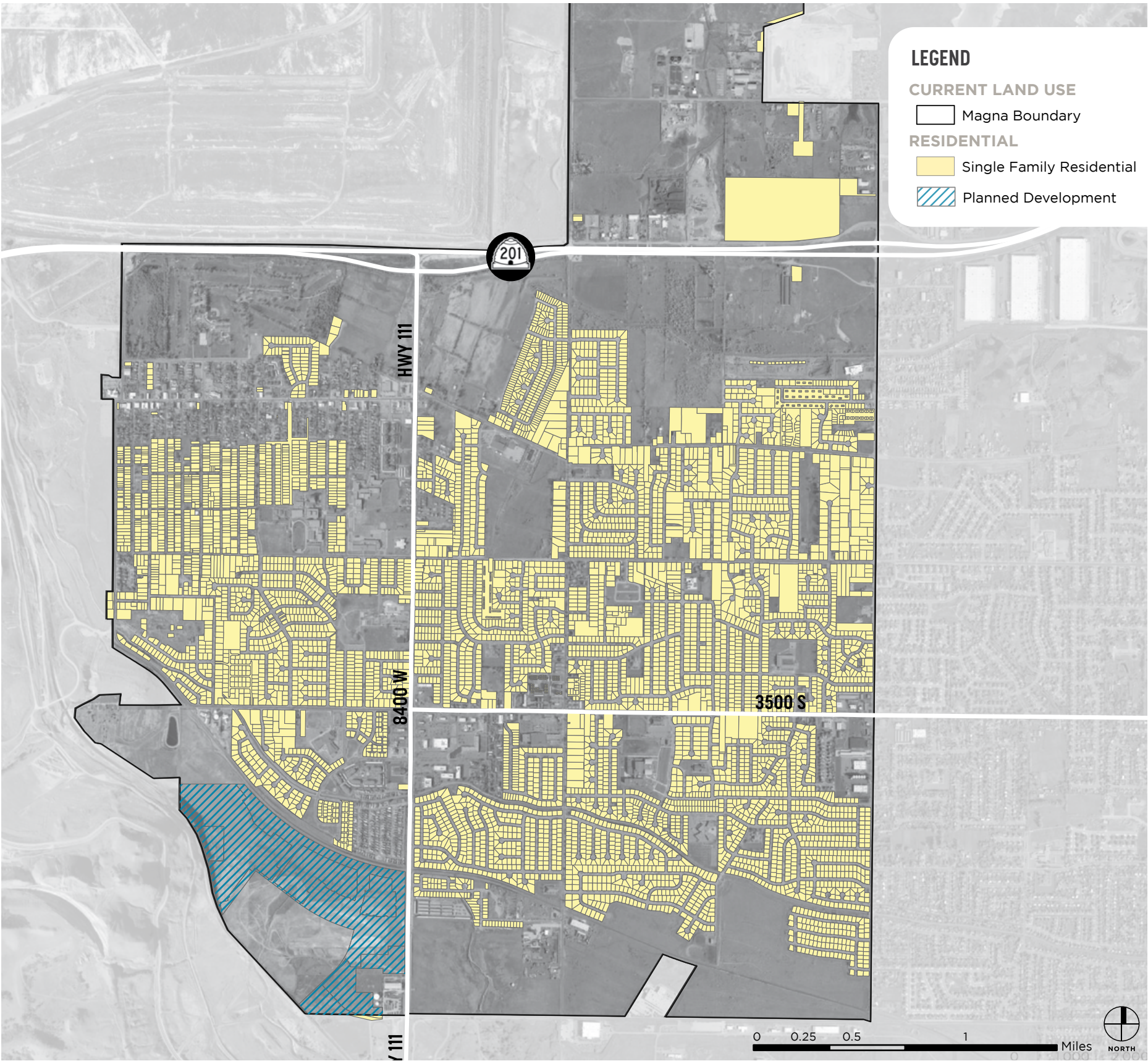
There are currently eight single-family zoning designations in use in Magna. In addition, the A-1 and Planned Community zones are in use for single-family developments in the community. As seen in Table 3-1 the most prevalent single-family designation is R-1-6 which allows 6,000 square foot lots and results in approximately 6 dwelling units per acre.

TABLE 3-1: SINGLE FAMILY DESIGNATIONS

Zoning Designation	Minimum Lot Size	Units / Acre	Acres	% of Single Family Acres	% of Residential Acres	% of Total Acres
R-1-3	3,000	11	53	3%	3%	0.2%
R-1-4	4,000	9	16	1%	1%	0.1%
R-1-5	5,000	7	24	1%	1%	0.1%
R-1-6	6,000	6	817	47%	41%	3.5%
R-1-7	7,000	5	392	23%	20%	1.7%
R-1-8	8,000	5	112	6%	6%	0.5%
R-1-10	10,000	4	73	4%	4%	0.3%
R-1-21	21,750	3	1	0%	0%	0.0%
PC	Varies	Varies	214	12%	11%	0.9%
A-1	10,000	4	24	1%	1%	0.1%
Total			1,727	100%	87%	7.4%

Source: Salt Lake County Assessors Database

FIGURE 3-11: SINGLE FAMILY RESIDENTIAL LAND USE



MULTI-FAMILY

Multi-family development, including medium-density townhomes and higher-density stacked units, represent 3 percent of residential neighborhoods, Figure 3-12.

Most of the multi-family units in Magna were built since 1998. In the past two years, 0.14 percent of low/medium density (R-2-6.5 and R-4-8.5, respectively) and 0.34 percent of low density (R-2-6.5) new dwelling units built or approved for development in Magna have been multi-family units.

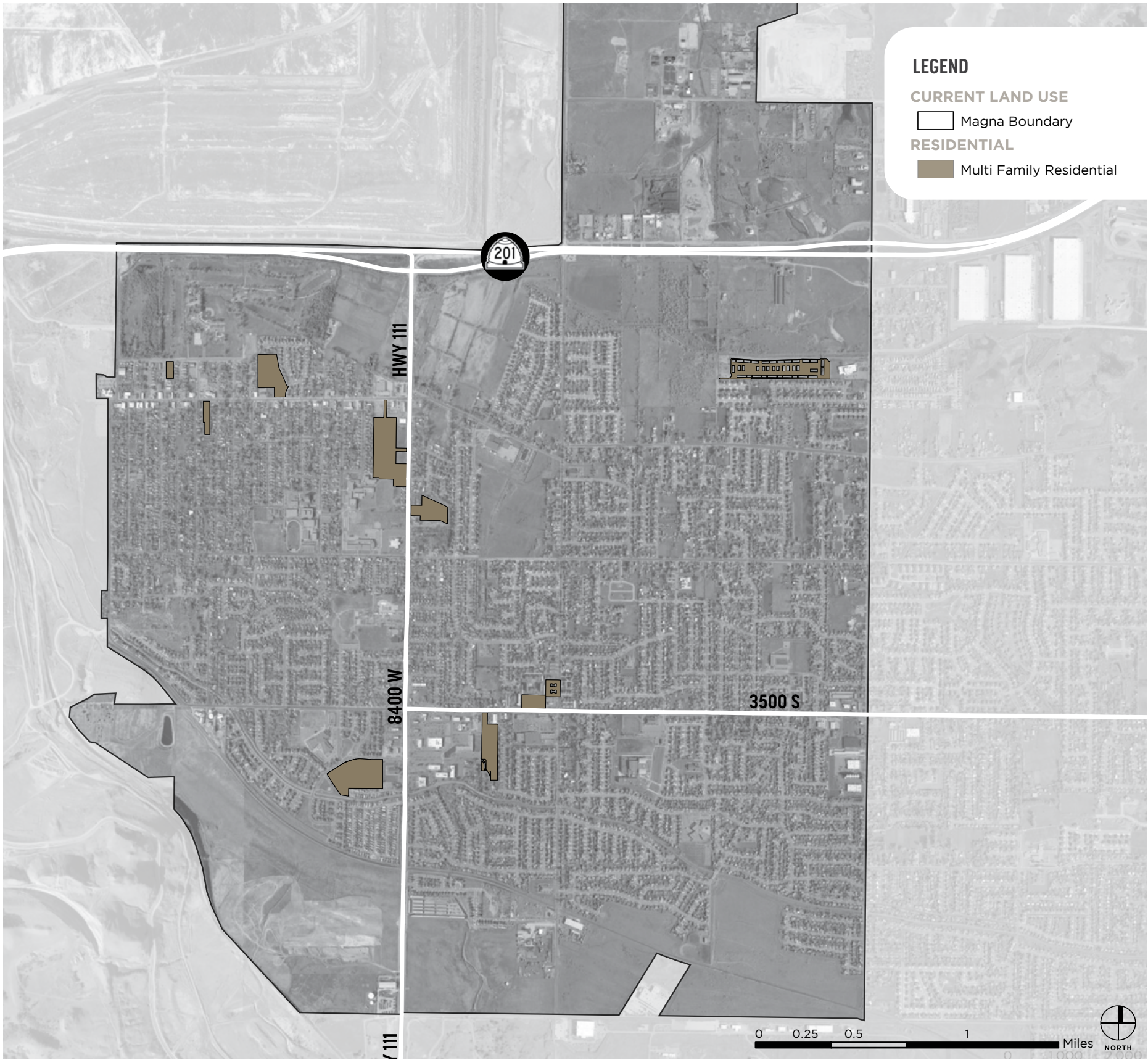
Multi-family zoning designations include medium density duplex and fourplex designations as well as the R-M designation. The community’s mobile home areas are also included as multi-family. As seen in Table 3-2, only 13 percent of Magna’s residential areas have developed as multi-family and only 3 percent at higher densities.

TABLE 3-2: MULTI- FAMILY DESIGNATIONS

Zoning Designation	Minimum Lot Size	Units / Acre	Acres	% of Single Family Acres	% of Residential Acres	% of Total Acres
R-2-6.5	6,500	12	143	58%	7%	0.6%
R-4-8.5	8,500	18	35	14%	2%	0.2%
R-M	5,000	25	68	28%	3%	0.3%
RMH - Mobile Home	Varies	Varies	0	0%	0%	0.0%
Total			247	100%	13%	1.1%

Source: Salt Lake County Assessors Database

FIGURE 3-12: MULTI-FAMILY RESIDENTIAL LAND USE



VACANT / AGRICULTURAL

There are 3,769 acres of vacant property within the boundaries of Magna. Table 3-3 provides a breakdown of the current zoning of these vacant acres. The Municipality should review all vacant A-20 zoned parcels to coordinate current zoning designations with the highest and best use.

TABLE 3-3: POTENTIAL FUTURE DEVELOPMENT, CURRENT ZONING

Current Zoning	Category	Development Type	Acres	Sq. Ft.
A-1	Residential	Low density w/ limited agricultural	40	
A-20	Residential	Agricultural Uses	780	
R-1-7	Residential	Low density	7	
C-2	Commercial	Community commercial		81,079
A-20	Industrial	TBD		271,641,346
A-1	Industrial	TBD		4,801,280
M-1	Industrial	TBD		861,416
Total			826	277,385,121

Source: Salt Lake County Assessors Database

If developed as zoned, vacant parcels could result in an additional 826 new dwelling units, 81,000 square feet of commercial and more than 277 Million square feet of industrial development. In reality, there will be more new dwelling units as properties currently zoned for very low residential development could be rezoned to allow for more units.

The A-20 zoning designation, which hosts the largest amount of square footage, acts as a holding zone which be rezoned and developed in a number of different ways depending on its location. Magna should revisit zoning designations to ensure that future development matches uses that meet the community’s goals.



Vacant Agricultural Land in Magna (Google Maps)

AREAS

Magna is a community of neighborhoods with unique characteristics and needs. To aid in discussing the various areas of Magna, this General Plan divides the Municipality into five general areas based upon location, character, and land use which are shown in Figure 3-12. The purpose of this is to aid analysis and discussion.

AREA 1: THE INDUSTRIAL/PRESERVATION AREA covers the most northern part of the Municipality and includes the Inland Sea Shorebird Reserve, the Great Saltair, the Inland Port and the Great Salt Lake State Park and Marina. This area contains several sensitive ecological resources within the Reserve and State Park, which are expected to remain a preserve. The Marina and Saltair should be evaluated for future economic development and recreational opportunities. The Inland Port is expected to boost economic and commercial activity in the Municipality and expand growth south and north in this area.

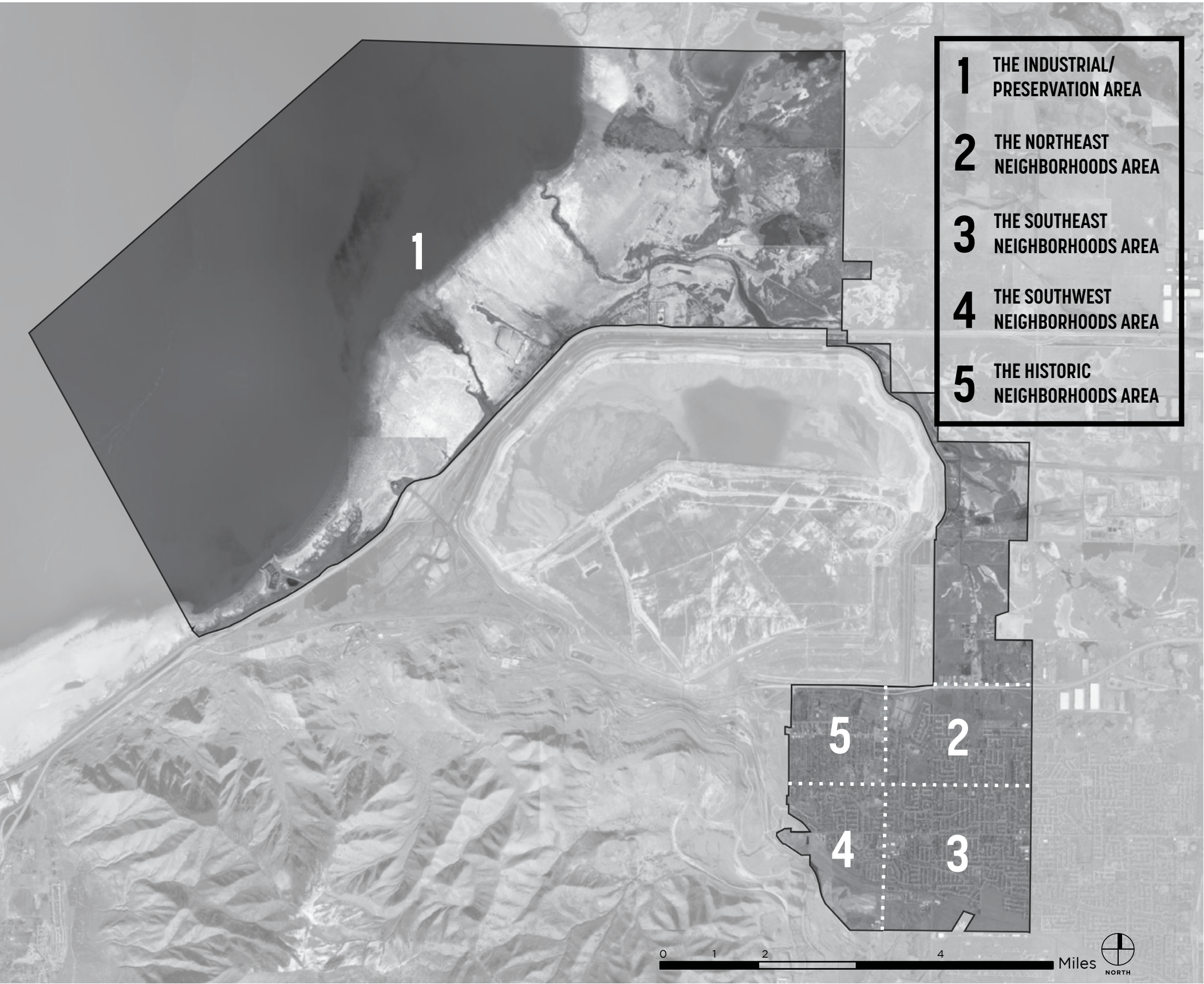
AREA 2: THE NORTHEAST NEIGHBORHOODS AREA is the area south of SR-201 to 3100 South and west of 7200 West to 8400 West. The area is primarily single family residential with a traditional suburban layout and grid. The Northeast Neighborhoods Area will see new commercial and industrial development, as well as the continuation of single-family neighborhoods with occasional multifamily development.

AREA 3: THE SOUTHEAST NEIGHBORHOODS AREA is 3100 South to the Municipality southern border at 4100 South and between 7200 West and 8400 West. The area is primarily single family residential with a traditional suburban layout and grid. This area host's Magna's primary retail locations, which have been identified as future Catalytic areas for the Municipality. The established neighborhoods in this area will continue to thrive with opportunity for low and medium density housing development complementing Little Valley Gateway to the west of 8400 West.

AREA 4: THE SOUTHWEST NEIGHBORHOODS AREA includes significant areas of developable land. The area is in the southwest corner of the Municipality bordered by 8400 West on the east, 3100 South on the north and the Township boundary on the south and west. This area is expected to see significant growth with the development of the new Cyprus High School and at the time of annexation in accordance with the Magna's Annexation Declaration.

AREA 5: THE HISTORIC NEIGHBORHOODS AREA includes the original Magna Town area of development, including Magna Main Street and the adjacent original neighborhoods. The Municipality is pursuing a Historic District status for Main Street, which provides support and resources for the area. The old Cyprus High School site is identified as a Catalyst site and coordination between the Municipality and Granite School should identify a future use for the area. On January 4, 2021 Magna Downtown Commercial Historic District was officially listed in the National Register of Historic Places.

FIGURE 3-13: PLANNING AREAS OVERVIEW



AREA 1: THE INDUSTRIAL/PRESERVATION AREA

The Industrial/Preservation Area includes everything north of SR-201. The area includes primarily industrial and commercial uses, Figure 3-14. There are several large parcels available in the area for development. The 8000 West and 7200 West intersections of SR-201 provide access to the properties in the southern portion of The Industrial/Preservation Area. Neither road provides a direct connection to I-80, which is the primary access road for properties in the northernmost part of the Municipality and on the lakeshore.

Heavy rail serves the properties between I-80 and SR-201, which are part of the State of Utah's Inland Port.

INLAND SEA SHOREBIRD RESERVE

This 2,831 acre area is set aside for preservation of habitat for shorebirds using the Great Salt Lake as feeding and breeding grounds. The area is privately held with limited public access to preserve shoreline habitat.

INLAND PORT

Inland Port boundaries include a significant part of The Industrial/Preservation Area. Utah Inland Port Authority (UIPA), Figure 3-15, an independent entity of the State of Utah, governs the Inland Port. The Authority has jurisdiction to support the production and movement of goods in and out of Utah. The Inland Port will be an intermodal transit hub that centralizes transportation for receiving and distributing goods across the country. The Inland Port is expected to boost economic activity in the area and provide job opportunities for Magna residents, Figure 3-14. The Inland Port is expected to create 58,781 jobs and add \$1.2 billion into the state's domestic product by 2050. A full strategic business plan and supporting document can be found on the UIPA website: <https://inlandportauthority.utah.gov/>.

There are 16,147 total acres within the Inland Port. The Port crosses jurisdictional boundaries and includes parts of Salt Lake City, West Valley City, unincorporated Salt Lake County and 244 acres in Magna. This infrastructure investment will enhance development opportunity on the approximately 112 acres of industrial and commercial property adjacent to the planned road. Development of this area will increase Magna's employment base.

Planned infrastructure within the Port includes the extension of 7200 West. This infrastructure investment will enhance development opportunity on approximately 112 acres of industrial and commercial property and increase Magna's employment base.

Magna supports the mission of UIPA, Figure 3-15, and actively participates in the organization. A member of the Magna Council serves on the UIPA board and ensures that Magna's goals and priorities are represented. The extension of 7200 West from SR-201 to I-80 is on the list of UIPA projects as well as a priority project identified in the Magna Transportation Master Plan. The Township will continue to coordinate with UIPA to implement the Future Land Use Plan, including improving access to industrial development areas in Magna.

THE GREAT SALT LAKE SHORELINE

The Industrial/Preservation Area includes the Great Salt Lake shoreline, the Saltair entertainment venue, and the Great Salt Lake State Park and Marina. The Great Salt Lake is the largest natural lake west of the Mississippi River. At the current level, the Great Salt Lake is approximately 75 miles long and about 35 miles wide. The lake is several wide flat basins; a slight rise in water lever expands the surface area of the lake considerably.

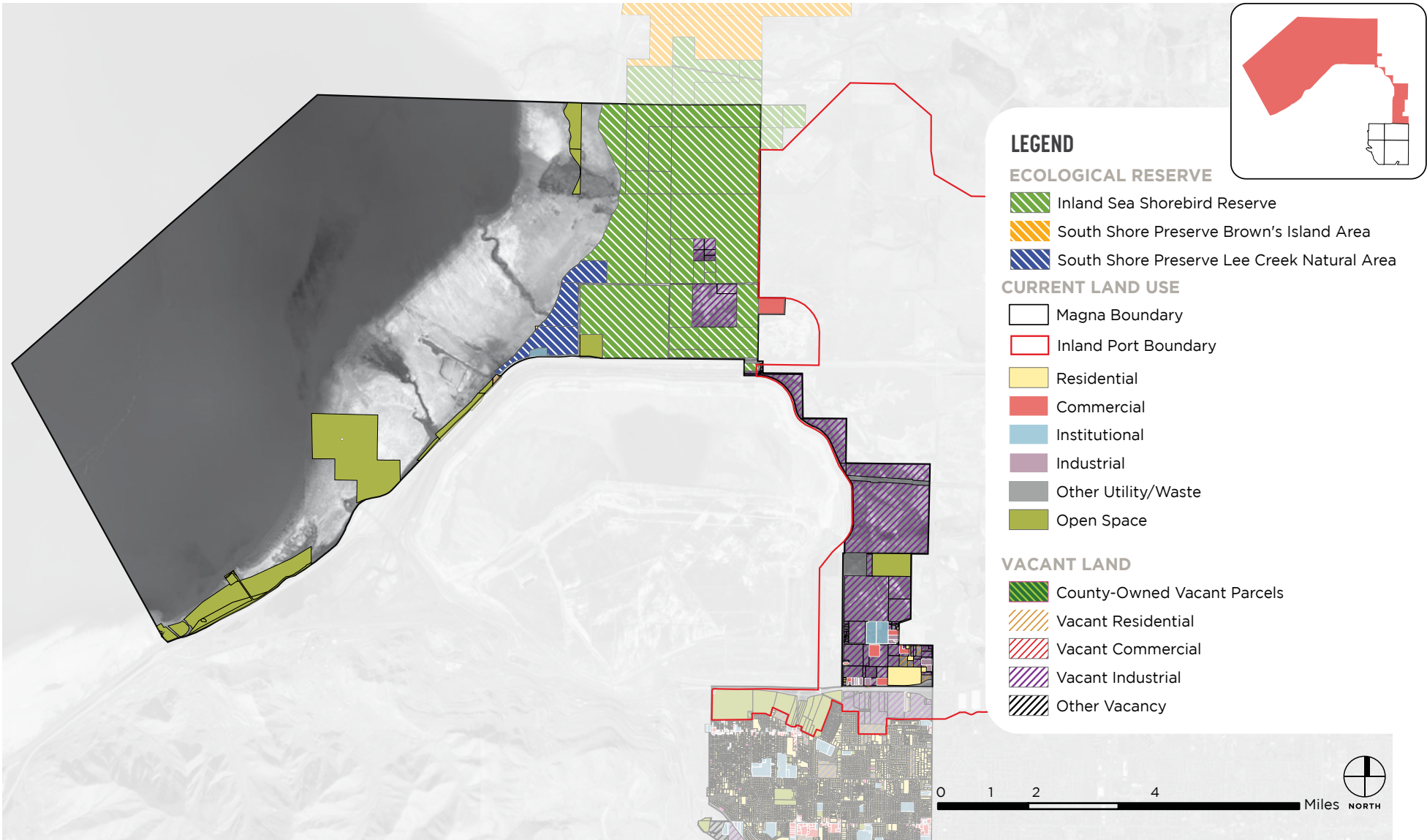
The Great Salt Lake is salty because it does not have an outlet. Tributary rivers are constantly bringing in small amounts of salt dissolved in their freshwater flow. Once in the Great Salt Lake, much of the water evaporates, leaving the salt behind. The ever-fluctuating Great Salt Lake has frustrated attempts to develop its shoreline. As a result, much of the lake is ringed by extensive wetlands making The Great Salt Lake one of the most important resources for migrating and nesting birds. The Great Salt Lake draws people for a variety of recreational experiences and to enjoy what John Muir called "one of the great views on the American Continent."

SALT AIR

A corporation associated with The Church of Jesus Christ of Latter-day Saints and the Salt Lake & Los Angeles Railway (later renamed as the Salt Lake, Garfield and Western Railway) owned and operated the first Saltair, completed in 1893 (https://www.uen.org/utah_history_encyclopedia/s/SALTAIR.shtml). The corporation constructed the railroad to the resort. Saltair was not the first resort built on the shores of the Great Salt Lake, but it was the most successful ever built. Well-known Utah architect Richard K.A. Kletting designed the building which rested on over 2,000 posts and pilings, many of which remain and are still visible over 110 years later.

Today, the venue hosts concerts and events in a refurbished US Air Force aircraft hangar. Access to the venue is via Interstate-80 from both Salt Lake and Tooele counties. There are no other supporting venues in the immediate vicinity. The nearest restaurant is the Salt Shores Snack Shack at the Great Salt Lake State Park and Marina, which is open Wednesday through Sunday noon to 5 pm.

FIGURE 3-14: THE INDUSTRIAL/PRESERVATION AREA



GREAT SALT LAKE STATE PARK AND MARINA

Great Salt Lake State Marina (<https://www.gslmarina.com/>) is home to the Great Salt Lake Yacht Club (<https://www.gslyc.org/>), which boasts the saltiest sailors on earth. Visitors will enjoy the beautiful views of Great Salt Lake, nearby Antelope Island State Park, and Black Rock.

Besides the State Park Visitors Center and self-guided tour, there are 300 slips in the marina and seven campsites in the campground. In addition, the park has swimming and picnic areas.

FUTURE LAND USE CONSIDERATIONS

The area north of I-80 in The Industrial/Preservation Area includes significant natural and ecological resources. The Inland Sea Shorebird Reserve area is expected to remain as an ecological preserve for the benefit of Utah’s shorebirds.

Currently developed areas north I-80 in Magna include the Great Salt Lake State Park and Marina owned and operated by the State of Utah and Saltair, the privately owned entertainment venue. These two areas should be evaluated for future economic development and recreational opportunities.

The area south of I-80 and north of SR-201 lies within the boundaries of the Inland Port. This is part of the North Industrial Catalytic Area identified in the Economic Development Element and presents an opportunity to increase employment, commercial activity and tax base in Magna. Development is anticipated to move south to north in this area as infrastructure is extended from SR-201 towards I-80.

FIGURE 3-15: INLAND PORT

What is an Inland Port? An Inland Port is a logistics hub located ‘inland’—often far from coastal ports—but with strong connectivity to one or more seaports through multiple transportation modes. Inland Ports often rely on the Class I rail network to link international trade gateways in inland distribution hubs, but Inland Ports depend on other modes—including the highway network and an airport to facilitate goods movement across modes (between airplanes, trains, and trucks), customs clearance, retail and e-commerce warehousing and distribution, and light manufacturing uses.

UTAH INLAND PORT AUTHORITY (UIPA) STRATEGIC DIRECTION

- VISION**
Utah will be a leader in revolutionizing global logistics for the next generation.
- MISSION**
Promote sustainable, equitable, and smart logistics investment through partnerships, policies, and programs.
- STRATEGY**
Responsibly manage public resources to increase utilization of existing assets, repurpose outdated assets, and develop new assets to enable improved statewide logistics.
- VALUE PROPOSITION**
Improve reliability, increase efficiency, and reduce costs in the statewide logistics system.

UIPA OBJECTIVES

-  **POSITION UTAH AS THE LEADING TRADE AND LOGISTICS HUB**
-  **ADVANCE SUSTAINABLE AND SMART SUPPLY CHAINS**
-  **BE A RESPONSIBLE STEWARD OF THE ENVIRONMENT AND LOCAL COMMUNITIES**
-  **EFFECTIVELY MANAGE UIPA RESOURCES**

AREA 2: THE NORTHEAST NEIGHBORHOODS AREA

The Northeast Neighborhoods Area is the area south of SR-201 to 3100 South and west of 7200 West to 8400 West, Figure 3-16. The area is primarily single family residential with a traditional suburban layout and grid. Kersey Creek and Coon Canyon Creek drainages run south to north through this area. The Riter Canal runs east to west in the area.

SR-201 CORRIDOR AND INTERCHANGES

State Road 201 is a major east/west highway connecting the east and west sides of the Salt Lake valley. It is a controlled-access highway with four intersections serving Magna, 7200 West, 8000 West, 8400 West, and 9200 West. The SR-201 corridor is a major industrial and commercial corridor in the Salt Lake valley. Frontage roads along SR-201 provide access from the 7200 and 8000 West intersections to industrial and commercial properties in this area of Magna. Most properties within Magna along the corridor are underutilized compared to properties further east along the corridor in West Valley and Salt Lake cities.

As density and development move west in the valley, this corridor will provide a primary opportunity to add employment and commercial activity within the Municipality.

8000 WEST CORRIDOR

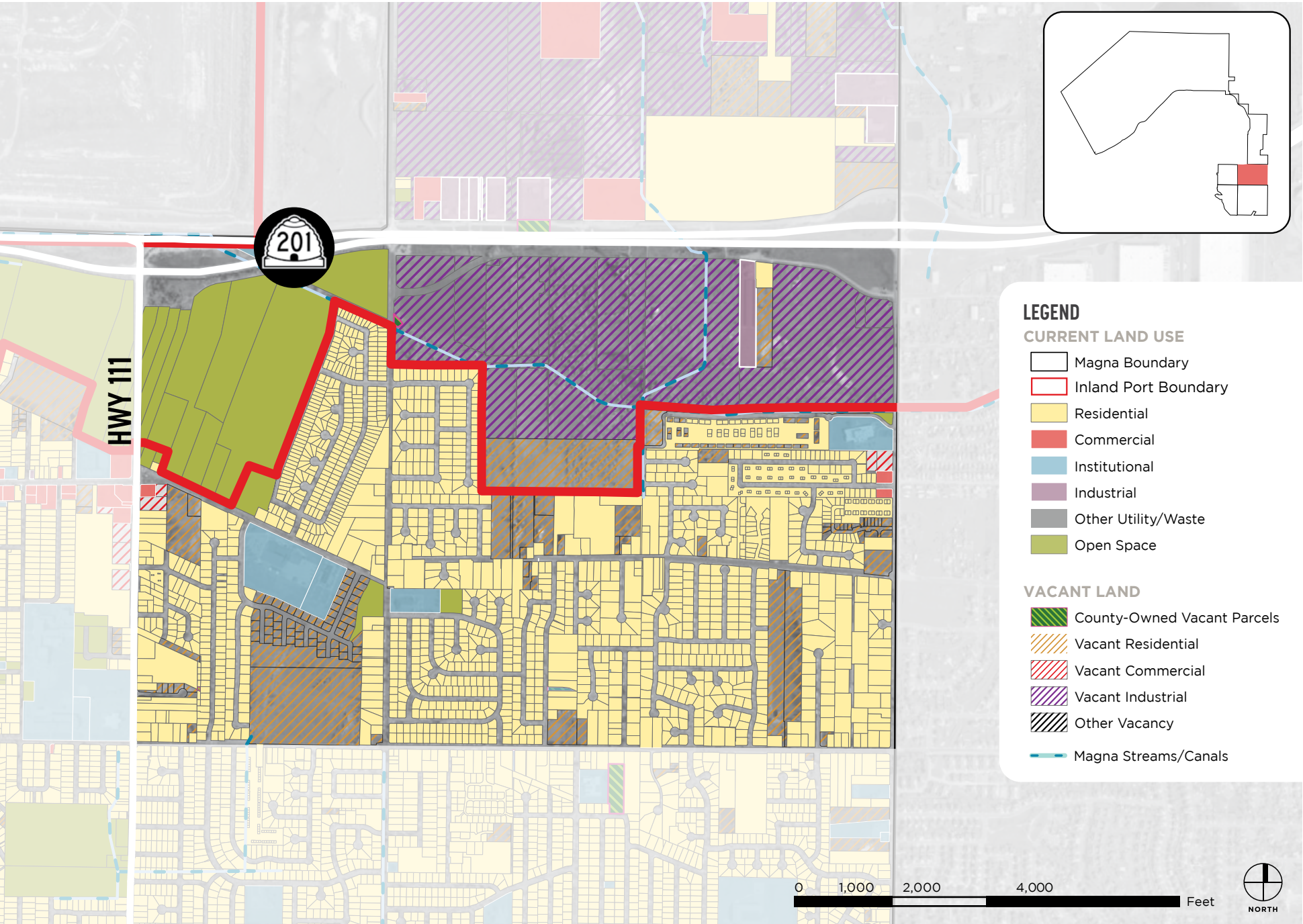
The 8000 West Corridor is a commuter route connecting SR-201 and Magna’s eastern neighborhoods. The road is on the Regional Long-Range Transportation Plan for widening in Phase 1. Phase 1 construction is between 2019 and 2030.

NODES

The SR-201 intersections at 7200 West are developing as a highway serving commercial area. The east side of the road is in West Valley City and the west side in Magna. Currently there is limited development at the intersection, particularly on the Magna side. A planned frontage road to allow access to the approximately 174 acres of developable property on the south side of SR-201 between 7200 West and 8000 West will open up the area for development. The properties abutting the planned frontage road are appropriate for light industrial and commercial development.

Development at and between the nodes transitions to low-to medium-density residential development at approximately south of the Riter Canal.

FIGURE 3-16: THE NORTHEAST NEIGHBORHOODS AREA



RESIDENTIAL NEIGHBORHOODS

The Northeast Neighborhoods Area residential neighborhoods are primarily low density, single-family and duplex homes built primarily in the post-WWII era. Interspersed throughout the area are public and private schools and several churches.

The existing neighborhoods in this area average just under 4 dwelling units per acre. This is the lowest density area in the community. Table 3-4 lists the residential zoning designations found in The Northeast Neighborhoods Area. The most prevalent zoning designations are R-1-6 and A-1. Properties currently under development are zoned either R-1-7 or A-1. Undeveloped acres south of the Riter Canal are primarily zoned A-1.

There are several denser condominium and apartment home developments located primarily along 8000 West, around 3100 South. In addition to available vacant and underutilized industrial and commercial properties at the SR-201 nodes, The Northeast Neighborhoods Area has approximately 79 acres of vacant or underutilized land appropriate for residential development. Ivory homes is developing a 34-acre parcel that will include a planned 2.2 acre park. The Northeast Neighborhoods Area is underserved for public parks.

FUTURE LAND USE CONSIDERATIONS

The area north of the Riter Canal and south of SR-201 is prime industrial and commercial development property. This area has been marketed as a new employment center that will bring additional jobs and customer base to Magna.

The residential neighborhoods of The Northeast Neighborhoods Area are primarily established single-family neighborhoods. There are several parcels or groups of parcels that are appropriate for medium- to higher-density housing. The property south of the Riter Canal and north of approximately 2820 South is currently under development at approximately 18-20 units per acre. The area north of 3100 South and south of approximately 2800 South is currently under development at approximately 12 units per acre. This mix of densities with both for rent and for purchase housing units is consistent with the current residential neighborhood pattern.

The neighborhoods in The Northeast Neighborhoods Area are relatively stable with adequate storm drain infrastructure. The neighborhood is underserved for parks. As new development occurs open space and park amenities should be required as part of the development approval. Parcels available for purchase and development for public parks and trails should be identified and pursued as Municipality funds are available. In addition, there are several areas where gaps in the network of sidewalks will enhance connectivity.

TABLE 3-4: THE NORTHEAST NEIGHBORHOODS AREA RESIDENTIAL ZONING DESIGNATIONS

Current Zoning	Minimum Lot Size	Average D/U per Acre
R-1-3	3,000	11
R-1-5	5,000	7
R-1-6	6,000	6
R-1-7	7,000	5
R-1-10	10,000	4
A-1	10,000	4
R-2-6.5	6,500	12
R-4-8.5	8,500	18
RM	5,000	25

Source: Salt Lake County Assessors Database

AREA 3: THE SOUTHEAST NEIGHBORHOODS AREA

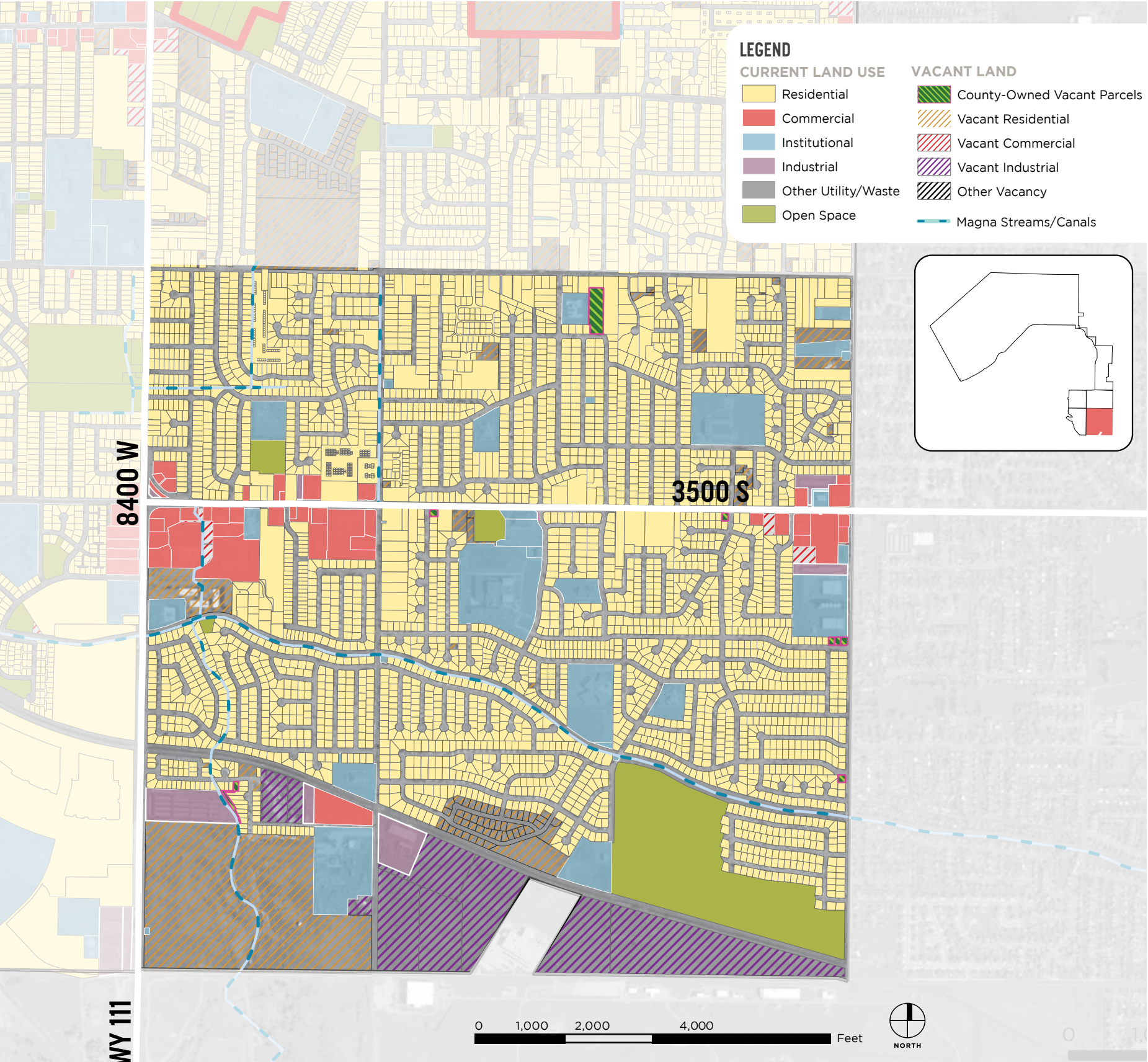
The Southeast Neighborhoods Area is 3100 South to the Municipality southern border at 4100 South and between 7200 West and 8400 West, Figure 3-17. The area is primarily single family residential with a traditional suburban layout and grid. Phase one of a new regional park, Magna Regional Park, is under construction in the area. Overpressure zones related to Northrop Grumman operations south of the Municipality border also affect development potential in the area.

3500 SOUTH CORRIDOR

3500 South is Magna's primary commercial corridor characterized by neighborhood and community strip centers at 8400 West and 7200 West. The 8400 West 3500 South intersection is the community's primary commercial node including several banks, national chain restaurants, a Walmart Neighborhood Grocery, medical clinic, and other services.

The 7200 West 3500 South intersection is the community's secondary commercial node, including two grocery stores—the local Kroger chain and a Rancho Market—and other neighborhood focused retail.

FIGURE 3-17: THE SOUTHEAST NEIGHBORHOODS AREA



RESIDENTIAL NEIGHBORHOODS

The Southeast Neighborhoods Area neighborhoods are primarily low density, single-family and duplex homes. The Magna Council approved a new housing development at approximately 4100 South and 8000 West. There is a large area of undeveloped property at 4100 South and the east side of 8400 West zoned A-20 which requires 20 acres per dwelling unit. This is a holding zone until a development proposal is submitted and approved. Table 3-5 lists the residential zoning designations found in The Southeast Neighborhoods Area. The most prevalent zoning designations are R-1-6 and R-7. There is a large multi-family zoned area adjacent to the Arbor Park commercial area at 3500 South and 8400 West. The existing neighborhoods in this area average 5.25 dwelling units per acre.

4100 SOUTH CORRIDOR/NORTHROP GRUMMAN

The 4100 South Corridor has developed as a mix of residential and industrial uses. Operations of Northrop Grumman to the south strongly influences development of the corridor in Magna. Magna's zoning code identifies areas subject to overpressure zones related to Northrop Grumman. The overpressure zones limit development of some properties or impose construction limitations or considerations for protection of occupants. Figure 3-6 identifies the overpressure zones.

FUTURE LAND USE CONSIDERATIONS

The commercial areas at the intersections of 3500 South and 7200 West and 3500 South and 8400 West are Magna's primary retail locations. The intersections have been identified as Catalytic Opportunities for the Municipality to capture additional retail spending, provide additional neighborhood and community focused services and, at 8400 West, an opportunity to provide higher density housing at densities up to 25 units per acre.

The residential neighborhoods of The Southeast Neighborhoods Area, outside of the catalytic areas, are primarily established single-family neighborhoods. There are several parcels or groups of parcels that are appropriate for mixed-density housing to include densities ranging from four units per acre to 12 - 18 units per acre. The property at 4100 South and 8400 West is an opportunity to create a gateway development for the community. This large parcel is appropriate for a mix of employment, low-and medium-density housing to complement the Little Valley Gateway development on the west side of 8400 West.

The 4100 South corridor represents the primary new development opportunity in this area. Vacant, development property in the area is affected by the Northrop Grumman overpressure zones, limited some of the area to industrial or commercial development. The intersection of 4100 South 8400 West

represents an opportunity for mixed residential density development. Densities in this area should reflect the densities in the Little Valley Gateway development at approximately 9 dwelling units per acre. Higher densities are appropriate as infill within the communities primary commercial node at 8400 West and 3500 South as part of a mixed use development.

The neighborhoods in The Southeast Neighborhoods Area are relatively stable with adequate storm drain infrastructure. The neighborhood is well served for parks with the proposed large regional park at the eastern boundary on 4100 South. This park, currently called "Magna Regional Park" in official documents is locally known as "Heaps Memorial Park" in recognition of a police officer who lost his life serving the community. This park is an opportunity to create an eastern gateway to the Municipality. As new development occurs open space and park amenities should be required as part of development approval. In addition, there are several areas where gaps in the network of sidewalks will enhance connectivity.

TABLE 3-5: THE SOUTHEAST NEIGHBORHOODS AREA RESIDENTIAL ZONING DESIGNATIONS

Current Zoning	Minimum Lot Size	Average D/U per Acre
R-1-3	3,000	11
R-1-5	5,000	7
R-1-6	6,000	6
R-1-7	7,000	5
R-1-8	8,000	4.5
R-1-10	10,000	4
A-1	10,000	4
R-2-6.5	6,500	12
R-M	5,000	25
A-20	20 Acres	

Source: Salt Lake County Assessors Database

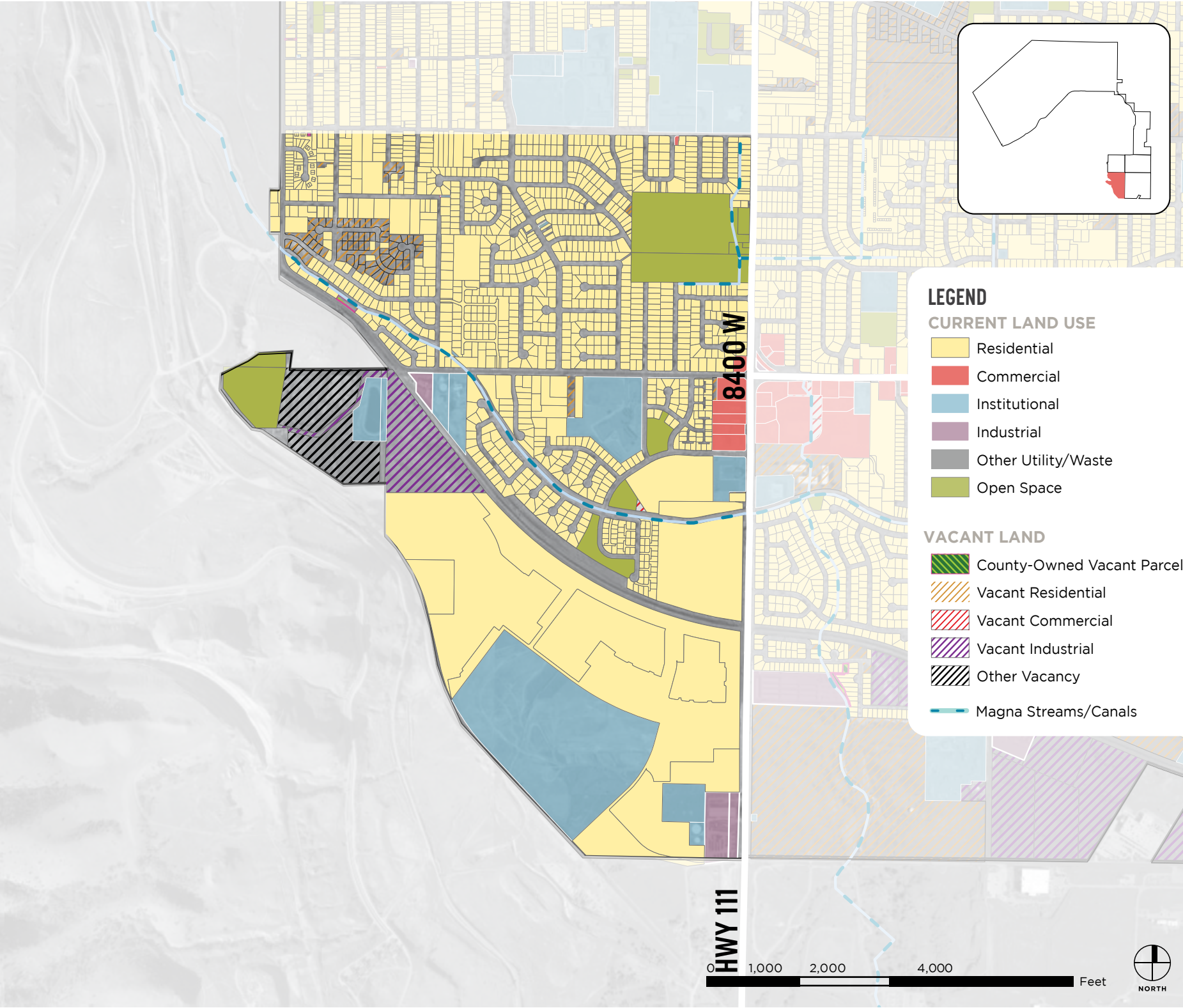
AREA 4: THE SOUTHWEST NEIGHBORHOODS AREA

The Southwest Neighborhoods Area includes significant areas of developable land. The area is in the southwest corner of the Municipality bordered by 8400 West on the east, 3100 South on the north and the Municipality boundary on the south and west, Figure 3-18. The area includes the recently annexed development area that will include the new Cyprus High School and a 1,360-unit plus mixed-density residential development.

8400 WEST CORRIDOR

8400 West is a major transportation corridor connecting State Road 201 to the communities in the south-west corner of Salt Lake County. 8400 West is State Road 111, maintained and controlled by UDOT. 8400 West in The Southwest Neighborhoods Area is a five-lane highway (2 lanes in each direction and a central turn lane) that carries approximately 14,000-16,000 cars and trucks on an average weekday. There is significant vacant, developable land available on this corridor.

FIGURE 3-18: THE SOUTHWEST NEIGHBORHOODS AREA



RESIDENTIAL NEIGHBORHOODS

The Southwest Neighborhoods Area neighborhoods are primarily low density, single-family and duplex homes. Recent development has occurred in this area. The Municipality required recent developments to include dedicated park and open space. This area includes many of Magna’s parks and is well-served for open space.

This area also includes a mobile home park providing moderate income, affordable housing units to the area. The existing neighborhoods in this area average just under 5 dwelling units per acre. The newly annexed Little Valley Gateway area is approved for development at an overall average of approximately 9 dwelling units per acre.

Table 3-6 lists the residential zoning designations found in The Southwest Neighborhoods Area. The most prevalent zoning designations are Planned Community, R-1-7 and Residential Mobile Home. The Planned Community zoned area is discussed in the section below.

LITTLE VALLEY GATEWAY DEVELOPMENT

In November 2018, taxpayers in Salt Lake County voted to approve a Granite School District bond to construct several new schools, including a new Cyprus High School in Magna. The new school will be open for the 2024 school year. The school and related amenities sit on 60 acres within a new development area of roughly 145 acres for residential development with a mixture of housing types.

The new DR Horton development at approximately 4000 South west of 8400 West includes 250 new homes and the site for the new Cyprus High School. The new Cyprus High includes a new 505,831 SF high school with associated playing fields and open space. The new development includes roads, trails, and open space.

FOOTHILLS

The Southwest Neighborhoods Area is next to Kennecott-owned property in the foothills of the Oquirrh Mountains. This is also the area included in Magna’s Annexation Declaration adopted on September 25, 2018. The area is not currently accessible to the public but boasts areas of significant beauty appropriate for future preservation as open space when annexation and development occur. This area is also home to a coal fired power plant which will likely see a change in land use in the coming years.

FUTURE LAND USE CONSIDERATIONS

The Little Valley Gateway development represents significant growth in Magna. The development includes a mix of housing types and densities, open space, infrastructure and amenities including the new Cyprus High School.

The residential neighborhoods of The Southwest Neighborhoods Area outside of Little Valley Gateway, are primarily established neighborhoods at a mix of densities. Limited opportunities for new development outside of Little Valley Gateway include increased density at 3500 South and 8400 West as well as some limited infill. The next major opportunity for growth in The Southwest

Neighborhoods Area will occur at the time of annexation in accordance with the Magna Annexation Declaration. A plan for infrastructure and land uses in the future annexation area will be required prior to annexation.

There are limited opportunities for new and infill development in the area, most opportunities occur at the 3500 South 8400 West node and along 8400 West. These areas appropriate for higher density residential development at approximately 25 units per acre. Additional opportunities may occur through annexation of future development areas to the west and south. Densities in future annexation areas should resemble the densities approved for Little Valley Gateway at approximately 9 dwelling units per acre.

The neighborhoods in The Southwest Neighborhoods Area are relatively stable with adequate storm drain infrastructure. The neighborhood is well served for parks as a result of development requirements. As new development occurs open space and park amenities should continue to be required as part of the development approval. In addition, there are several areas where gaps in the network of sidewalks will enhance connectivity.

TABLE 3-6: THE SOUTHWEST NEIGHBORHOODS AREA RESIDENTIAL ZONING DESIGNATIONS

Current Zoning	Minimum Lot Size	Average D/U per Acre
R-1-7	7,000	5
PC	Varies	9
A-1	10,000	4
R-4-8.5	8,500	18
R-M	5,000	25
RMH - Mobile Home	Varies	Varies

Source: Salt Lake County Assessors Database

AREA 5: THE HISTORIC NEIGHBORHOODS AREA

The Historic Neighborhoods Area includes the original Magna Town area of development including Magna Main Street and the adjacent original neighborhoods, Figure 3-19. The area also includes significant community resources such as the current Cyprus High School, the Magna Recreation Center, several parks, the Magna Salt Lake County Library System branch, the Magna Senior Center, and the Kennecott-owned golf course—the Copper Club. On January 4, 2021 Magna Downtown Commercial Historic District was officially listed in the National Register of Historic Places.

MAGNA MAIN STREET AND HISTORIC MAGNA

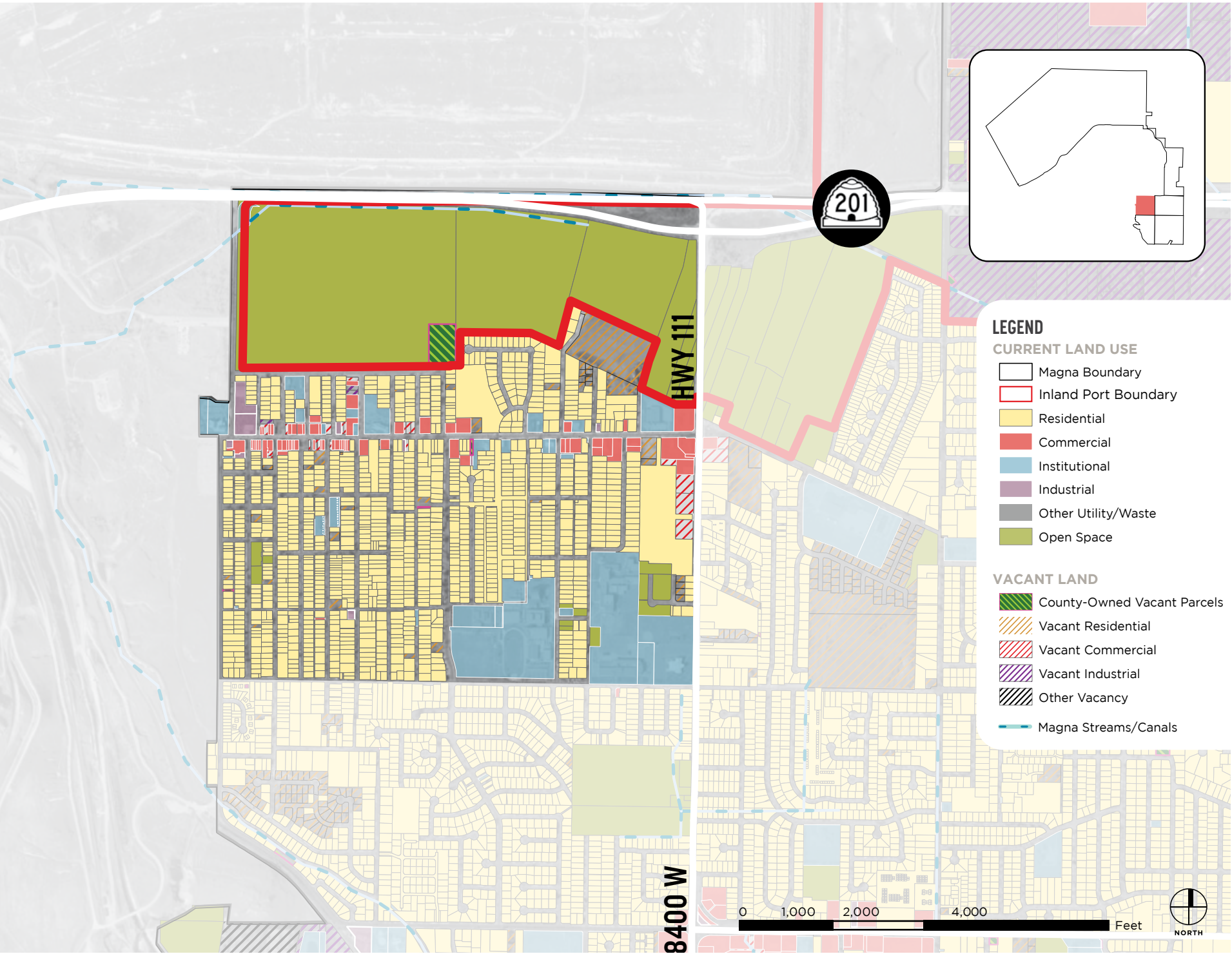
Settlement of the historic core of Magna began in 1851. Early farmers settled in 1868 at the base of the northern Oquirrh Mountains and called their community Pleasant Green. By 1900, about 20 families lived in the area.

In the early 1900s, copper mining activity in the Oquirrh Mountains transformed the area from an agricultural hamlet into an industrial community. D.C. Jackling established the Utah Copper Company, which later became Kennecott Copper Corporation. The original town of Magna began developing about 1905 when the Company constructed copper processing facilities at the northwest end of present-day Magna. Copper workers lived in town and walked to work. Many early residents were immigrants from Eastern Europe. Magna developed a reputation for embodying the American dream: in Magna, immigrants’ children were educated and often took on professional, business, and civic leadership roles. The original main street included churches, fraternal halls, saloons, and shopping. Residential neighborhoods developed north and south of the commercial district.

In 1906, Kennecott began constructing its Magna Mill. Jackling chose the name “Magna” from the Latin word meaning “great” or “superior.” In 1909, Boston Consolidated Copper built a second mill in the area. Two years later the companies merged, and the mills became Arthur Mill. Mill construction workers lived in a temporary settlement, known as “Ragtown,” located northwest of the present Magna Main Street. As the mills began operating, some local farmers traded in their ploughs for a steady company paycheck and became mill employees. In 1915, postal officials complained that “Pleasant Green” was too close to “Pleasant Grove,” another Utah town; hence, the community adopted the name “Magna” from the Magna Mill.

The areas north and south of Magna Main Street continued as the core of the community until the 1970s, when Magna experienced dramatic growth. Developers built moderately priced single-family homes on inexpensive land south and east of the historic town center. The new neighborhoods attracted middle-income, working-class couples and younger families. In the early 1970s, development of the Arbor Park Shopping Center at 3500 South U-111 added to the suburban character of the area. During this era, Magna’s population growth rate approximately double that of the county.

FIGURE 3-19: THE HISTORIC NEIGHBORHOODS AREA



Several past and current projects have focused on the viability of Magna Main Street as a commercial anchor for the community. Two Redevelopment tax-increment producing project areas were created by Salt Lake County to capture potential increased property tax revenue for reinvestment on the street. One of the project areas has now expired. In addition to funding through the redevelopment area tool, grants and similar funding sources have contributed to new infrastructure on the street. As a result of the January 4, 2021 historic designation, additional grant funds and support will be available to Magna to improve the viability of Magna Main Street as a community asset and local shopping and dining area.

8400 WEST CORRIDOR

8400 West, also designated and called U-111, is a major state-owned arterial that serves Magna and communities to the south. As this major roadway passes through planning The Historic Neighborhoods Area, it narrows to one lane in each direction with a center turn lane from 2700 south to 3500 South creating bottlenecks during morning and evening drive times. There are also several schools and community facilities on 8400 West that generate walking and bicycle traffic.

The regional Long-Range Transportation Plan includes widening 8400 West from 2700 South to 3500 South as a Phase 2 improvement. Phase 2 improvements are between 2031 and 2040.

NODES

There are two existing commercial nodes on 8400 West within the Historic Neighborhoods Area. A secondary node at 2700 South/Magna Main Street and 8400 West and the community’s primary node at 3500 South and 8400 West.

The node at Magna Main Street includes gas stations and similar highway oriented commercial properties because of proximity to SR-201. New multi-family development has occurred near this node, increasing the number of households in the area to support increased commercial activity at the node and further west on Magna Main Street.

The planning The Southeast Neighborhoods Area discussion includes the node at 8400 West and 3500 South.

CURRENT CYPRUS HIGH SCHOOL LOCATION

Cyprus High School sits on approximately 30 acres at 8263 West 3000 South and uses the former Brockbank Jr. High School building at 2935 South 8560 West as the 9th and 10th grade facility. The Cyprus High-Brockbank Campus is an approximately 21-acre parcel. Magna Elementary shares this parcel with the Brockbank Campus of Cyprus High. Granite School District representatives have not yet made an official determination considering the future of the current Cyprus High School site. Because the site is in the heart of Magna and has significant influence on the character and future of the community, close coordination with school district representatives is recommended to help guide the future of this catalytic site.

FITNESS AND RECREATION CENTER

The Magna Fitness and Recreation Center is in planning The Historic Neighborhoods Area. Salt Lake County built the Center in 2000. The facility includes an outdoor pool, fitness rooms, a gym, indoor track, childcare area and supporting areas including locker rooms. Besides the facilities, Magna Fitness and Recreation operates youth sports leagues, camps, classes, and clinics for area residents. Magna’s population has increased by 17 percent since construction of the facility.

RESIDENTIAL NEIGHBORHOODS

Magna’s original neighborhoods are located in The Historic Neighborhoods Area. The neighborhoods immediately to the north and south of Magna Main Street are small-lot (less than 0.20 of an acre) single-family areas. Most homes in this area were built when Magna first settled in the early 20th Century. There are newer subdivisions to the north of Magna Main Street, between approximately 8800 West and 8400 West. There are newer multi-family rental developments in the northeastern portion of planning The Historic Neighborhoods Area.

This area has the highest residential neighborhood densities in the Municipality at approximately 7 dwelling units per acre. Future development opportunities include possible development of the existing Cyprus High School site and limited infill opportunities. Table 3-7 lists the residential zoning designations found in The Historic Neighborhoods Area. The most prevalent zoning designations are R-1-6 and R-2-6.5. Additionally, there is a multi-family residential development that is in an area zoned C-2 – Commercial.

TABLE 3-7: THE HISTORIC NEIGHBORHOODS AREA RESIDENTIAL ZONING DESIGNATIONS

Current Zoning	Minimum Lot Size	Average D/U per Acre
R-1-6	6,000	6
R-1-8	8,000	4.5
R-2-6.5	6,500	12
R-M	5,000	25

Source: Salt Lake County Assessors Database

KENNECOTT OPERATIONS

Rio Tinto-Kennecott operations are located immediately west and north of Magna’s boundary. Kennecott has had a long-term relationship with Magna, predating the current Municipality form of government. Kennecott owns the property for the Copper Club golf course north of Magna Main Street and has contributed to community assets including the Senior Center and open space. In the last 3 years Kennecott has made over 600 acres of undeveloped property available for development aiding Magna's growth.

Kennecott continues to own significant, undeveloped acreage in the northern portion of Magna, including potential industrial and commercial development sites in planning Areas 1 and 2 and agricultural and open space. A significant portion of the currently vacant, property west of 8800 West in the Historic Neighborhoods Area are held as buffer areas to core Kennecott operations.

Based on publicly available information, Kennecott intends to continue operations at the Magna smelter for the foreseeable future. However, when operations cease, there will be ongoing stewardship for the tailings site to the north and for the current smelter site. Other Kennecott owned property, both within the Municipality boundaries and within the Municipality’s Annexation Declaration Area, may be appropriate for new development and for preservation of open space.

FUTURE LAND USE CONSIDERATIONS

Magna Main Street represents the community’s historic center. The buildings on the street are unique in this area of the Salt Lake Valley representing of only two historic Main Streets in the County that have retained their original character. The community has invested resources into improving the streetscape and encouraging preservation and reuse of the buildings. Many of the buildings were damaged in the March 18, 2020 earthquake that was centered to the north of Magna Main Street. The Municipality has pursued assistance and support for property owners affected by the earthquake. In addition, Historic District status was granted to Magna’s Commercial Downtown in January 2021. More information can be found here: <https://bit.ly/historicmagna>.

Historic District status provides access to resources including professional support and grants for the Municipality and property owners encouraging reinvestment in the area. The Municipality should consider expanding the boundaries of the Historic District to include a portion of the “Old Magna” neighborhood to the south. The “Old Magna” neighborhood includes the original homes of the community as well as a unique character area that community members have indicated should be preserved.

The Historic Neighborhoods Area includes the current Cyprus High School catalytic area. When the new Cyprus High opens the current facility, owned by Granite School District, will be available for reuse. The Municipality should coordinate with the School District to identify a preferred strategy for this area. Future residential densities should be consistent with existing lot sizes and densities, however.

The neighborhoods in The Historic Neighborhoods Area are the oldest in the community with limited infrastructure. Stabilization of this neighborhood through investment in storm drainage, parks, sidewalks and grants to home owners to improve their home and property will preserve this area for future generations.

OPPORTUNITIES & CHALLENGES

Based on public input and opportunities analysis, the planning process identified several opportunities and challenges for Magna’s future. These opportunities and challenges inform the goals and strategies for future land use in the community.

Several opportunities exist for Magna:

INDUSTRIAL/COMMERCIAL DEVELOPMENT AREAS

- Inland Port
- SR-201 Corridor

TRANSITION OF EXISTING COMMERCIAL AREAS TO MIXED-USE NODES

- 8400 West & 3500 South
- 7200 West & 3500 South

NEW MIXED USE/RESIDENTIAL DEVELOPMENT AREAS

- 4100 South & 8400 West
- Current Cyprus High School location
- Areas near 2700 South

FUTURE ANNEXATION AREA

- Oquirrh foothills
- New neighborhoods and mixed-use centers
- Parks, trails, and open space

Challenges to the Municipality’s future include:

FISCAL STABILITY

- Broaden the tax base
- Reduce “leakage” of sales tax
- Improve performance of existing commercial areas through targeted investment in infrastructure improvements

NEIGHBORHOOD STABILITY

- Improve neighborhoods through enhanced code enforcement
- Identify sources for help to preserve existing affordable housing stock
- Create policy approaches to enhance socio-economic diversity
- Provide public improvements to enhance neighborhoods and neighborhood pride such as sidewalks and neighborhood entry elements

PARKS, TRAILS AND OPEN SPACE

- Ensure all new development includes parks, trails, and open space amenities as part of the development plan
- Address underserved areas through preservation of properties for future parks
- Pursue grant funding for purchase and construction of new parks and trails



Magna's Main Street (GSBS Consulting).

FUTURE LAND USE RECOMMENDATIONS

1. Review the current zoning designations and requirements to ensure that zoning provisions are consistent with the intent of the General Plan

2. Create community entry areas that identify the primary entrances to Magna and create a sense of identity and community pride. Primary entry areas include:

- 3500 South at 7000 West
- 8400 West at 4100 South
- Magna Regional Park
- SR-201 interchanges

3. Achieve a sustainable revenue stream through implementation of the Economic Development Goals and Strategies to:

- Implement strategies related to the North Industrial Catalytic Area to create additional Magna-based employment opportunities and increase property tax revenue.
- Coordinate with and participate in the Inland Port initiatives to improve infrastructure and attract new investment to Magna in the North Industrial Catalytic Area
- Enhance existing and future commercial nodes to allow higher density residential development, improve walkability, connect the commercial areas to surrounding neighborhoods, and increase retail square footage.
- Review current parking requirements to ensure the highest and best use of land within commercial nodes.
- Create community entry areas that identify the primary entrances to Magna, create a sense of identity, and enhance community pride.
- Review and evaluate current zoning designations to ensure consistency with the recommendations of this General Plan including elimination of unused designations, revision of current designation and drafting of future designations such as a Mixed Use zone.

4. Provide for infill and replacement housing:

- Review current zoning and development provisions to ensure that infill and replacement housing is context sensitive
- Ensure zoning and development provisions ensure building mass, height, roof type and building materials are consistent with the surrounding neighborhood when the proposed project is located within an existing neighborhood

5. Create urban design guidelines for Magna Main Street, catalytic commercial nodes, and new neighborhoods.

- Create and adopt an Illustrative Plan, Regulating Plan, Building Form Standards and Public Space Standards for Magna Main Street
- Study the use of Form Based Codes for the 3500 South Commercial Node Catalytic properties
- Review existing development requirements for new neighborhoods to ensure adequate design controls to meet community goals.

6. Invest in neighborhood level infrastructure and amenities including:

- Review and prioritize the sidewalk projects identified in the 2020 Magna Metro Township Transportation Master Plan
- Identify and address gaps in the storm water system through the Municipality
- Identify strategies and funding sources achieve a 10-minute walk to parks, trails & open space for current and future residents

7. Increase parks, trails, recreation, and open space opportunities to support healthy and active lifestyles for residents.

8. Preserve the current housing stock through:

- Continued participation in State programs to repair and prepare for earthquakes and other natural disasters
- Increased code enforcement to ensure long-term viability of structures and neighborhoods
- Identification of grant and other resources to aid homeowners in preservation and investment in their primary asset, their home

9. Implement the Municipality’s Moderate Income Housing Plan to:

- Preserve current moderate-income housing on a long term basis
- Create more Moderate Income Housing to serve the growing community
- Support measures and efforts that contribute to neighborhood stabilization

Figure 3-18, on the following page, is the future land use map of Magna.

FIGURE 3-20: FUTURE LAND USE, REGIONAL EXTENT

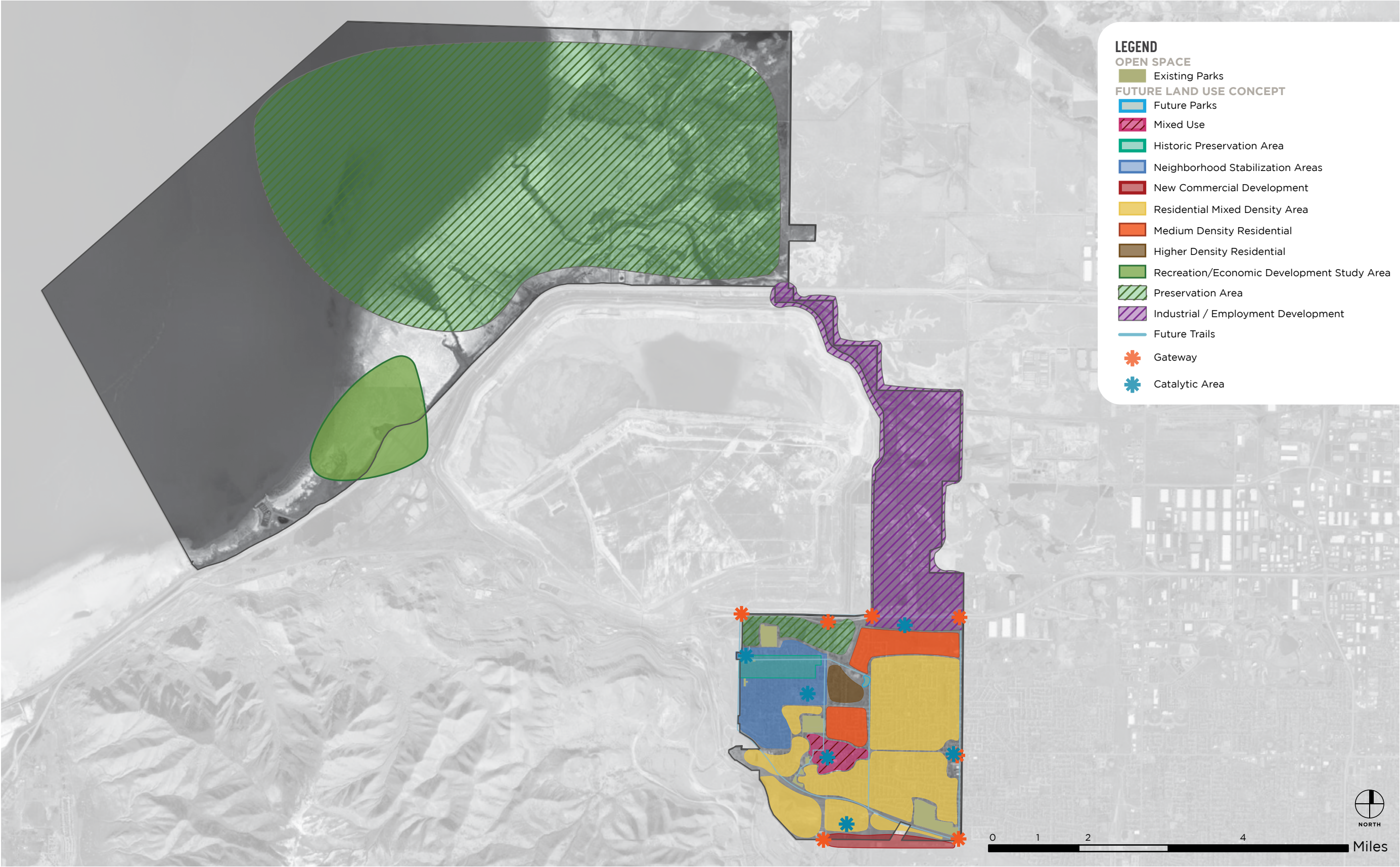
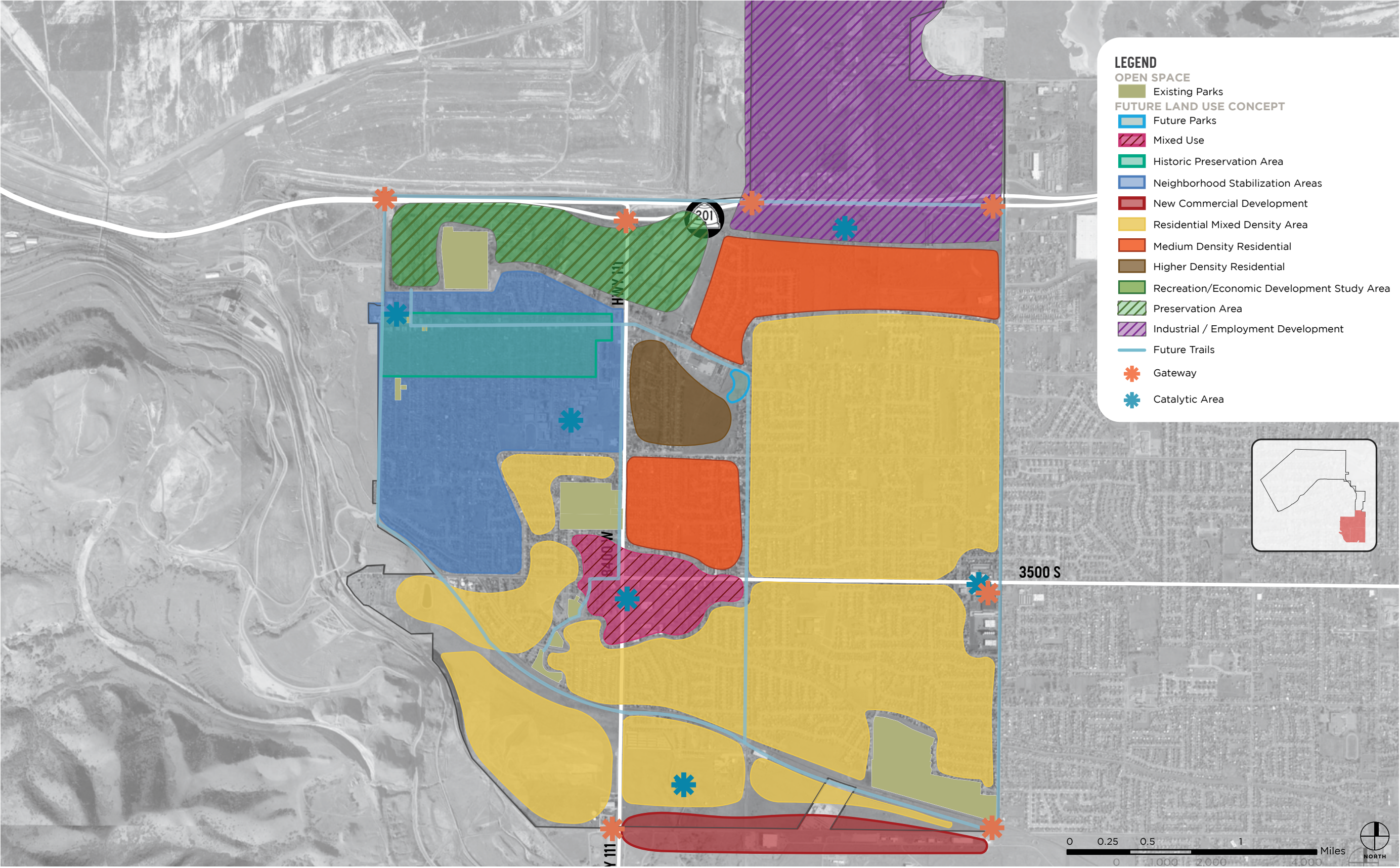


FIGURE 3-21: FUTURE LAND USE



FUTURE LAND USE CONCEPT MAP DESIGNATIONS

EXISTING PARKS

There are eight parks in Magna primarily located in the northwest and southern areas of the Municipality.

- Existing Parks:* 8
- Public Park:* 231 Acres
- School Playing Field:* 36 Acres
- Privately Owned Open Space:* 15 Acres
- Level of Service:* 7.9 Acres / 1,000 residents

FUTURE PARKS

Magna and Salt Lake County own parcels within the community that can be developed into parks as funds are available. In addition to the identified areas, continuation of current requirements for construction and maintenance of open space as part of planned community development will provide additional park acres to serve Magna’s neighborhoods.

FUTURE DEVELOPMENT RECOMMENDATIONS:

- Complete development of existing class one regional parks—Lodestone, Magna Regional Park property, and Welby.
- Cover the Magna outdoor swimming pool to enhance/augment year-round programming opportunities.
- Acquire large tracts of undeveloped land that are valued for their aesthetic, ecological, wildlife habitat, watershed, viewshed, or passive recreational qualities.
- Acquire easements on strategically located agricultural land to preserve the valley’s farming heritage.
- Provide adequate resources to better manage and maintain open space.
- Complete a level-of-service study for neighborhood parks in the unincorporated areas of Salt Lake County and prepare a plan that identifies needs and proposes actions to mitigate deficiencies.

HISTORIC PRESERVATION AREAS

The historic beginnings of Magna centered around Magna Main Street. On January 4, 2021 Magna Downtown Historic Commercial District was listed in the National Register of Historic Places. Consideration of future expansion of the Historic District to the neighborhoods immediately to the north and south is recommended in the plan.

FUTURE ZONING CONSIDERATIONS:

- *Target Building Height:* 1-2 Stories
- *Target Maximum Density:* Second level residential allowed in existing building.
- *Character:* This area has a distinct character with historic masonry structures and small lots. The area surrounds Magna Main Street which has an intimate and small-town feel and features several locally owned businesses and two small parks.
- *Primary Uses:* Residential, commercial, institutional
- *Prohibited Uses:* Uses with noise, odor, or similar external impacts including outside storage
- *Special Features and Considerations:* In January 2021 this area was granted status as a Historic District. A Historic District is designated by the governing municipality and denotes a high number of historic structures within an area. Changes to a historic structure in a Historic District must undergo a review process to ensure the proposed changes are compatible with the site’s historic architecture and must retain the “character defining” elements of the property which reflect materials in the surrounding neighborhood. Parking is limited within the historic areas which should be considered with new development.

CHALLENGES: Like many historic areas in Magna, this is an older area in the community with limited infrastructure. This may require investment in storm drainage, parks, sidewalks, and grants to homeowners to improve their home and property will preserve this area for future generations. Structures in this area may also be more vulnerable to seismic activity, notable earthquakes. The unenforced masonry character of structures is at a higher risk for damage than reinforced structures.

OPPORTUNITIES: The intimate and historic feel of the Magna Main Street creates an opportunity for tourism to the area. The “small downtown feel” may provide an opportunity for a festival street and gathering space for the community during events. This is supported by the relatively low amount of vehicle traffic moving at slower speeds, updated streetscapes including sidewalks, street furniture, and landscaping, and businesses which open directly onto the street.

NEIGHBORHOOD STABILIZATION AREAS

The “Old Magna” neighborhood is the community’s original neighborhood with the oldest housing and infrastructure. The area is characterized by older homes on small lots. Challenges in the area include a lack of infrastructure including storm drainage and sidewalks, absentee landlords and a lack of reinvestment. The plan recommends strategies to preserve the character of this historic area as well as address infrastructure gaps and property maintenance.

FUTURE ZONING CONSIDERATIONS:

- *Target Building Height:* 1-2 Stories
- *Target Maximum Density:* 6 du/acre internal to area, 12 du/acre at Magna Main/8400 West node, 6 du/acre at existing Cyprus High School site, Maximum Commercial Use footprint 20,000 SF
- *Character:* This area stretches beyond the Historic District but retains much of the same character with historic masonry structures and small lots. Lots increase in size and are structures are newer as you move south. This area also contains the old Cyprus High School Site which will be vacated in 2024 when the new Cyprus High School is completed in Little Valley Gateway. The neighborhoods in near the southern boundary of the area are established with a mixture of densities.
- *Primary Uses:* Mixed density residential, institutional
- *Prohibited Uses:* Industrial, Large format commercial greater than 20,000 SF
- *Special Features and Considerations:* Parking is limited within the historic areas which should be considered with new development. The location of the old Cyprus High School site is within a neighborhood which should be considered when determining a future use for the site.

CHALLENGES: Like many historic areas in Magna, this is an older area in the community with limited infrastructure. This may require investment in storm drainage, parks, sidewalks, and grants to homeowners to improve their home and property will preserve this area for future generations. Structures in this area may also be more vulnerable to seismic activity, notable earthquakes. The unenforced masonry character of structures is at a higher risk for damage than reinforced structures.

OPPORTUNITIES: The old Cyprus High School site may present an opportunity for future use and has been identified as a Catalyst area in this document. As development occurs in Little Valley Gateway, prioritizing pedestrian and bicycle connectivity will give residents a safe way to move throughout the Municipality and connect developments in the area.

NEW COMMERCIAL DEVELOPMENT

As new residential development occurs in the south west areas of Magna, as well as new growth in nearby neighborhoods in West Valley City, 4100 South will become increasingly important as a transportation connection and future development area. Neighborhood commercial and employment uses in this area, within the Northrop Grumman Overpressure zone, will support anticipated future growth.

FUTURE ZONING CONSIDERATIONS:

- **Target Building Height:** 1-4 Stories
- **Target Maximum Density:** Uses and configuration consistent with requirements of the Northrop Grumman Overpressure zones. Target FAR 0.40
- **Character:** This area will include neighborhood commercial and employment opportunities for the residential neighborhoods growing in and around Little Valley Gateway.
- **Primary Uses:** Commercial, Mixed use, Light Industrial
- **Prohibited Uses:** Residential
- **Special Features and Considerations:** Development of this area must comply with the Northrop Grumman Overpressure Zone. Infrastructure improvements should include pedestrian connectivity of residential areas to the west with open space and parks amenities to the north and east.

CHALLENGES: This area is adjacent to the Northrup Grumman overpressure zone which limits expansion of future development in this area.

OPPORTUNITIES: The development surrounding this area will support new commercial and employment. Through strategic planning, this area can serve as a node for activity and community space for the rapidly growing area. Connectivity to established neighborhoods should also be prioritized to promote intermixing of different neighborhoods and their residents.

RESIDENTIAL MIXED DENSITY AREA

Existing neighborhoods in Magna are primarily single-family residential of varying densities. Continuation of this mix of densities from R-1-8 to R-2-6.5 will accommodate anticipated future growth in population and preserve neighborhood character.

FUTURE ZONING CONSIDERATIONS:

- **Target Building Height:** 1-3 Stories
- **Target Maximum Density:** Single-family and duplex zoning to a blended density of 5 dwelling units per acre.
- **Character:** This area consists of mostly established single family residential neighborhoods of varying densities. This area has a suburban feel with structure age ranging from mid-late century to recent developments.
- **Primary Uses:** Mixed use residential, commercial
- **Prohibited Uses:** Commercial, Industrial

- **Special Features and Considerations:** Due to varying densities and large lot sizes, this area is likely to absorb much of the new growth expected in Magna through infill development.

CHALLENGES: As infill, special attention should be paid to keep the existing single-family character within the neighborhoods and focusing higher density development to the proposed Catalytic nodes on 3500 South and Little Valley Gateway.

OPPORTUNITIES:

There are limited opportunities for infill and new development throughout the neighborhoods. Densities and building massing and form should be consistent with current densities and building massing and form.

FUTURE MIXED-USE AREA

This area at 8400 West and 3500 South is the commercial core of Magna. To capture existing and future retail demand additional retail, restaurant, service, and residential uses should occur in this area. Evaluation of current utilization of properties in the area and creation of an appropriate mixed-use zoning tool will aid in the transformation of this area.

FUTURE ZONING CONSIDERATIONS:

- **Target Building Height:** 1-4 Stories
- **Target Maximum Density:** 25 units/acre Residential, Ground floor retail/service uses, Adjacent, integrated horizontal mixed use maximum floor plate at 40,000 SF
- **Character:** This area will function as a central commercial center for the Magna Community. This area should include varying scales of retail and services. This area should prioritize connectivity for pedestrians, cyclists, and transit users moving throughout the area.
- **Primary Uses:** Mixed use, multifamily residential,
- **Prohibited Uses:** Industrial
- **Special Features and Considerations:** Future infill development in this area should consider creating a smooth transition between the surrounding established neighborhoods and the central commercial areas.

CHALLENGES: This area currently lacks green space, has minimal connectivity into the surrounding neighborhoods, and transitions directly from commercial to residential creating an abrupt commercial/residential interface.

OPPORTUNITIES: This area is situated to take advantage of the regional commercial gravity. It sits along the intersection of two major thoroughfares in Magna – 3500 South and 8400 West- and is centrally located in the Municipality. This area is also adjacent to Pleasant Green Park which should be easily accessible for all modal activity from the Future Mixed-Use area.

MEDIUM DENSITY RESIDENTIAL AREA

These areas are currently or are planned for medium density development at R-2-6.5 and R-4-8.5. Achieving average densities of around 12 units per acre in these areas are critical to accommodating anticipated growth in Magna.

FUTURE ZONING CONSIDERATIONS:

- **Target Building Height:** 1-3 Stories
- **Target Maximum Density:** 12 units/acre
- **Character:** This area supports the Future Mixed Use area to the south with varying density residential and a diversity of housing types.
- **Primary Uses:** Mixed density residential
- **Prohibited Uses:** Commercial, Industrial
- **Special Features and Considerations:** Integration of amenities including parks and trails to ensure parks levels of service are preserved.

CHALLENGES:

Connection to Magna’s current amenities and commercial areas will contribute to reduction in car trips and impact on community roads.

OPPORTUNITIES: This area is centrally located near two major thoroughfares and a future mixed-use area to the south. Improving a connectivity and accessibility will create a safe and efficient environment for residents to accomplish daily needs and tasks. This area is also adjacent to Pleasant Green Park which should be easily accessible for all modal activity from the Medium Density area.

HIGHER DENSITY RESIDENTIAL AREA

These areas are currently or are planned for higher density development in accordance with the RM zone. Achieving densities close between 18-15 units per acre in these areas are critical to accommodating anticipated growth in Magna.

FUTURE ZONING CONSIDERATIONS:

- **Target Building Height:** 2-4 Stories
- **Target Maximum Density:** 18 units/acre
- **Character:** This area supports high density development and apartment and condominium-style residential. This area currently hosts several high-density housing developments.
- **Primary Uses:** Multifamily residential, Mixed Use
- **Prohibited Uses:** Industrial, commercial of 20,000 SF and larger
- **Special Features and Considerations:** High density development should include privately-owned open space to contribute to a higher level of service for Magna parks, trails, and open space. and Magna Main Street.

CHALLENGES: Traffic and similar impacts from increased density should be addressed by encouraging multi-modal connectivity and requirements relating to pedestrian and bicycle connections and amenities.

OPPORTUNITIES: This area is located on 8400 West, a major thoroughfare and in close proximity to Magna Main Street and the 3500 South Catalytic area . This area should be served by quality transit and an accessible and safe pedestrian environment connecting to Pleasant Greet Park, the surrounding established neighborhoods, and Magna Main Street.

RECREATION/ECONOMIC DEVELOPMENT STUDY AREA

This area along the shore of the Great Salt Lake is the home of the Great Salt Lake Marina and State Park as well as Saltair, a private entertainment venue. The plan recommends a committee evaluate opportunities to expand recreational and economic development opportunities in this area.

FUTURE ZONING CONSIDERATIONS:

- *Target Building Height:-*N/A
- *Target Maximum Density:* N/A
- *Character:* This area is on the northern most border of the Municipality and contains shoreland, the Great Salt Lake State Park, Marina and Saltair venue. This area has limited existing development but provides recreation and entertainment opportunities for the Municipality.
- *Primary Uses:* OS, Commercial
- *Prohibited Uses:* Uses incompatible with proximity to the lake shore.
- *Special Features and Considerations:* This is the only area within Salt Lake County with direct access to the lake shore. This provides recreational opportunities.

CHALLENGES: This area is along the Great Salt Lake shoreline and presents limited opportunity for development because of sensitive ecological areas.

OPPORTUNITIES: This area is along the shoreline of the Great Salt Lake and directly accessible from I-80 making it a reginal destination. The Marina provides access to the Great Salt Lake and camping opportunities. The Saltair venue provides a regional hotspot for large concerts and shows. Both areas should be evaluated though an Economic Development study to explore future economic opportunities associated with both locations.

PRESERVATION AREA

The Inland Sea Shorebird Reserve is a shore preservation area owned by Kennecott Utah Copper. This area is designated for long-term preservation of shorebird habitat.

FUTURE ZONING CONSIDERATIONS:

- *Target Building Height:-*N/A
- *Target Maximum Density:* N/A
- *Character:* This area is on the northern most border of the Municipality and contains Great Salt Lake shoreland and shorebird habitat. This area is undeveloped and is will remain a preserve

- *Primary Uses:* Open Space
- *Prohibited Uses:* All
- *Special Features and Considerations:* This area is owned by Kennecott. Area designated as A-20 should be rezoned to fit a more specific purpose for intended future use and to align with the preservation area.

CHALLENGES: This area is along the Great Salt Lake shoreline and presents limited opportunity for development because of sensitive ecological areas and protected habitat.

OPPORTUNITIES: This area is along the shoreline of the Great Salt Lake. While not accessible to the public, this area provides critical bird refuge for migrating and local bird populations. This area provides opportunities for wildlife and migratory bird study areas.

INDUSTRIAL/ECONOMIC DEVELOPMENT AREA

The area north of the Riter Canal to I-80 includes property appropriate for development as an industrial area to add employment opportunities and tax base to Magna. The area is included in the State of Utah’s Inland Port which provides recruitment opportunities as well as tools to address infrastructure needs in the area.

FUTURE ZONING CONSIDERATIONS:

- *Target Building Height:* 1-2 stories
- *Target Maximum Density:* 0.40 FAR
- *Character:* This area is on the northern most border of the Municipality is designated as Industrial and A-20, although much of this area is vacant. This area is within the Inland Port boundary and will see development supporting the UIPA mission.
- *Primary Uses:* Industrial, Highway commercial
- *Prohibited Uses:* Residential
- *Special Features and Considerations:* Area designated as A-20 should be rezoned to fit a more specific purpose for intended future use. This are is also within the UIPA boundary and will likely see development moving south towards Highway 201.

CHALLENGES:. Ensure high quality development at community gateways.

OPPORTUNITIES: This area contains the North Industrial Catalytic Area identified in this plan. This area will support commercial activity, employment, and a substantial sales tax base for Magna.

FUTURE TRAILS

The plan includes a recommendation for a Magna Loop Trail and a network of trails to connect existing and planned neighborhoods to existing and planned parks, community amenities, and commercial areas.

GATEWAY

Locations for future signage to mark the entries into Magna and create a sense of identity and pride.

CATALYTIC AREA

Areas that are crucial to Magna’s future including:

- **NORTH INDUSTRIAL AREA:** Coordination with the initiatives of the Inland Port to promote the area as a prime development area.
- **3500 SOUTH COMMERCIAL AREAS:** Continued concentration of neighborhood and community commercial uses at 7200 and 8400 West on 3500 South. The 8400 West commercial node, in particular, is appropriate for continued development as a mixed use node. Consideration of a mixed-use or form-based code approach is recommended in the plan for 8400 West and 3500 South.
- **MAGNA MAIN STREET:** Continued focus on this area including small business recruitment and creation of a form-based code to guide future investments in the area.
- **CURRENT CYPRUS HIGH SITE:** Granite School District will open the new Cyprus High School in the Little Valley Gateway in approximately 2024. The Municipality should work closely with the School District to identify future use of the existing site.
- **4100 SOUTH 8400 WEST:** This large development area is located ideally for new commercial and mixed density residential development. Connectivity, trails, and parks are key considerations for the development of this area.

HOUSING

PURPOSE OF THE HOUSING PLAN

Magna offers housing that is more affordable relative to nearby municipalities and offers easy access to various regional transportation routes. However, as population along the Wasatch Front continues to grow, existing housing availability and affordability within Magna will decrease. Wasatch Front Regional Council projects Magna’s population to increase from 28,024 residents in 2020 to 28,439 by 2030; 28,997 by 2040; and 29,793 by 2050. Additional housing will be needed to meet the future demand of Magna residents.

As of 2019, municipalities and counties over a certain size are required to have a Moderate-Income Housing Plan (MIH) in their General Plan. Moderate-income housing is defined by the U.S. Department of Housing and Urban Development (HUD) as “housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the city is located [Also known as Area Median Income or AMI].” Magna’s housing assessment, completed in fall of 2019 (Appendix A), addresses how Magna plans to:

- 1. “Meet the needs of people of various income levels living, working, or desiring to live or work in the community
- 2. Allow people with various incomes to benefit from and participate in all aspects of neighborhood and community life
- 3. Provide a realistic opportunity for the development of the MIH within 5 years for cities and within the planning horizon for counties.”

Residents voted on their top three preferred options based upon existing housing conditions and demographic and housing projections. These options directly reflect the Moderate Income Housing (MIH) element outlining Magna’s goals for the future of housing: provide abundant and diverse housing options for a variety of needs and income levels to create places where all citizens are welcome to live.

PLAN OVERVIEW

CURRENT HOUSING TYPES

According to the 2019 Community MIH open house, Magna residents support the provision of sufficient housing that is safe and affordable for a range of income levels while preserving existing housing. Housing varies throughout the Municipality (Figure 4-1) with a mixture of detached single family, multifamily apartment, and multifamily condo buildings. The number of owner-occupied housing units decreased between 2010 and 2017 as more units become renter occupied. Single family detached residential is the fastest growing type of

housing in Magna growing by 103 percent between 2010 and 2017. Two-unit structures were the only multifamily housing to increase from 2010 to 2017. Most of the housing options in Magna are single family masonry structures. Despite an increase in single family detached units, owner-occupancy has increased at a slower rate than renter-occupancy.

Of the 8,430 dwelling units in Magna, 96 percent are occupied and 72 percent of all units are owner occupied. As seen in Table 4-1, the total number of units in Magna is projected to increase by 1.5 percent by 2023 for 9,228 units. Of the 798 new units projected in the six-year period, 70 percent are projected for owner occupancy.

FIGURE 4-1: OCCUPIED HOUSING TYPES IN MAGNA

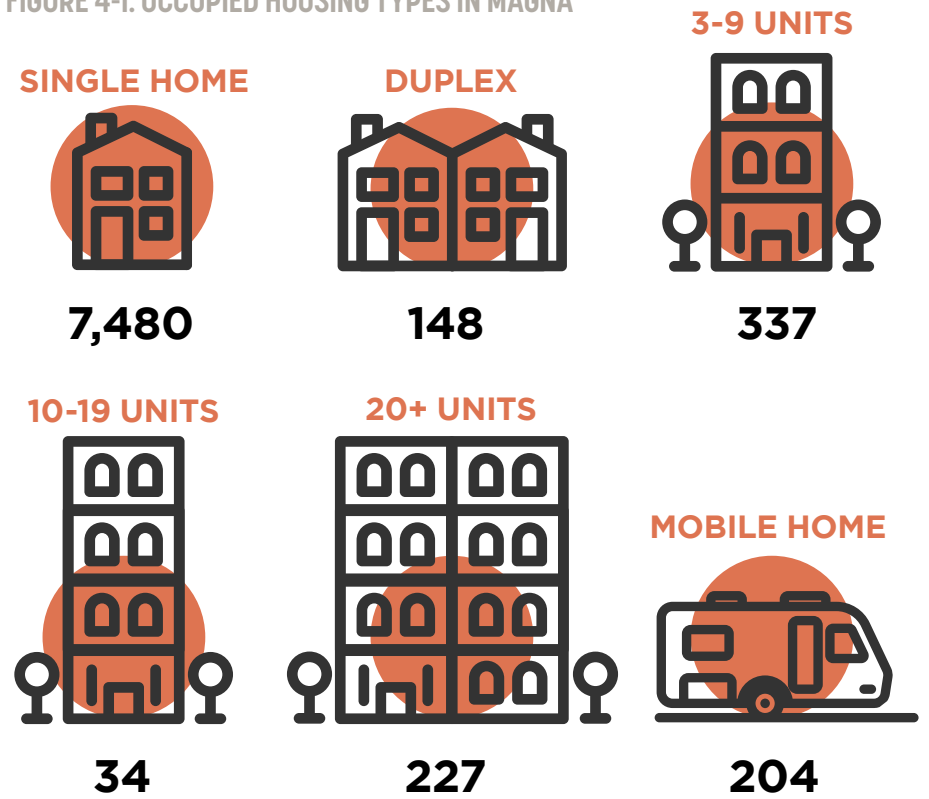


TABLE 4-1: HOUSING OCCUPANCY IN MAGNA, 2017 ESTIMATED & 2023 PROJECTED

Occupancy	2017	2023	Increase	AARG
Owner	6,113	6,674	561	1.5%
Renter	1,992	2,131	139	1.1%
Vacant	325	423	98	4.5%
Total	8,430	9,228	798	1.5%

Source: Magna Metro Township 2019 Housing Plan

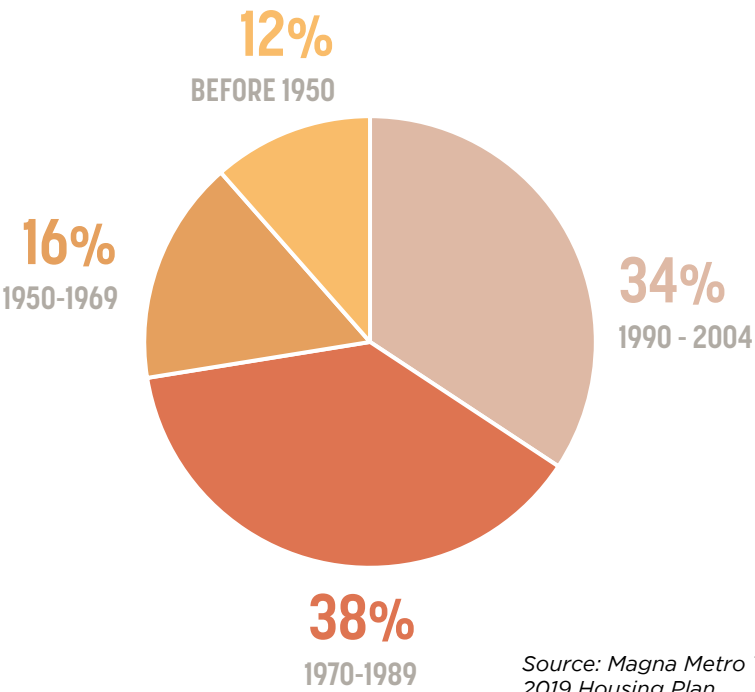
Limited space for future construction combined with a rapidly growing population will likely lead to compact infill residential development. Several large multifamily structures line major corridors in the Municipality. These units tend to be smaller than standard single-family housing options.

Residents in the 2019 open house expressed a desire to account for different resident needs within housing that fit the daily needs of families and seniors should be accounted for in a diversity of housing options that also consider proximity to transit, parks and open space, and activity centers.

CURRENT HOUSING AGE AND CONDITION

Magna has been a community for over 100 years; many of its buildings on historic Magna Main Street and the surrounding neighborhoods qualify as historic structures. As seen in Figure 4-2, Magna experienced a significant housing boom in the 1970 and 1980s. Approximately 38 percent of all current dwelling units were built between 1970 and 1989. The highest growth decades in Magna have been the most recent, with 73 percent of all dwelling units built in the last 50 years, since 1970.

FIGURE 4-2: AGE OF HOUSING STOCK IN MAGNA



Source: Magna Metro Township 2019 Housing Plan

About 3,924 of the existing houses in Magna are over 50 years old, meaning that upkeep and repair costs may be high for homeowners. Due to the high number of unreinforced masonry structures built before 1975, potential earthquake damage may pose a significant risk to homeowners. More information on this can be found in the Hazards and Resiliency Element of this Plan.

Housing conditions in Magna are reportedly adequate, with over 99 percent of housing units having complete plumbing and kitchen facilities. However, absentee landlords pose an issue when evaluating housing conditions in the Municipality. This leads to dilapidated structures and poor living conditions for renters. Several funding options are available to property owners to make needed repairs and updates through the following programs:

- The Green and Health Homes Initiative
- The Utah Weatherization Initiative
- Salt Lake Habitat for Humanity
- Assist Utah’s Emergency Home Repair, Accessibility Design, and Aging in Place Programs

HOUSING AFFORDABILITY

The Plan identified housing gaps in Magna by comparing the median income for the area to housing prices for renters and homeowners. Different income “brackets” (Table 4-2) identify residents making 30 percent, 50 percent, 80 percent and 100 percent of the median income for the area which are then

compared to the number of available units that are considered affordable (where the total housing cost remains below 30 percent of each bracket’s income). Magna’s AMI is \$58,137, significantly below the Salt Lake County median of \$67,922.

The 2019 Magna Moderate Income Housing Plan found that of the properties for sale in 2017, only households making 80 percent or more of AMI could afford to purchase property. Of the apartments listed for rent in August 2019, only renter households making 100 percent or more of the AMI could afford to rent in Magna. When looking at all rental types available, of the 224 households making between 30 and 50 percent of AMI, only 78 units are available at an affordable price. This leaves a deficit of 146 units, forcing those within the 30 to 50 percent bracket to live outside or below the means. For 721 households making over 125 percent of the AMI, only 195 units are available causing these households to live below their means and therefor filling housing options that other brackets may need.

The housing deficit in Magna increased by 79 percent from 2012 to 2019, providing insight to what the future housing market in Magna may continue to look like without strategic housing intervention. Magna offers several housing assistance programs and affordable housing complexes. Of all housing units in Magna, 164 are deed restricted for moderate-income households. Magna is also home to several government subsidized housing communities and a Habitat for Humanity community.

RESIDENTIAL DEMAND

A Residential Market Analysis was completed as a part of the general planning process. The full market demand analysis can be found in Appendix E. Based upon qualified income to home value proportions and owner tendencies 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.

To better understand, the single- and multi- family residential demand is broken down not only by income categories but also by age groups. Different age groups represent different preferences in home typologies and product type, emphasizing the need for differentiated home types. (Demand projections are based upon 30 percent AMI for unit affordability.)

PROGRESS

Since the adoption of the Moderate Income Housing Plan in 2019 Magna has made several steps towards reaching the MIH goals. An ADU ordinance was drafted in October of 2020 with adoption in December 2020. Magna has also made progress towards preserving subsidized low to moderate- income units by increasing code enforcement efforts and through the conduction of this General Plan. Magna has also made progress towards creating a connective and accessible environment for all modal users by conducting a full sidewalk inventory which is found in the Transportation Masterplan, Appendix B.

TABLE 4-2: HOUSEHOLD MEDIAN INCOME AND HOUSING ALLOWANCE BY BRACKET

Percent of AMI	Magna AMI	Salt Lake County AMI	Magna Housing Allowance	Salt Lake County Housing Allowance
30 (Very Low)	\$17,441	\$20,377	\$436	\$509
50 (Low)	\$29,068	\$33,961	\$727	\$849
80 (Moderate)	\$46,510	\$54,338	\$1,163	\$1,358
100 (Median)	\$58,137	\$67,922	\$1,453	\$1,698
125	\$72,671	\$84,903	\$1,817	\$2,123

Source: Magna Metro Township 2019 Housing Plan

TABLE 4-3: SINGLE FAMILY DEMAND

Income Category	Age	Unit Demand
New Homebuyers	25-34	26
Move-Up Market	35-54	80
Harnessing Mature Professionals	55-64	20
Seniors and Retirees	65+	36

Source: Magna Metro Township 2019 Housing Plan

TABLE 4-4: MULTI -FAMILY DEMAND

		ANNUAL DEMAND (IN UNITS PER YEAR)			
Monthly Rental Rate	% AMI	Ages 25-34	Ages 35-54	Ages 55-64	Ages 65+
\$500 - \$750	17%	3	4	1	5
\$750 - \$1000	18%	4	5	1	4
\$1000 - \$1500	16%	3	6	0	4
\$1500 - \$2000	18%	4	6	2	4
\$2000+	24%	5	21	3	6

Source: Magna Metro Township 2019 Housing Plan

GOALS & STRATEGIES

GOAL

Provide abundant and diverse housing options for a variety of needs and income levels to create places where all residents are welcome to live.

MIH GOAL 1

Preserve current moderate-income housing on a long-term basis

STRATEGY 1:

Implement the strategies aiding towards the preservation of current moderate-income housing on a long term basis identified in the Moderate Income Housing Plan.

MIH GOAL 2

Create more moderate-income housing options

STRATEGY 1:

Review zoning policy to support progress made during the adoption of the ADU Ordinance.

ACTION: Provide information and promote the ADU ordinance adopted in December 2020.

STRATEGY 2:

Promote creation of Accessory Dwelling Units

ACTION: Identify partners that help with construction and/or conversion costs

ACTION: Disseminate funding assistance information to residents

MIH GOAL 3

Support measures and efforts that contribute to neighborhood stabilization

STRATEGY 1:

Identify and apply applications and funding from the Green and Healthy Homes Initiative to conduct critical needs home repair in low and moderate-income housing

ACTION: 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 improvement

ACTION: Support applications and funding from Assist Utahs 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: 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: Consider new transit routes and stops, improvements in transit frequency, and improvements in transit stations and stops

ACTIVE: Use the sidewalk inventory identified in the Transportation Master Plan to guide funding priorities and decision making for improved accessibility and connectivity.

CATALYST AREAS & ECONOMIC STABILITY



PURPOSE OF CHAPTER

As a part of the General Planning process, a full Market Analysis and Catalyst Areas report was completed to identify, inform, and create implementable opportunities to harness regional growth and development in a sustainable and responsible manner. This report, found in Appendix E, aligns the vision of Magna with market and economic realities by studying consumer habits, commercial and real estate opportunities, and identifying key catalyst areas in Magna that should be considered for future development or redevelopment to fill existing gaps and create strong economic anchors in the Municipality. This report captures key takeaways from several Magna General Planning Steering Committee meetings in preparation for the release of this Plan, as well as public comment and information gathered through various data resources including the U.S. Census Bureau, ESRI Business Analyst, and several real estate and development sources.

The full Market Analysis and Catalyst Areas report looks at market demand in Magna based upon:

1. Residential Demand for single family and multifamily units, which are discussed in the housing section of this document
2. Commercial demand including retail demand and corporate trends which shows 218,061 square feet of unmet retail demand
3. Catalyst areas which include:
 - 500 South Commercial Nodes
 - North Magna Industrial
 - Magna Main Street
 - Cyprus High School (Re)Development
 - 4100 South and 8400 West



Rancho Markets provides a grocery option for Magna Residents (GSBS Consulting)

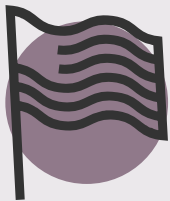
MAGNA’S PSYCHOGRAPHIC INDICATORS

Psychographic Indicators group residents by where they typically are at 6:00 pm on a weekday. They look at demographic trends in the area to create these groupings. ESRI automatically generates each category name and description which can be found below.



UP AND COMING FAMILIES

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 affected 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.



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). Most 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 focuses more on the members of the household than the home.



MIDDLEBURG

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.



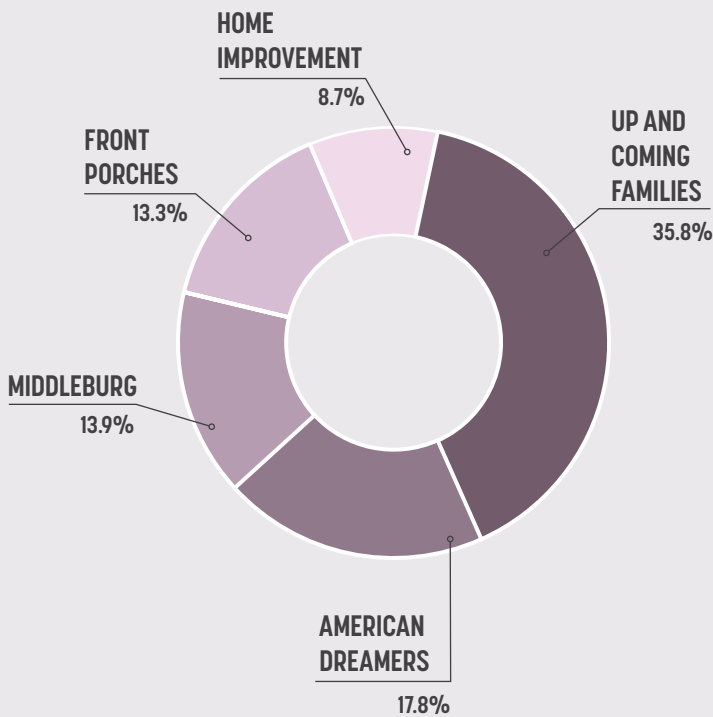
FRONT PORCHES

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.



HOME IMPROVEMENT

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 home, weekends are consumed with home improvement and remodeling projects.



Source: ESRI

CURRENT MARKET DEMAND
CURRENT MAGNA RESIDENTS

According to the report, Magna residents represent a diverse background, a characteristic that makes Magna unique to much of Salt Lake County. Psychographics, or profiles designed to understand consumer interests, values, and lifestyle choices can help to paint a picture of why consumers may purchase a particular item, or have preferences related to technology. Magna has five segments that paint a picture of the community and where local and regional markets are trending.

These segments tell us that much of Magna is made up of young, diverse families and those who prioritize homeownership. Nearly 45 percent of residents have some college, an associate degree, a bachelor’s degree, or a graduate or professional degree. Because of limited professional opportunities in Magna, many residents commute to neighboring cities for work.

The report recommends that successful economic development should support surrounding neighborhoods by providing resources for both the neighborhood and surrounding businesses while bridging relationships between the two. Redevelopment and development should focus on creating gateways to neighborhoods and contribute to placemaking and neighborhood vitality.

CURRENT COMMERCIAL CENTERS

Most of Magna’s commercial development is along the Magna Main Street Corridor, the 3500 South Corridor, and concentrated along the outskirts of the Municipality, including some corporate/industrial uses along the northern and southern boundaries of the Town (Figure 3-4, pg. 15). There are several nodes of commercial development along the 3500 South Corridor that are difficult for Magna residents to reach by foot or bike because of parking lots and a lack of connectivity and accessibility to transit. 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 Town. There are several blocks of commercial development, but again the corridor is spotted with housing and other uses that make it difficult to predict what might come to the area in the future. This can make it challenging to achieve quality development. During the General Planning process, the community discussed the idea that the Magna Main Street does not fulfill their vision of a downtown, which is more appropriate for 3500 South.

In this report, several strategic catalyst sites 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.

Market demand also considers housing type and affordability in this report. See the housing portion of this Plan for information on single family and multi family housing demand in Magna.

CURRENT RETAIL DEMAND

Retail generates jobs and sales tax which contribute to the overall fiscal health of the Municipality. 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 adding to the economic vitality of the Municipality. Attractive retail amenities can assist in corporate attraction, add to neighborhood values, and provide a high quality of life for residents, workers, and visitors.

Besides providing a consistent revenue source, retail supports revitalization and sustainability, if tailored to the needs and interests of the local consumers. According to the Municipalitys’ 2020 adopted budget, Gross Taxable Sales have grown 43.46% from 2013 to 2018 in Magna. This may be a result of the addition of several large retailers and an increase in population in the area.

According to the report, a retail network must cover three important elements to remain sustainable and vibrant over time:

1. EXPERIENCE

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.

2. 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.

3. LOCATION

While technology continues to create alternative methods of facilitating the retail experience, the culmination of technology, transportation, and logistics are the crossroads. 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.

Because Magna is unable to levy property tax, it is important to retain and expand high-quality businesses that can lend to the economic success of the Municipality.

The report uses a 12-minute drive time, the average time people will travel for daily needs, from the intersection of 3500 South and 8400 West to look at potential retail opportunities for the Municipality. Retail demand exists for uses that are outside of the 12-minute driving range. According to this standard, there are 218,061 square feet of unmet retail demand in Magna. Unmet uses and the square footage that can be supported in Magna are shown in Table 5-1.

TABLE 5-1: MAGNA UNMET RETAIL DEMAND

Commercial Industry	Unused Sq. Ft.
General Merchandise Stores	100,988
Electronics & Appliance Stores	27,911
Limited Service Eating Places	16,276
Health & Personal Care Stores	13,801
Full-Service Restaurants	9,151

EXISTING BUSINESSES

Magna’s existing businesses are diverse and range from niche shops to large corporate chains. Proximity to several major regional transportation hubs, business friendly environment, and market demand give the Municipality the opportunity to create a marketing strategy to attract national and local companies to create a more robust and diverse business environment.

Despite the limited office space currently available in Magna, the Municipality likely can absorb around 10,000 square feet of office space annually. This space may differ from traditional office buildings and include small office, maker space, and the addition of office space to existing structures. A full summary of unmet retail and services can be found in Appendix E.



Colosimo's has been a staple to Magna Main Street for decades and remains an important spot in the community (GSBS Consulting).

CATALYST AREAS

Magna is built out with few remaining vacant areas within the jurisdiction Figure 5-1. The greatest opportunities for future development lie in the remaining vacant or re(developable) land in the Catalyst Areas identified through this section. This 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 Municipality and selects several Catalyst Areas based upon development potential, strategic position, and several other factors.

- The Catalyst Areas are:
- Cyprus High School (Re)Development
 - Magna Main Street
 - North Magna Industrial
 - 3500 Commercial nodes
 - 4100 S 8400 W

CYPRUS HIGH SCHOOL (RE)DEVELOPMENT

Cyprus High School was built in 1918 and represents a potential opportunity for (re)development in Magna. The site has frontage along West 3100 South, and residential buffering between the two schools.

When the new Cyprus High School opens in August of 2024, this large, centrally located site will be available for reuse. Magna should work with Granite School District to coordinate the reuse of the site for educational, community and other uses. The site has frontage on 3100 South providing some opportunities for new development if all of the property is not reused for education or community purposes.



Current Cyprus High School site (GSBS Consulting).

FIGURE 5-1: CYPRUS HIGH SCHOOL POTENTIAL (RE)DEVELOPMENT AREA



- 1 Oquirrh Hills Apartments
- 2 Family Dollar

MAGNA MAIN STREET

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. Magna Main Street is seen in Figure 5-2.

Magna Main Street has a broad mix of successful tenants. There are, however, several notable gaps in the tenant mix, such as office, entertainment, hospitality, mixed-use housing, services, and restaurants that have active patios. While Magna Main Street has a local reputation as a communal gathering space, its core tenant mix is fragmented in the audiences it serves. Magna Main Street has access to a broad target audience but currently only services a limited population base which is served by a handful of niche business on the street. 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.

Improving Magna Main Street may also include marketing large events to the region and the creation of a brand identify for the area. Promotional materials distributed throughout Magna may also help boost utilization of Magna Main Street as flexible festival space.

Bordering the Magna Main Street Catalyst area, the Community Garden provides local produce, education, and urban agriculture for Magna residents. The Community Garden is an important part of the Healthy Utah Community program with requires communities to identify a community coalition and six strategies to improve access to healthy food, active living, and mental health resources. More information on the Healthy Utah Community Program can be found here: <https://gethealthyutah.org/healthyutahcommunity/>.

In January 2021, Magna Main Street was designated as a National Historic District. Continued preservation of the the historic character of the area may contribute to brand identity, and incentivise redevelopment in the area.

FIGURE 5-2: 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 |

NORTH MAGNA INDUSTRIAL

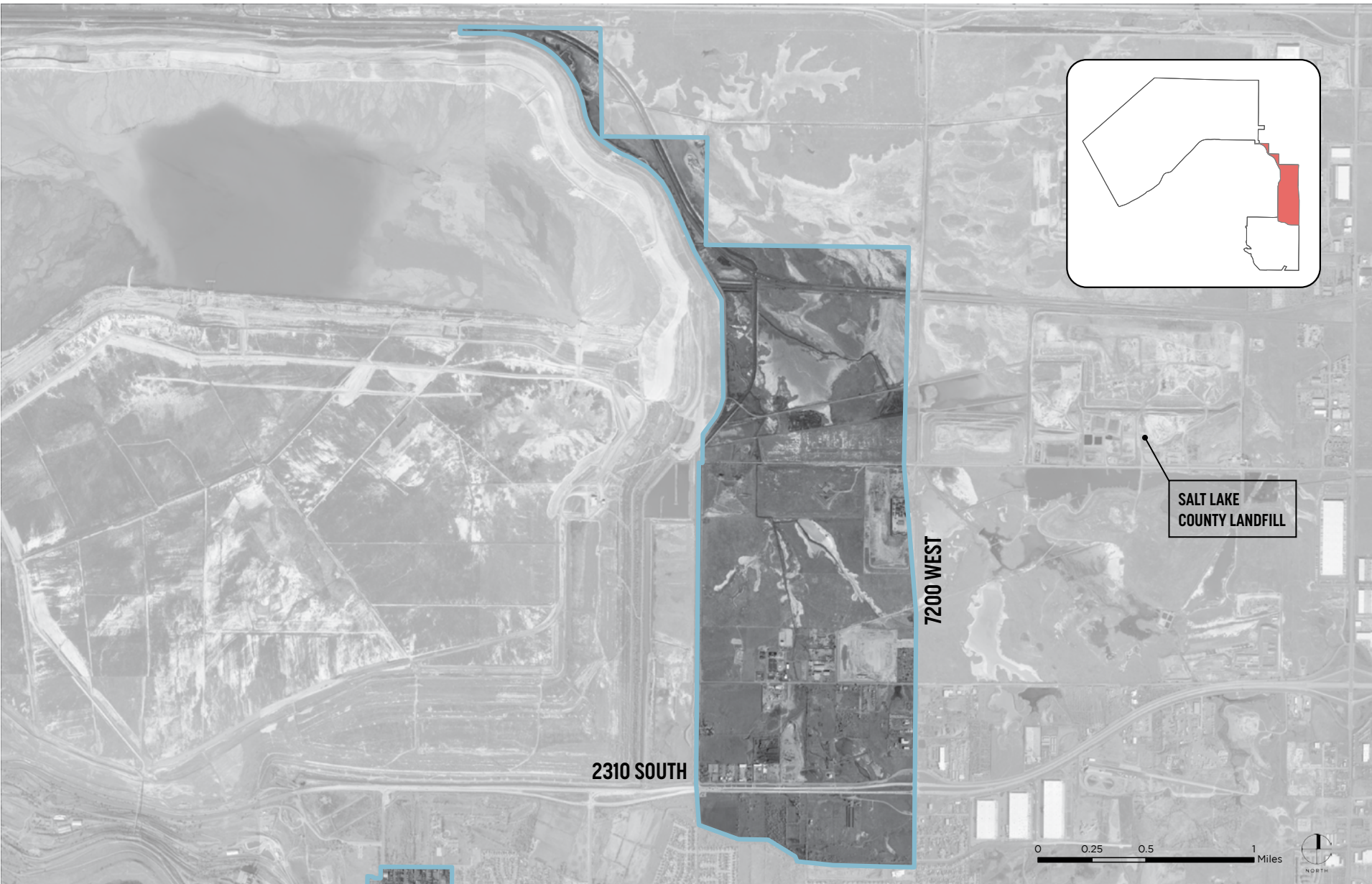
The Industrial land in Magna exists immediately next to the Kennecott tailings ponds 1 & 2, starting south of 2400 South and running north to I-80, Figure 5-3. The land has several bodies of water, including Kersey Creek Canal and several detention/retention ponds.

This catalyst site features abundant open space and a mix of industrial and small commercial uses surround it. 2400 South and residential development serve as a southern buffer for this site. 2400 South provides a natural barrier for development and buffer from the existing residential development. The eastern boundary of the 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 site's 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.

The North Magna Industrial catalyst site is next to the proposed Inland Port Boundaries. According the 2016 Market Assessment conducted by the Kem C. Gardner Policy Institute, the Inland Port is expected to attract a range of logistics and distribution companies. North Magna Industrial is a key location for the influx of these companies and will offer employment opportunities to Magna. More information in the Inland Port can be found in Figure 3-15 on page 27.

FIGURE 5-3: NORTH MAGNA INDUSTRIAL CATALYST AREA



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, Figure 5-4. Average Annual Daily Traffic (AADT) counts 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 5-4: 3500 SOUTH COMMERCIAL NODES CATALYST AREA



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

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 5-5. 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 5-5: 4100 SOUTH 8400 WEST CATALYST AREA



GOALS & STRATEGIES

GOAL
Promote responsible and sustainable growth through development of viable commercial, employment, and activity centers that serve the community.

STRATEGY 1: Increase Magna’s capacity to oversee and administer economic development activities.

ACTION: Work closely with the MSD and Salt Lake County Regional Economic Development to identify resources to support economic development activities, and to assign clear deliverables to specific actors within specific timelines.

ACTION: Closely coordinate with the MSD and Salt Lake County Regional Economic Development to discuss and give feedback on implemented, planned, and potential deliverables.

ACTION: Identify future opportunities and adjust workplan as necessary with the goal of fiscal long-term sustainability.

ACTION: Conduct a series of annual roundtable discussions with various industries to maintain current trends, challenges, and opportunities that Magna can harness.

STRATEGY 2: Coordinate with key agencies such as Salt Lake County RDA, Inland Port, and other state governmental authorities to outline the work and resources needed to focus investments on catalyst areas and increase higher paying jobs within targeted industries.

ACTION: Develop strategic plans for catalyst areas.

ACTION: Identify targeted industries that would best fit the strategic plans for each catalyst area.

ACTION: Identify the existing sites available in each catalyst area, any impediments to the sites being investment-ready, and potential improvements that would make the sites more competitive for business attraction.

ACTION: Work with developers to understand the relative competitiveness of the catalyst areas and the binding constraints to improving competitiveness.

ACTION: Conduct major employer visits to identify business needs, challenges faced, and opportunities for expansion.

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

ACTION: Maintain relationships with existing small businesses and other relevant organizations and programs available to ensure small businesses and local operators are sustainable.

STRATEGY 3: Create a diverse and balanced pattern of development by integrating a balance of context-sensitive uses within major activity and commercial centers.

ACTION: Conduct redevelopment through Salt Lake County Redevelopment Agency (County RDA).

ACTION: Explore creating special overlay districts that include nuanced regulations and guidelines to encourage quality development along key corridors and strategic commercial nodes (e.g. catalyst areas).

ACTION: Identify and promote redevelopment sites and development locations and promote these opportunities to developers, brokers, and end-users that align with the vision for each catalyst area.

ACTION: Explore the development of small area plans that envision redevelopment in key infill locations taking into account underutilized tracts, opportunities to integrate additional development within catalyst sites, taking into account ownership, zoning, infrastructure, incentives, overpressure zone, industrial base, warehousing, development constraints, and overall vision.

ACTION: Explore the realignment of 4100 South to Little Valley Gateway.

ACTION: Explore policies that can encourage local partners to invest in key corridors and nodes to improve properties.

ACTION: Develop a market-based economic development strategy that identifies appropriate targeted prospects that can serve as catalysts and anchor new development activity or fill existing vacancies.

ACTION: Create policies and strategies to improve public infrastructure and investment within key catalyst areas, including enhanced landscaping, wayfinding, street amenities, and incentives to encourage redevelopment of key locations.

STRATEGY 4: Continue to promote, recruit, and encourage new corporate and commercial development in Magna by coordinating with key partners such as Salt Lake County, EDCUtah, and Inland Port.

ACTION: Participate in regional, statewide, and national economic development marketing opportunities to elevate the awareness and value proposition of “Why Magna.”

ACTION: Establish a verified social media presence for Magna to promote Magna and pass along information and updates.

ACTION: Engage in continuous marketing of Magna through positive news stories, social medial articles, and publications about Magna’s successes.

ACTION: Work with partners to continuously evaluate the competitiveness and opportunities for improvement of specific sites and overall catalyst areas.

ACTION: Work with partners such as EDCUtah to actively market commercial vacancies and development opportunities to site selection consultants and corporate relocation professionals.

ACTION: Create and maintain a list of available sites for various targeted industries, develop and maintain marketing materials for available sites, and make all materials available on an economic section of Magna’s websites as well as to partners.

STRATEGY 5: Identify strategies to improve or create targeted redevelopment that serve as gateways to existing and future residential neighborhoods to create vibrant and healthy places.

ACTION: Develop a neighborhood assessment to identify changes in neighborhoods over time, explore issues that can be mitigated, and encourage change through local empowerment.

ACTION: Create a community outreach and support program that prioritizes and targets neighborhoods to receive Magna resources.

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

STRATEGY 6: 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 “form based” regulations.

ACTION: Explore a land banking program to help promote larger-scaled development along Main Street once Magna becomes a City.

ACTION: Adopt zoning that addresses building form, setbacks, parking, landscaping, block structure, uses, and other components within Main Street to encourage appropriate redevelopment/development patterns to protect the historic character of Main Street while protecting property rights to encourage economic development.

ACTION: Develop an incentive and reinvestment policy to encourage private investment of existing buildings and businesses.

ACTION: Take advantage of historic designation to create an economic hub.

STRATEGY 7: Encourage employment of area residents by Magna based businesses and provide resources to promote skill development and talent retainment.

ACTION: Work with economic development representatives from Salt Lake County and the Municipal Services District to include community goals and objectives in recruitment activities.

ACTION: Support programs with Granite School District and Granite Technical Institute and regional higher educational partners to support the business needs of local employers.

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

ACTION: Partner with local communities to jointly market the region to targeted industries.

ACTION: Work with local businesses to maintain labor and workforce needs and align programs to foster a stronger talent base.

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

STRATEGY 8: Enhance connectivity as identified in the Transportation Master Plan to connect neighborhoods, corridors, commercial nodes, and open space.

ACTION: Ensure connectivity to schools through safe walking routes.

ACTION: Establish annual goals for sidewalk construction and improvements and prioritize missing sidewalk segments.

ACTION: Enhance digital connectivity throughout the entirety of the Municipality.

THIS PAGE IS INTENTIONALLY LEFT BLANK.



TRANSPORTATION

PURPOSE OF THE PLAN

The Transportation Chapter for the Magna General Plan Update identifies the policies, goals, and actions to guide future decision-making regarding the Municipality’s transportation network. The purpose of this chapter is to understand Magna’s existing transportation conditions, summarize data on current and planned transportation projects throughout Magna, and work with the steering committee to develop transportation goals, objectives, and actions.

The Transportation Master Plan was developed in 2019-2020. This Plan focuses on existing conditions, data collection, future conditions, sidewalk conditions, issues and hotspot locations, standards development, future system plans with future functional classification network, and project recommendations. The full Transportation Master Plan is included in Appendix B.

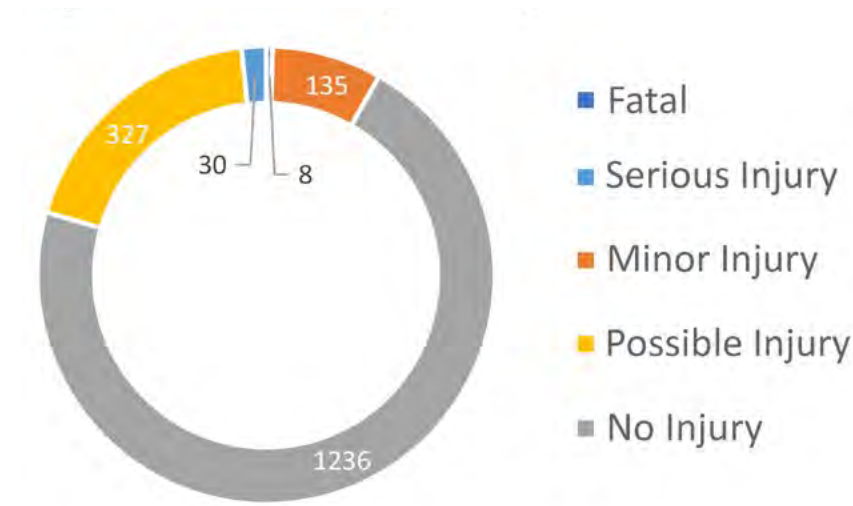
PLAN OVERVIEW

- Magna is forecast to grow steadily over the next 30 years.
- Improvements to the current roadway system and an expansion of bicycle facilities and pedestrian pathways are recommended to meet the increasing demand on the transportation network.
- Magna could likely accomplish many of these projects through a series of relatively low-cost projects, as outlined in the Plan’s recommended capital facilities project list.
- Establishing an active transportation network in Magna and working with the Utah Transit Authority (UTA) to enhance transit service will create greater accessibility and mobility options for residents.
- Magna will need to plan for capacity improvement projects.

EXISTING CONDITIONS (“WHERE WE ARE”)

Since 2000, the population of Magna has grown steadily. The total number of jobs within Magna has fluctuated between 3,000 to 5,000 since 2002. The majority of Magna’s residents commute outside of the Municipality for work. High-level summaries of other transportation-relevant existing conditions from the Plan include:

FIGURE 6-1: CRASHES BY SEVERITY



FUNCTIONAL ROAD CLASSIFICATIONS: The Federal Highway Administration (FHWA) organizes roads into functional classifications based on a road’s capacity and purpose. The Utah Department of Transportation (UDOT) assigns these classifications to roadways across the State of Utah. These include:

- **PRINCIPAL ARTERIALS** connect between communities and major employment centers, providing high mobility and lower speed limits and traffic volumes than interstates. Instances of this classification in Magna include SR-201, SR-111, and 3500 South (SR-171).
- **MINOR ARTERIALS** serve medium-length trips and provide mobility and connectivity while also providing a degree of local access. Instances of Minor Arterials in Magna include 7200 West and 4100 South.
- **MAJOR AND MINOR COLLECTORS** amass traffic from local roads and channel them to larger arterials, providing a balance between mobility and local access. Instances in Magna include 3100 South, 8000 West, and 2700 South.
- **LOCAL ROADS** are the most common types of roadways in terms of mileage. Speed limits and traffic volumes are low, and the density of local accesses is high. Most residential roads in Magna are classified as Local Roads.

TRAFFIC VOLUMES: these represent the number of vehicles per day or an average daily volume. According to the Plan, the highest traffic volumes are on SR-201, with 22,000 to 27,000 vehicles per day.

LEVEL OF SERVICE (LOS): Level of service qualitatively measures and describes a roadway network’s operating conditions. LOS is commonly graded by a letter, A to F, with A representing free-flow traffic conditions with little or no delay. F is the worst, representing over-saturated conditions where traffic is almost at a standstill, resulting in long delays. The majority of Magna’s roads currently have a Level of Service (LOS) of C or higher. SR-111 in downtown Magna is a Level of Service F during peak times.

SAFETY AND CRASHES: Between 2014 and 2018, there were over 1,700 reported crashes in Magna. More than half occurred on SR-111, SR-201, or 3500 South. Nearly 70% (1,200) of all crashes resulted in no injuries, while 0.5% (8) resulted in fatalities (Figure 6-1).

ACTIVE TRANSPORTATION: Only a few roads in Magna currently have on-street active transportation facilities. These include Main Street and 8000 West. Although many roads lack established active transportation facilities such as bike lanes or painted sharrows, they may still provide a measurable level of comfort for bicyclists. Furthermore, opportunities may exist along other roads in Magna for future active transportation facilities.

TRANSIT: At the time of the TMP’s development , UTA had two routes that served Magna: Route 35 between Magna and West Valley Central Station and Route 35M from Magna to the Millcreek TRAX Station. In 2019, the average weekday ridership of Route 35 was nearly 800 people, and ridership on Route 35M was approximately 1,800 people.

FREIGHT: SR-111 and 3500 South are the primary truck routes through Magna.

FUTURE CONDITIONS (“WHERE WE ARE GOING”)

Magna’s Transportation Master Plan outlines the process and assumptions used to forecast transportation-related growth in Magna. The Wasatch Front Regional Council (WFRC) Travel Demand Model (TDM) was used to predict future traffic patterns and travel demand. From this model, the Plan forecasts a 25% population increase in Magna by 2050, with job growth projected to remain relatively stable. To accommodate future demand and provide needed transit and active transportation facilities, WFRC has identified critical improvements to the roadway, transit, and active transportation networks.

Projected traffic volumes and conditions are presented in the Plan. The model forecasts 2050 traffic volumes to be significantly higher than current levels, increasing the overall traffic congestion. Suppose nothing is done to mitigate the issue before 2050. In that case, many streets and intersections throughout the Municipality will see a Level of Service of E or F, Figure 6-2. The worst of these (LOS E or F) are:

- SR-201: SR-111 to 7200 West
- SR-111: Main Street to 3500 South
- 7200 West: 3500 South to 4100 South

Figure 6-3 shows the Planned Level of Service for the Municipality according to the Transportation Master Plan.

PUBLIC OUTREACH (“WHAT WE HEARD”)

Public engagement occurred in the transportation planning process through meetings with the Plan’s steering committee and stakeholders, a GIS-based story map website , and Magna’s 2019 Halloween in Summer Festival. Public comments were collected at each stage, categorized, and geocoded into a GIS-based shapefile. Some common themes among the public comments included creating trail connections, expanding UTA’s service and transit network, road widening project suggestions, and implementing traffic calming measures, shown in Figure 6-4.

FIGURE 6-2: 2050 NO BUILD LEVEL OF SERVICE

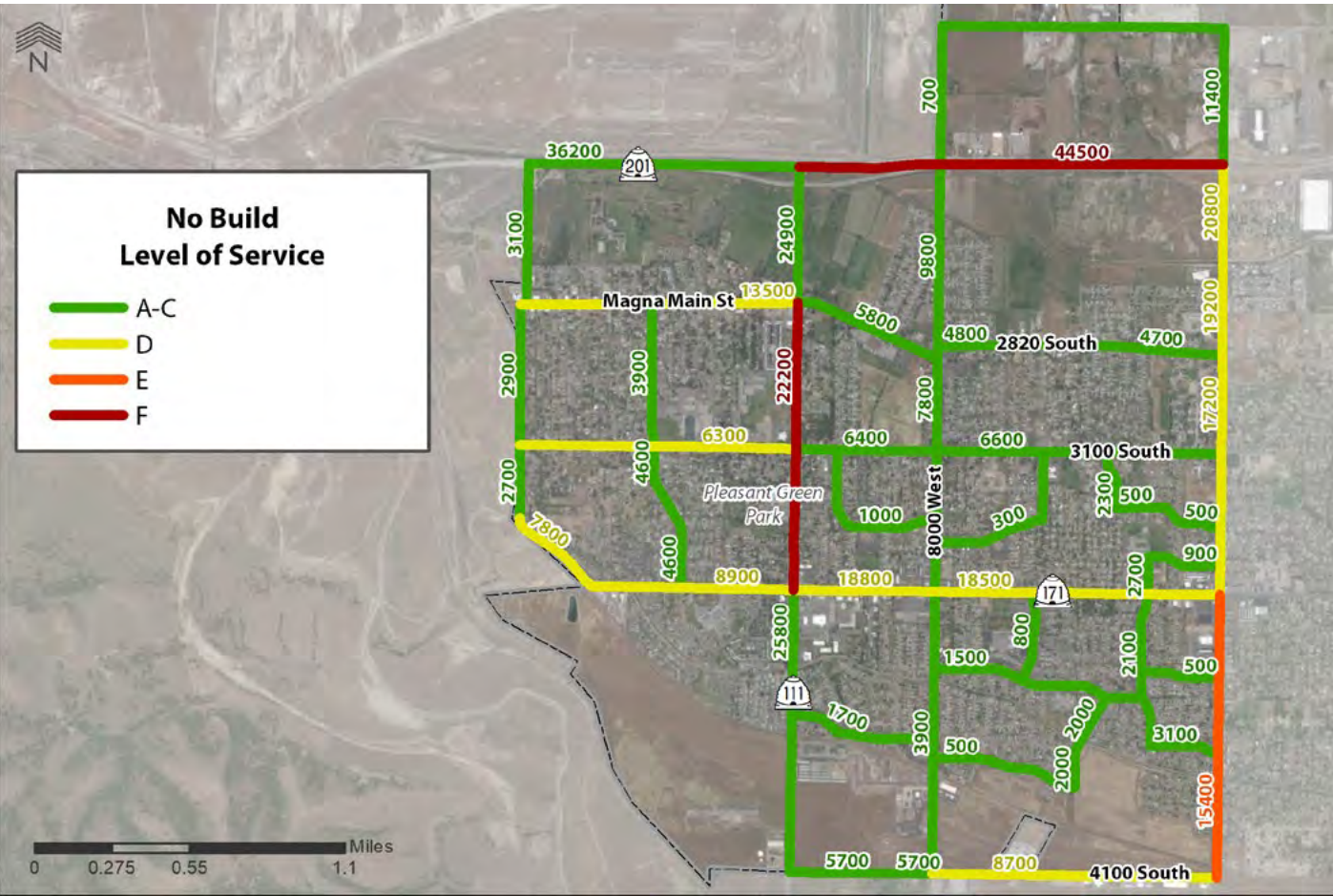
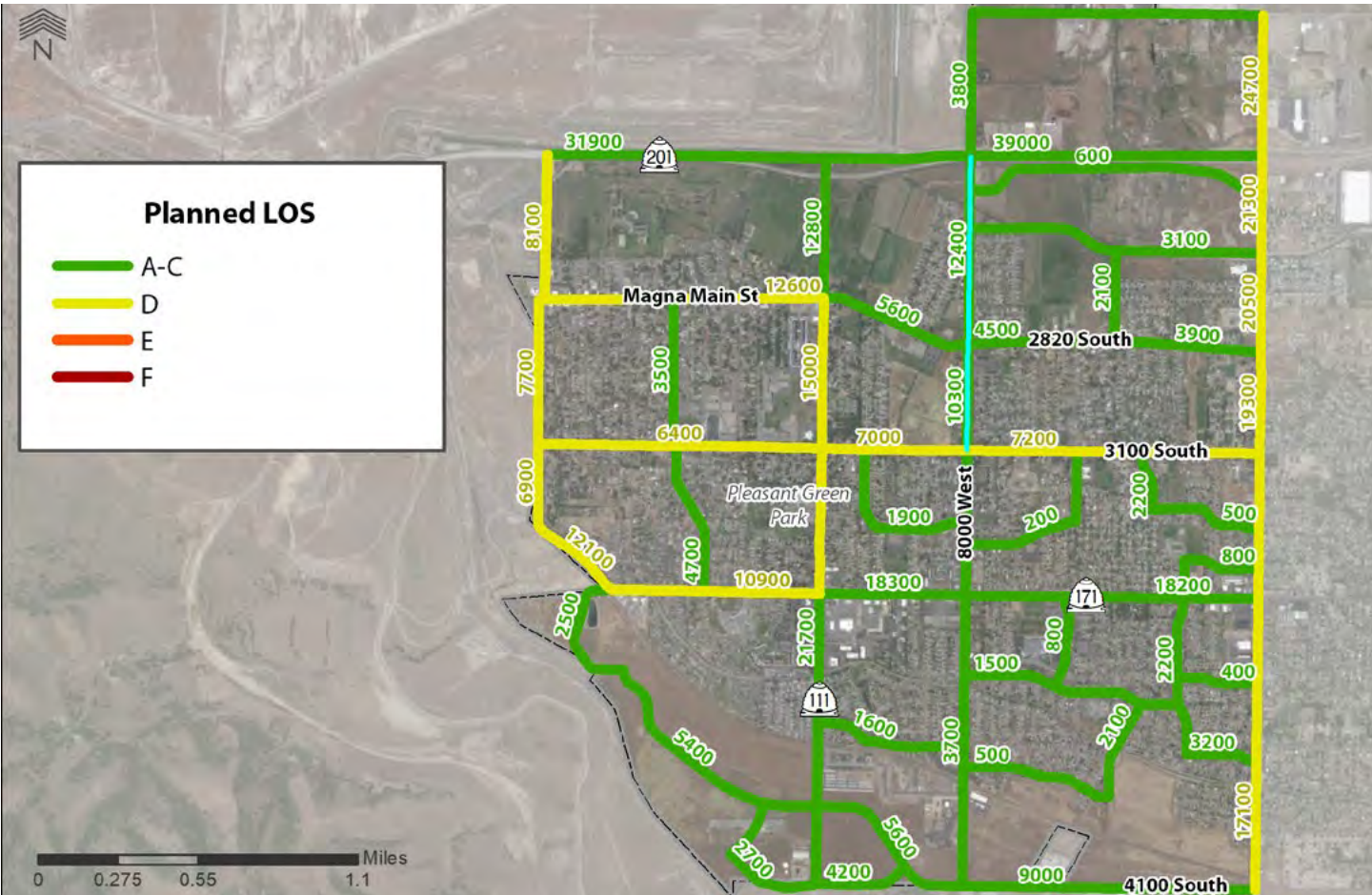


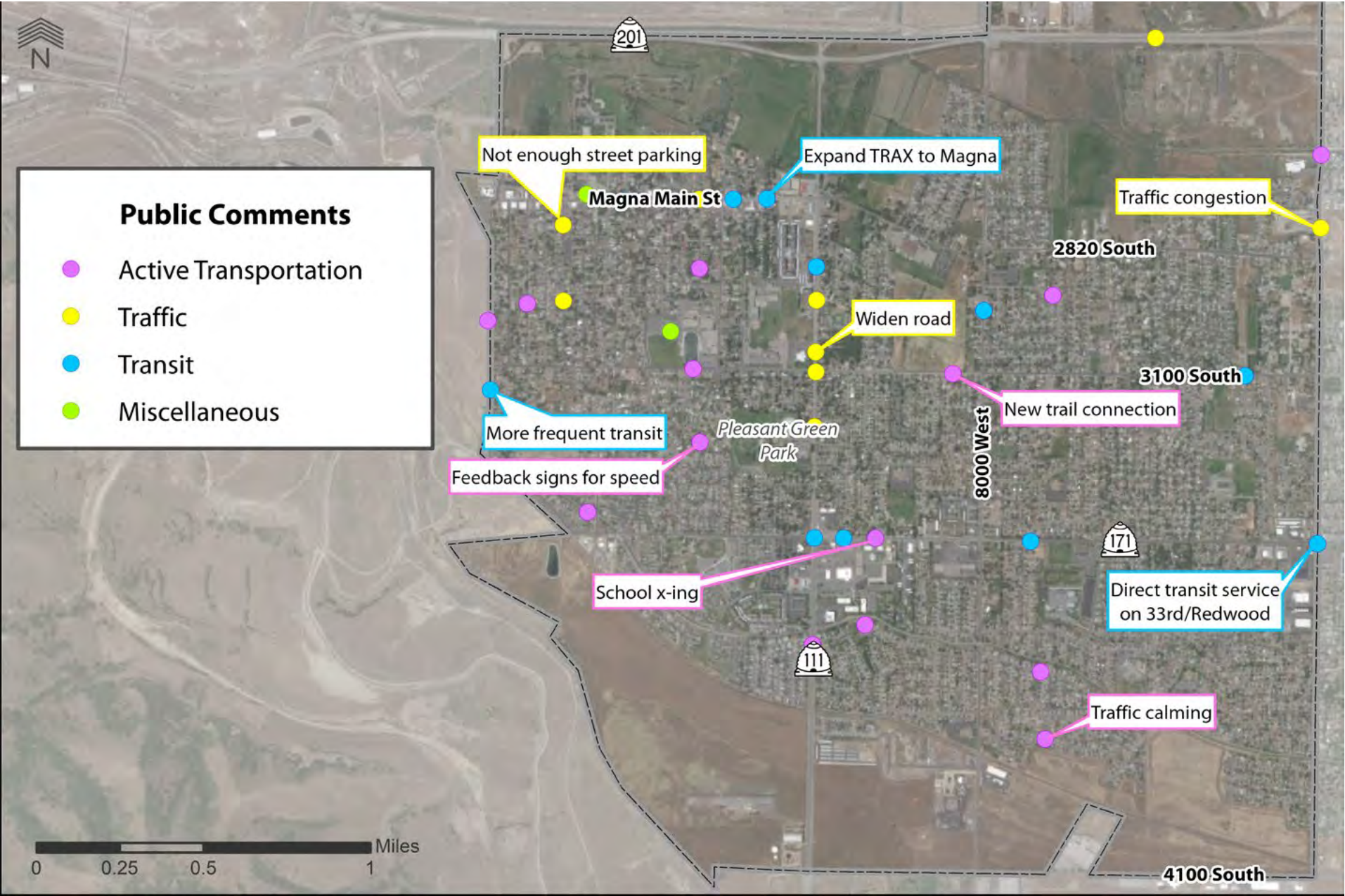
FIGURE 6-3: PLANNED LEVEL OF SERVICE



EVALUATION (“AREAS OF CONCERN”)

The Plan lists several areas of concern or hotspots in Magna. These include SR-201, realigning the skewed intersection at 2700 South 8000 West, traffic calming measures along SR-111, Inland Port impacts to 7200 West, and increasing east-west connectivity via the 2550 South Canal Road Extension.

FIGURE 6-4: PUBLIC COMMENTS FROM THE TRANSPORTATION PLANNING PROCESS



MAGNA SIDEWALK PLAN

The Transportation Master Plan includes a sidewalk plan for the entire Municipality. Current conditions of all sidewalks in Magna were inventoried, photographed, documented, and recorded in a GIS database. The database also highlights maintenance issues, potential code violations, and gaps in the sidewalk network. The information gathered from this effort was handed over to Salt Lake County engineers to incorporate into the countywide sidewalk maintenance plan. Sidewalk issues exist throughout Magna, with no localized concentration of problems. A preliminary sidewalk maintenance plan is proposed in the Plan with recommendations on potential inspection areas, general treatment costs, maintenance plan length, and possible project prioritizations. Figure 6-5 illustrates prioritization of sidewalk repair in the Municipality. This does not account for areas where there is currently no sidewalk.

The Transportation Plan outlines a 10-year maintenance plan to address sidewalk gaps and inconsistencies in the Municipality. Figure 6-6 illustrates the first five years of the 10-year maintenance plan. The maintenance plan includes the addition of new sidewalk to address gaps in the current system, mud-jacking to address sidewalk settling, grinding to address settling and uplifting, and replacement to address other sidewalk inconsistencies.

The 10-year plan assumes a cost of \$34,000 per year and 4-5 miles of sidewalk repair. Figure 6-7 shows the second five years of the 10-year maintenance plan.

FIGURE 6-5: OVERALL SIDEWALK REPAIR PRIORITY

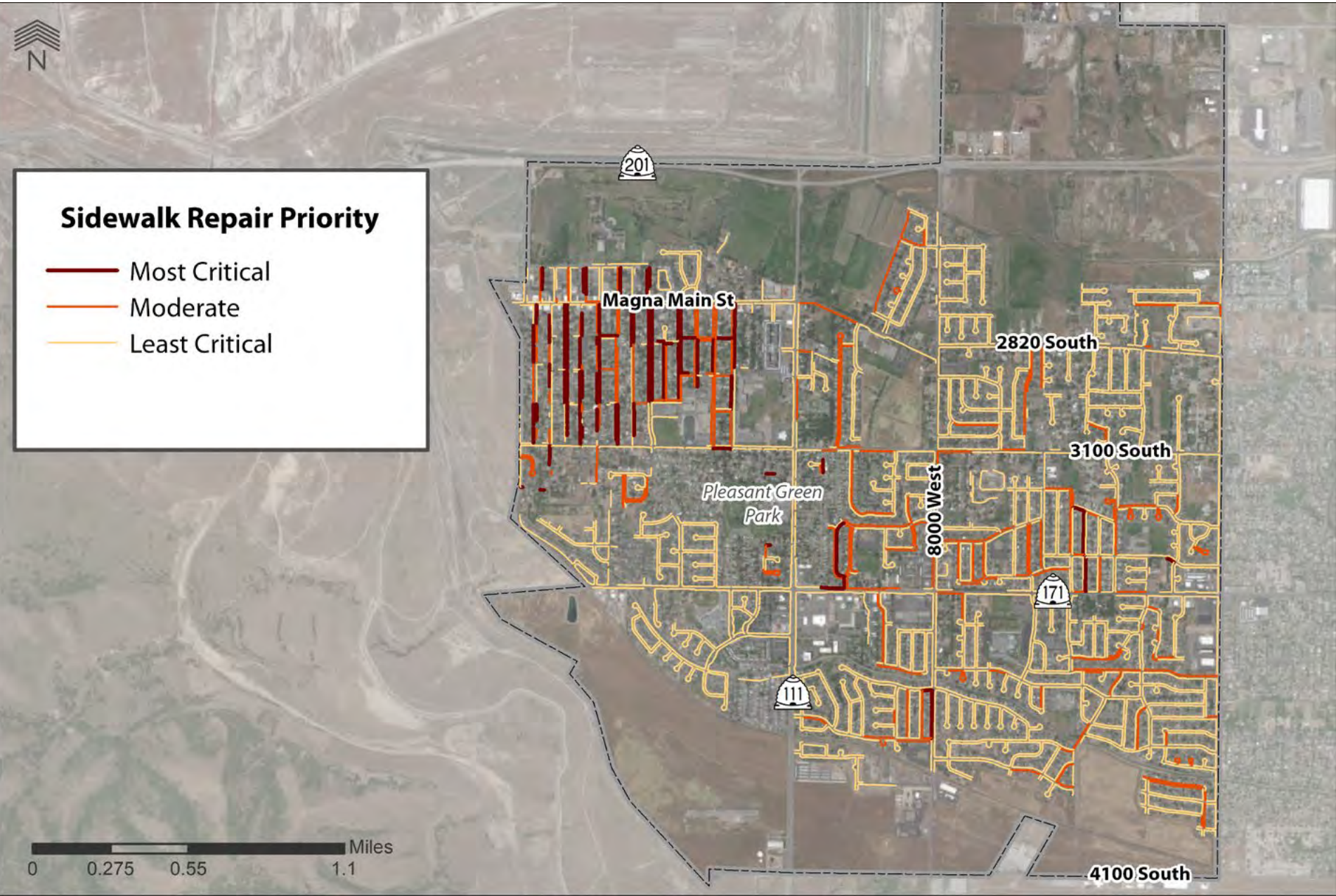


FIGURE 6-6: SIDEWALK PROJECTS 2020 TO 2024

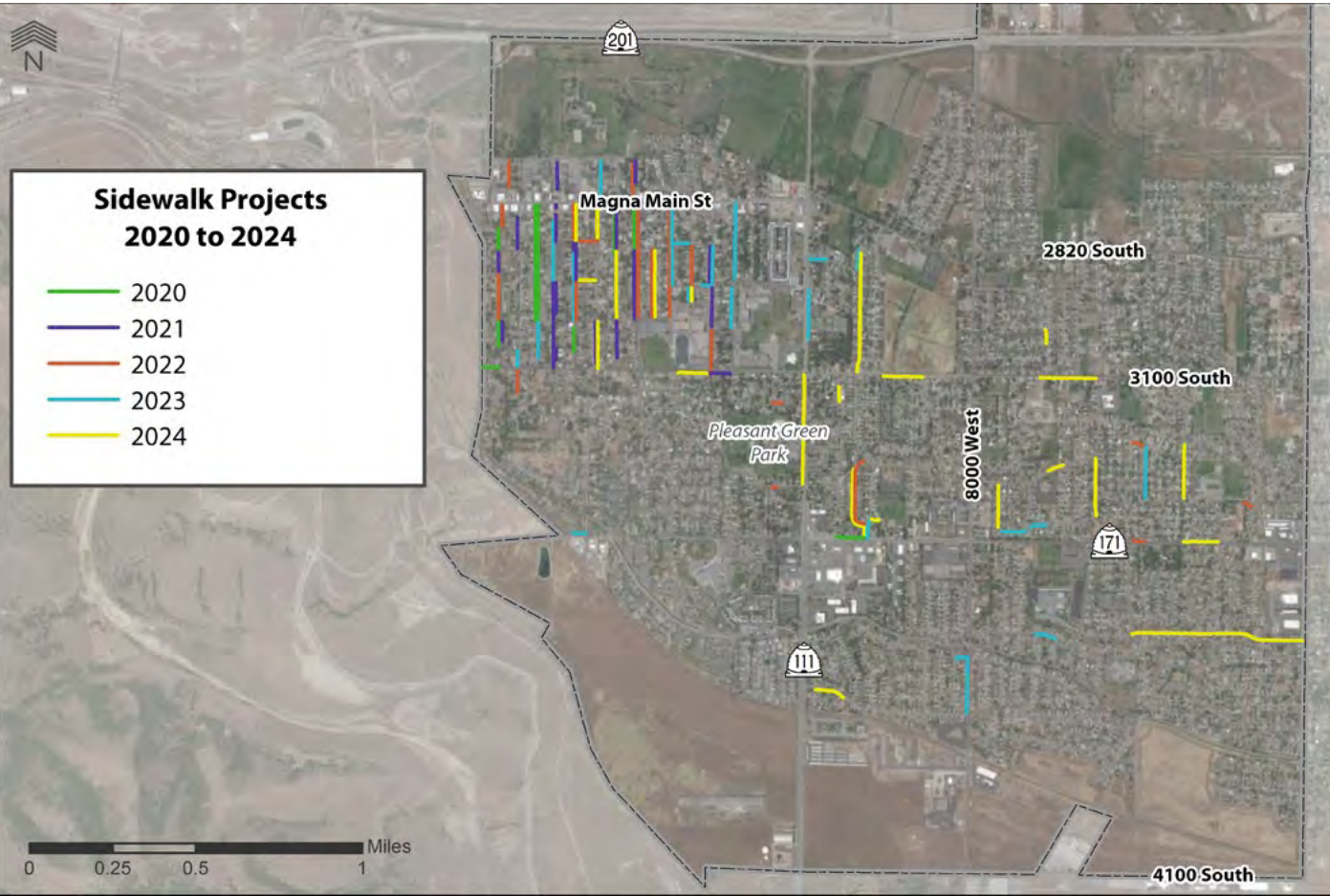
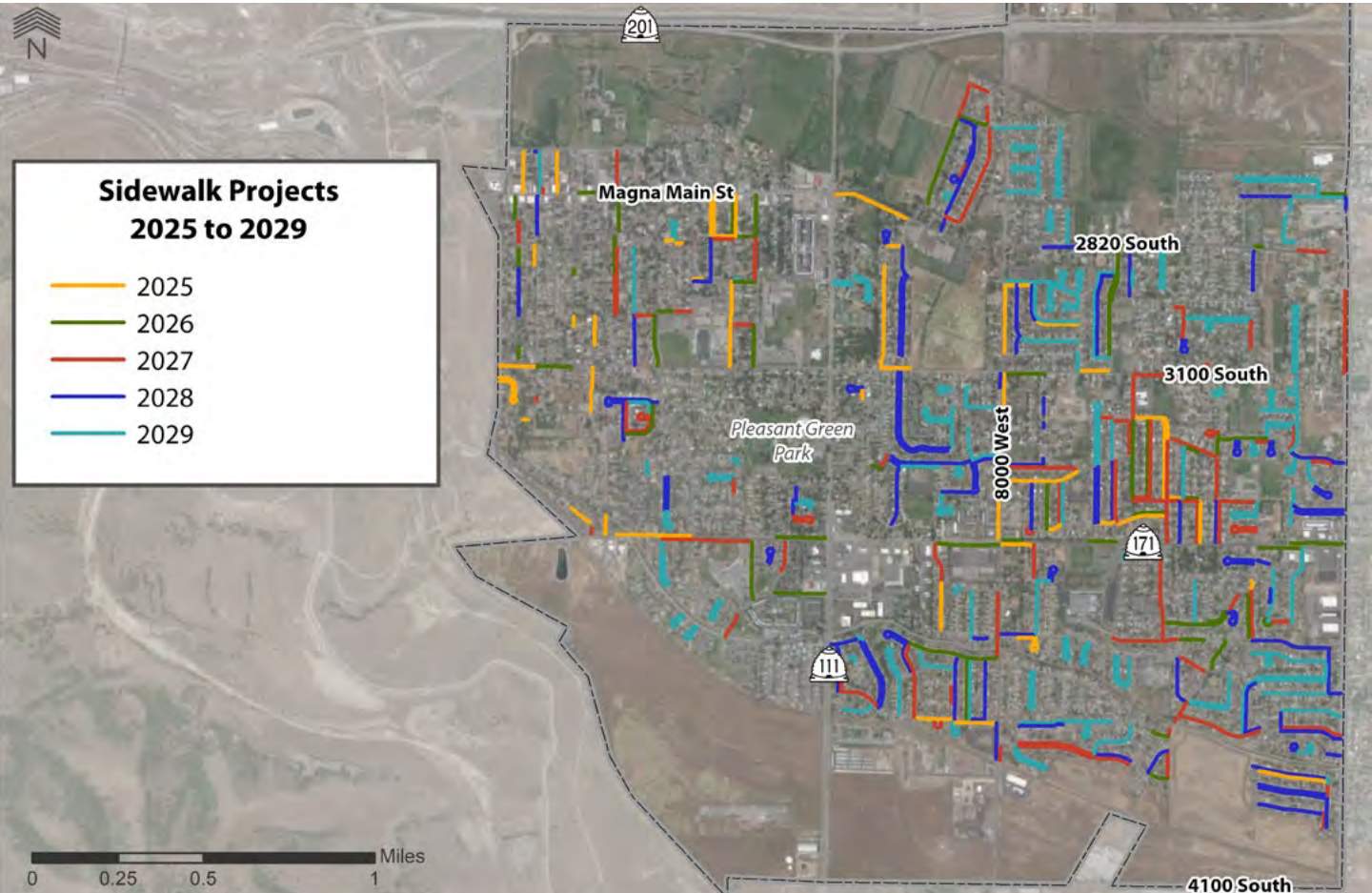


FIGURE 6-7: SIDEWALK PROJECTS 2025 TO 2029



RECOMMENDATIONS (“WHAT IS THE PLAN?”)

The Transportation Master Plan recommended thirteen projects. A summary of each is presented in Tables 6-1 and 6-2.. Note that these are numbered in the Plan and not ranked. Figure 6-8 illustrates projected projects from 2020-2050.

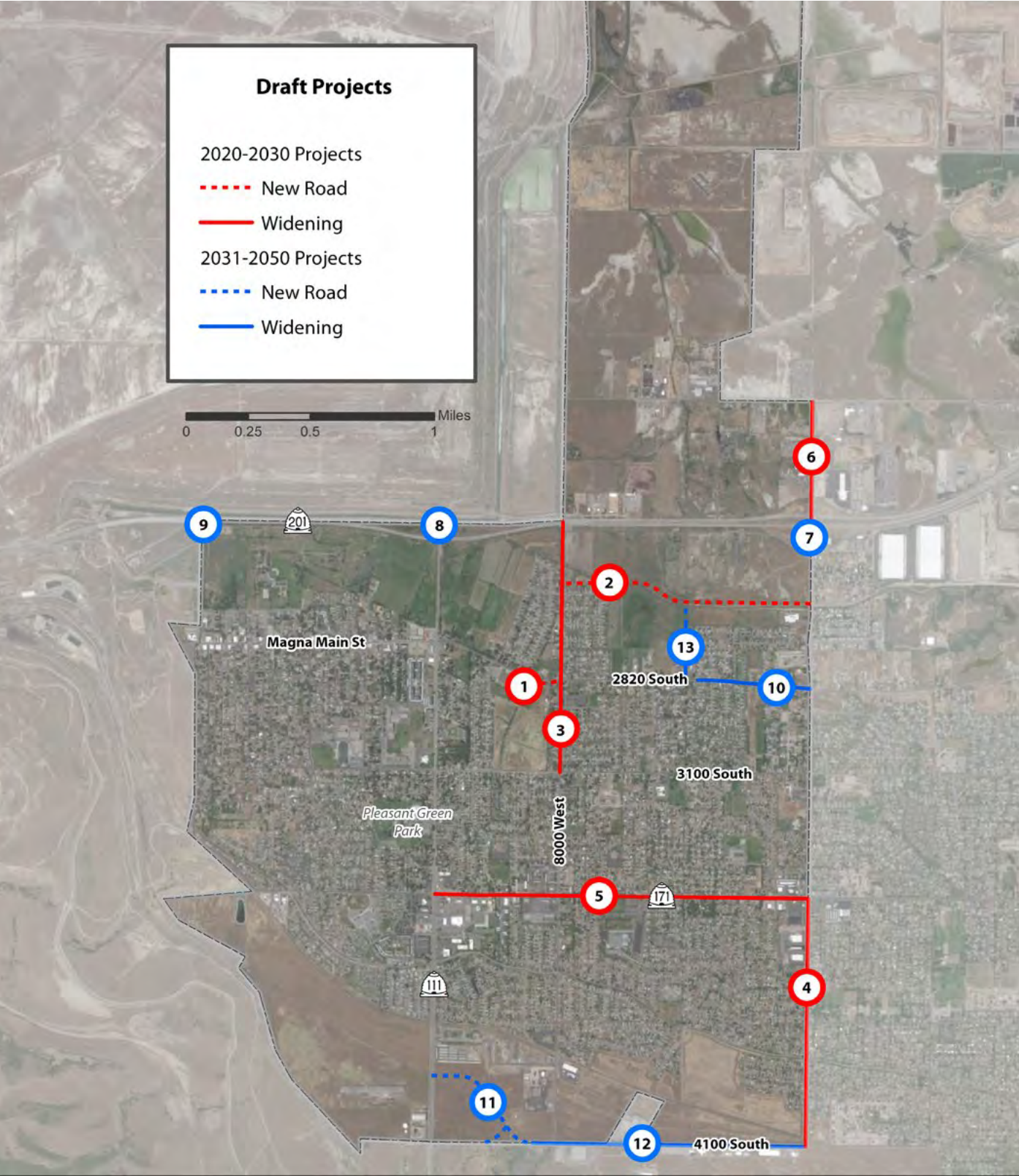
TABLE 6-1: 2020-2030 PROJECTS

#	Name/Location	Type	Total Cost (in 2019)	Funding Source
1	2700 South/8000 West	Intersection Realignment	\$2,060,000	Magna
This recommended project may decrease turning speeds and general confusion and increase sight distance, creating a safer environment and a more comfortable user experience.				
2	2590 South/Canal Road Extension: 7200 West to 8000 West	New Collector	\$9,500,000	State/ Magna
This recommended project may improve east to west traffic flow within these communities and support local development efforts as part of a larger regional project from 5600 West to 8000 West.				
3	8000 West: 3100 South to SR-201	Widen to Collector	\$4,420,000	Magna/WFRC
This recommended project may 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.				
4	7200 West: 4100 South to 3500 South	Full Reconstruction and Widening	\$11,000,000	Magna/ WFRC/WVC
This recommended project may accommodate the future growth planned for the southwest portion of Magna.				
5	3500 South: SR-111 to 7200 West	Widen to Arterial	\$10,750,000	UDOT
This recommended project may improve mobility options by constructing a standard cross-section. This is a commercially zoned area with a planned bus rapid transit expansion from Magna Main Street to Wasatch Blvd.				
6	7200 West: SR-201 to 2100 South	Widen to Minor Arterial	\$4,640,00	Magna/WFRC
This recommended project may 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 truck access. 7200 West would likely be widened to a minor arterial to ensure that congestion along this road does not become a significant issue.				

TABLE 6-2: 2031-2050 PROJECTS

#	Name/Location	Type	Total Cost (in 2019)	Funding Source
7	SR-201/7200 West	Upgrade to Interchange	\$40,000,000	UDOT
This recommended interchange upgrade project may address existing congestion and accommodate future traffic demand by widening 7200 West from 2400 South to five lanes from SR-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 are required due to growth at the Inland Port. Improvements are currently planned in the WFRC RTP for completion between 2030 and 2040.				
8	SR-201/SR-111	Upgrade to Interchange	\$40,000,000	UDOT
This recommended project may address existing congestion while providing additional capacity for future growth within Magna as part of regional SR-201improvements.				
9	SR-201/9180 West	Upgrade to Interchange	\$40,000,000	UDOT
This recommended project may provide secondary access to SR-201 from the northwest portion of Magna, helping to alleviate congestion along SR-201 and shift traffic patterns from other arterials like SR-111 to 9180 West.				
10	2820 South: Fetzer Dr. to 7200 West	Widen to Major Collector	\$2,100,000	Magna
This recommended project may 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 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.				
11	4100 South: SR-111 to 8000 West	New Minor Arterial	\$17,920,000	Magna
This recommended project is for a new minor arterial that realigns 4100 South to connect to the planned Little Valley Development. This corridor’s exact alignment is to be determined. The Plan recommends aligning with a new road into the Little Valley development around 3950 South.				
12	4100 South: 8000 West to 7200 West	Widen to Minor Arterial	\$15,740,000	Magna
This recommended project would widen 4100 South to a minor arterial providing access to the future residential development to both the north and south and allowing through traffic to move unimpeded by vehicles turning off and entering 4100 South.				
13	Craig Rocky Vince Lane: 2820 South to O’Shea Lane	Widen/New Minor Col-lector	\$4,990,000	Magna
This road connects 2820 South to the future 2590 South/Canal road extension. This recommended project aims to provide more mobility options to users and distribute demand over a greater area, limiting future congestion.				

FIGURE 6-8: DRAFT PROJECT MAP 2020-2050



STEERING COMMITTEE MEETING REGARDING TRANSPORTATION

In September 2020, the MagnaGeneral Plan Update Steering Committee and the project team met virtually to discuss the goals and objectives in the Transportation component of the plan update. An overview of the Plan was presented, as was an outline of relevant public feedback. Based on this information, the project team facilitated discussion on what aspects specifically the Steering Committee wanted to create, protect, or avoid. Common themes arising from that discussion included bicycle routes, commuter/residential roads around the high school, congestion, Ivory Homes property on 8400 West, safety, sidewalks, traffic calming, variable speeds, safe routes for students to get to and from school, and a desire for a robust traffic plan for the new Cyprus High School. A set of Transportation Goals, Objectives, and Actions were drafted by the project team based on this discussion and are included in this chapter.

GOALS & STRATEGIES

GOAL 4

Provide a balanced transportation system that will accommodate all modes of travel by promoting land use development patterns that increase quality of life and opportunities to all with multiple mobility choices.

STRATEGY 1:

Adopt measures to prioritize pedestrian comfort and safety in major centers and develop other places that encourage walking and activity on the street.

ACTION: Facilitate development patterns that maximize pedestrian connectivity and minimize the need for vehicle travel by encouraging a mix of land uses at a walkable scale and implementing small block sizes in new development.

ACTION: Create a prioritized list of sidewalk improvements using sidewalk inventory completed as part of the Magna Transportation Master Plan.

ACTION: Create and maintain an interconnected sidewalk network that follows the action items in the Catalyst Areas & Economic Stability section of this plan, for enhancing connectivity.

ACTION: Expand trails and provide better access to trails to encourage healthier lifestyles in Magna. Coordinate with Salt Lake County to determine the next steps necessary in developing the “Magna Loop.”

ACTION: Conduct a walkability audit and/or other studies that consider intersection crossings, midblock crosswalks, signal timing, and signage in Magna, particularly along designated Safe Routes to School corridors, for safety and accessibility.

ACTION: Where feasible, add streetscaping, traffic calming, “healthy” park further parking signage, and placemaking amenities such as street trees, landscaping, waste receptacles, and lighting to improve safety and the overall walking experience in Magna.

ACTION: Regularly monitor pedestrian-related crash levels and seek context-appropriate mitigations aimed at significantly reducing pedestrian crash rates over the next ten years.

ACTION: Establish a level of service policy that allows for lower level of service at locations identified as a high pedestrian priority, acknowledging that the higher speeds and wider roads associated with higher traffic levels of service are less safe and comfortable for pedestrians.

STRATEGY 2:

Create additional public parking opportunities near Magna Main Street.

ACTION: Prioritize projects and policies that improve the parking experience near Magna Main Street.

ACTION: Conduct parking inventory and utilization analysis to identify the quantity of currently available on-street and off-street parking and the demand for that parking supply.

ACTION: Develop strategies for future growth impacts on parking capacities and regularly monitor parking occupancy and other factors by periodic parking studies.

STRATEGY 3:

Develop safe bicycle routes and paths that can be integrated within the street network and with trail systems, canals, and greenways.

ACTION: Create a prioritized list of bicycle routes and facilities using recommendations from the upcoming 2020 Magna Active Transportation Plan.

ACTION: Regularly monitor bicycle-related crash levels and seek context-appropriate mitigations aimed at significantly reducing bicycle crash rates over the next ten years.

ACTION: Promote the inclusion of bicycle facilities and amenities such as bike racks, lockers, repair stations, etc., at key destinations and strategically at new construction.

ACTION: Coordinate with UDOT on future roadway projects to minimize the impact on bicycle facilities during construction.

ACTION: Coordinate with UDOT and Salt Lake County to ensure bicycle facilities that support the existing local and regional bicycle network are incorporated into future roadway projects where appropriate.

ACTION: Coordinate with Bike Utah and similar groups to promote bicycle education to officials involved in decisions regarding transportation facilities.

ACTION: Coordinate all projects with the Salt Lake County Active

Transportation Implementation Plan (ATIP) and Wasatch Front Regional Council's (WFRC) Regional Transportation Plan (RTP).

STRATEGY 4:
Coordinate with UTA to improve transit connections between Magna and key destinations and high-capacity transit.

ACTION: Foster a strong working relationship with UTA to advocate for improved and increased transit services in Magna, focusing on connections to key destinations and access for people who rely heavily on transit service.

ACTION: Encourage transit ridership by implementing pedestrian improvements near transit stops and working with UTA to identify strategies — such as locating transit stops in places that increase the convenience of transfers and connections to other routes — that improve the frequency and ridership of transit service between Magna and employment centers.

STRATEGY 5:
Implement traffic calming and access management measures in high activity and residential areas to ensure the safety of residents.

ACTION: Identify, perform studies, and regularly review candidate sites for traffic calming measures.

ACTION: Develop access management standards that can be applied to existing and new roads as new development or redevelopment occurs, in order to limit the location and number of driveways and access points on major collector and arterial roads in high activity areas.

STRATEGY 6:
Coordinate with regional policymakers to adopt “Safe Routes to School” legislation to improve the quality of access to schools for students.

ACTION: As per 53G-4-402(17), ensure each school traffic safety committee reviews the Safe Routes Plan for every applicable elementary, middle, and junior high school in Magna, annually, revising as needed.

ACTION: Identify sidewalk improvements needed for each school's Safe Routes to School plan using sidewalk inventory completed as part of the Magna Transportation Master Plan.

ACTION: Schedule regular reviews of school walk routes with school and

district personnel.

STRATEGY 7:
Enhance connectivity of the roads surrounding the new Cyprus High School

ACTION: Develop a robust traffic plan for the new Cyprus High School.

ACTION: Evaluate circulation and connectivity around the new Cyprus High School location so that neighborhoods aren't overly impacted by school traffic and to determine if circulation is adequate.

ACTION: Establish communication with WFRC on land use assumptions and demographics, including the area around the new Cyprus High School.

STRATEGY 8:
Implement the recommendations from the Transportation Master Plan

ACTION: Create a prioritized list of projects from the recommendations in the Magna Transportation Master Plan.

ACTION: Coordinate with UDOT to pursue strategies to reduce vehicle traffic or streamline existing traffic capacity before investing in the expansion of the road network to reduce congestion caused by induced demand.

ACTION: Consider the viability of increasing the planned level of service on some roads to better than a “D”.



PARKS, TRAILS, RECREATION, & OPEN SPACE

CURRENT PARKS, TRAILS, RECREATION, AND OPEN SPACE

Magna has eight existing parks of varying size and several privately owned open space areas throughout the Municipality, Figure 7-1. Parks, trails, recreation facilities, and open space in Magna are owned, operated, and maintained by Salt Lake County, Granite School District or other private entities including churches, Homeowners Associations, and Kennecott. Table 7-1 provides an estimate of improved and unimproved acreage owned and maintained by each group.

Traditionally, level of service for parks and trails is measured by the number of acres of parkland or miles of trails provided by 1,000 population within a town, city, or county. Magna’s population-based level of service for parks is currently 7.9 acres per 1,000 people (2019 population of 29,034). This is the level of service using Magna or Salt Lake County owned or leased parks and parkland. There are other sources of parks and park facilities in the Municipality including school and church parks and playgrounds as well as parks and playgrounds provided by homeowners associations as seen in Table 7-1. When privately owned parks are added to the calculation the level of service for the Municipality increases to 9.7 acres per 1,000 people. This is close to the national average of 10 to 11 acres per 1,000 population.

In the 2020 General Plan Public Engagement survey, residents responded that several of Magna's parks received little to no maintenance. Magna residents responded that they feel unsafe in local parks, or that parks were littered with trash and prone to illegal dumping.

TABLE 7-1:MAGNA PARKS & OPEN SPACE

Name	Owned By	Acres
UNDEVELOPED PARKLAND		
Magna Regional Park	Salt Lake County	62
8272 W. Westbury Dr.	Salt Lake County	1
3389 S. Copper Bend Rd.	Salt Lake County	0
2850 S. 8000 West	Magna	2
DEVELOPED PARKS		
Pleasant Green	Salt Lake County	28
Magna Copper Park	Salt Lake County	2
Elk Run	Salt Lake County	3
Lamplight	Salt Lake County	2
Moonlight	Salt Lake County	3
Magna Mantle	Salt Lake County	0
Magna Mini	Salt Lake County	0
Copper Club & Park	Kennecott Copper Corp.	128
Public Parkland		231
SCHOOL PLAYING FIELDS		
2606 S. 7200 West	Entheos Academy	2
Pleasant Green ES	Granite SD	4
Cyprus HS/Brockbank Campus & Magna ES	Granite SD	8
Cyprus HS	Granite SD	7
Elk Run ES	Granite SD	4
Matheson JHS	Granite SD	5
Lake Ridge ES	Granite SD	4
Copper Hills ES	Granite SD	3
School Playing Fields		36

PRIVATELY OWNED		
2785 S. 8000 West	Church of Jesus Christ of LDS	1
2720 S. Millard CV	Wolstenholme Park PUD HOA	2
7263 W. Noyack Rd.	Magna Hamptons HOA	2
7563 W. 2820 S.	Habitat for Humanity	1
8064 W. 2700 South	Church of Jesus Christ of LDS	1
2850 W. 8400 West	Oquirrh Hills Apt.	1
3084 S. 8400 West	Church of Jesus Christ of LDS	3
8460 W. Sunset Hills Dr.	Sunset Vista	0
8197 W. 3500 South	Heritage Magna LLC	0
3896 W. Sennie Dr.	Calder Field, LLC	2
7823 W. 3500 S.	Church of Jesus Christ of LDS	3
Privately Owned Open Space		15

Total Improved and Unimproved Parks		281
Inland Sea Shore Reserve	Kennecott Copper Corp.	2,831
Total Parks and Open Space		3,113

Source: Salt Lake County Assessors Data Base



View of Magna (MSD).

Another way to evaluate level of service is to measure if a typical person walking at 3.1 miles per hour can walk to the nearest park in 10-minutes or less. Figure 7-2 is a map of the 10-minute walks to each of the public parks in Magna. The neighborhoods in the north eastern area of the Municipality do not have a Municipality or county-owned park available to them. This area is underserved. To evaluate the impact of HOA owned and operated parks and trails required as part of planned community development Figure 7-3 includes HOA owned parks in the 10-minute walk evaluation. Privately developed, operated and maintained parks increase the number of households within a 10-minute walk of a park or trail.

Magna has a limited trail system. Most pedestrian connectivity is achieved based on sidewalks. The Transportation Master Plan, Appendix B, includes a sidewalk inventory and evaluation that should form the basis of improving overall connectivity in the community. In addition there are several regional and local trails that are in or near Magna that can provide additional recreational and connectivity opportunities.

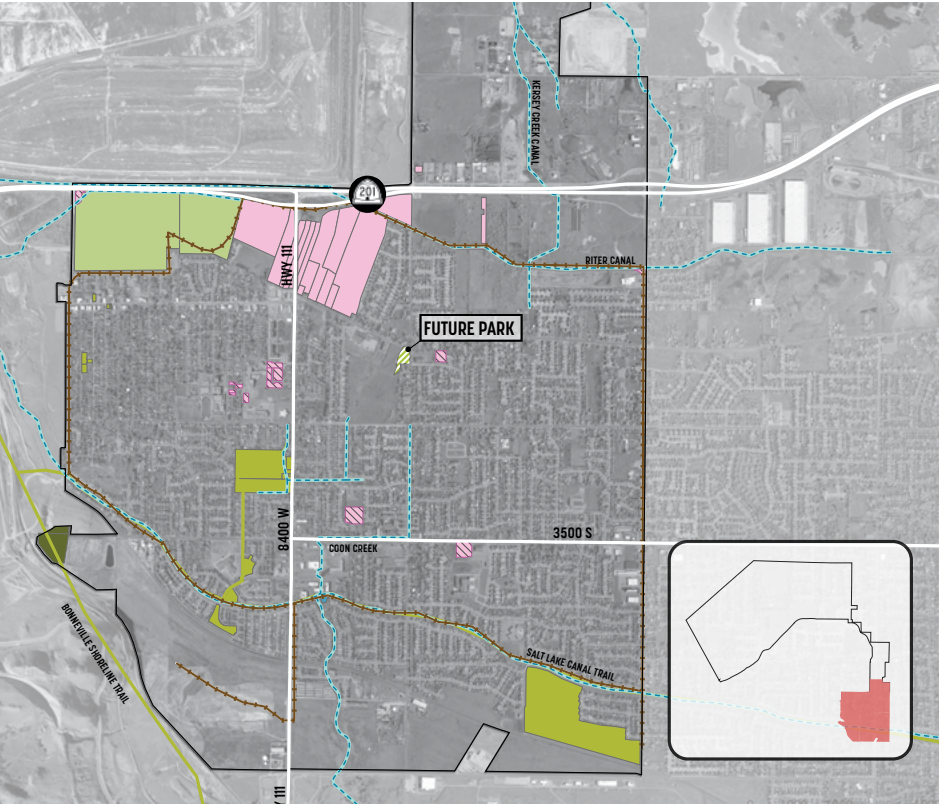


FIGURE 7-1: PARKS AND OPEN SPACES

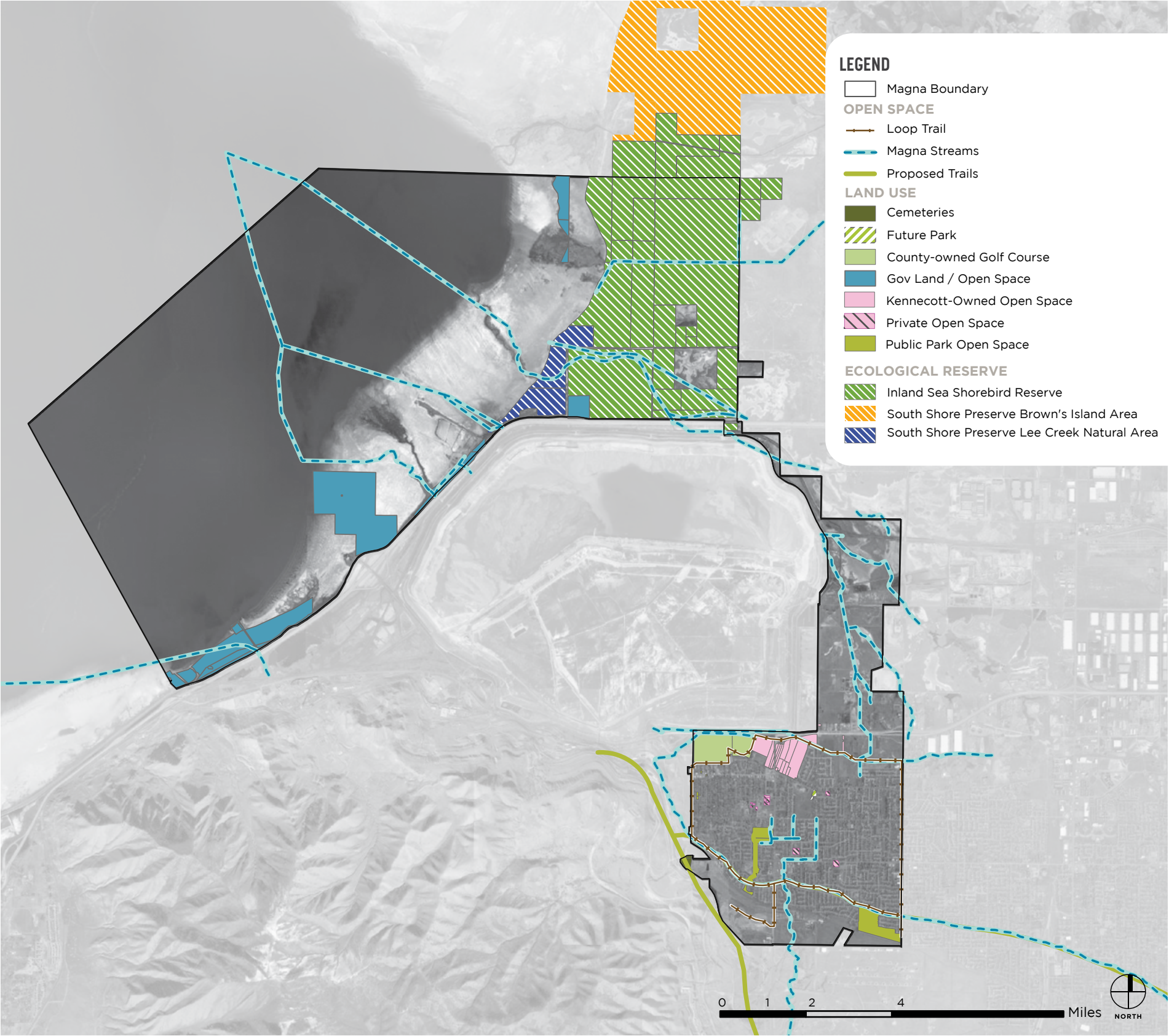


FIGURE 7-2: WALKSHED DIAGRAM

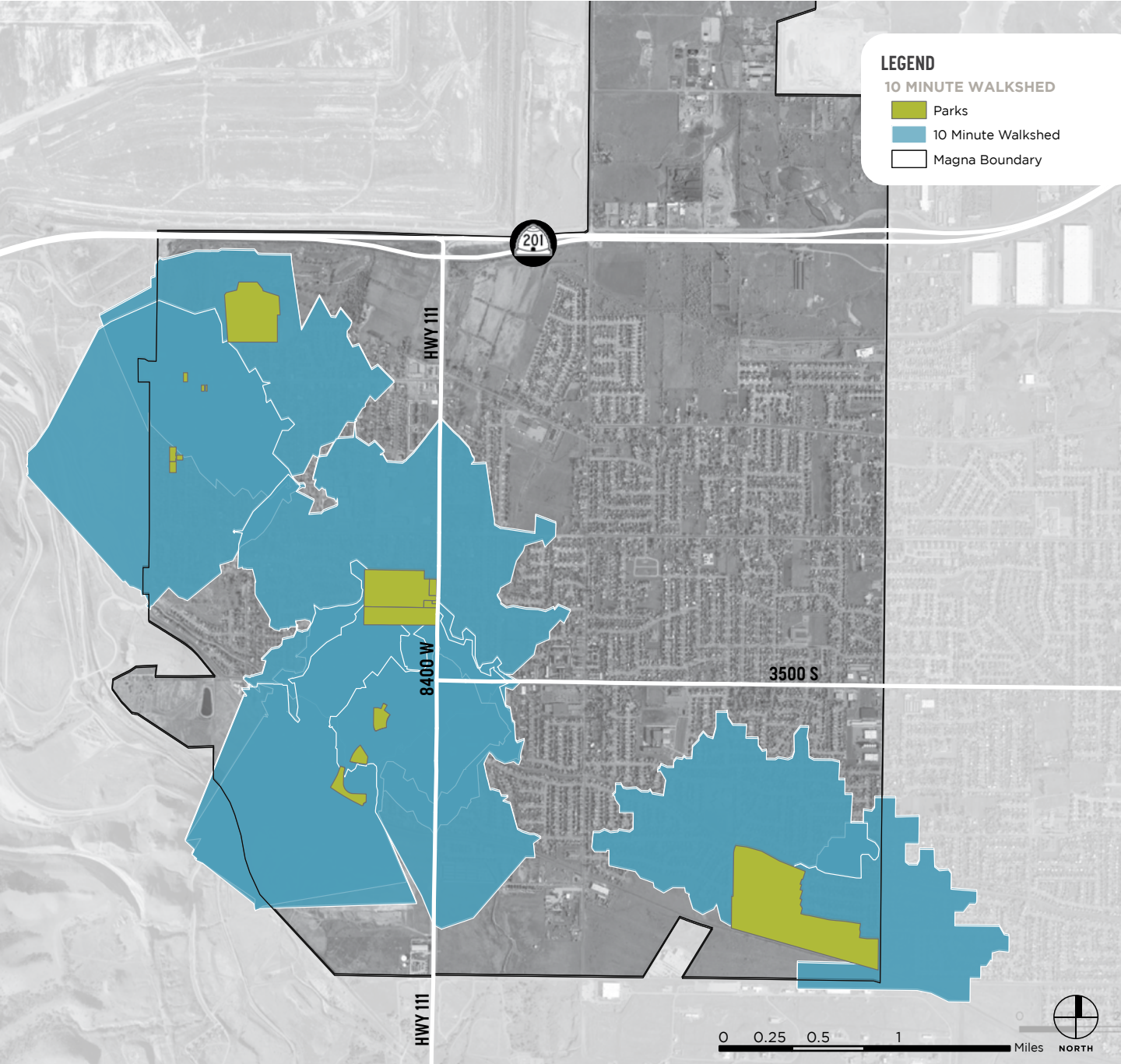
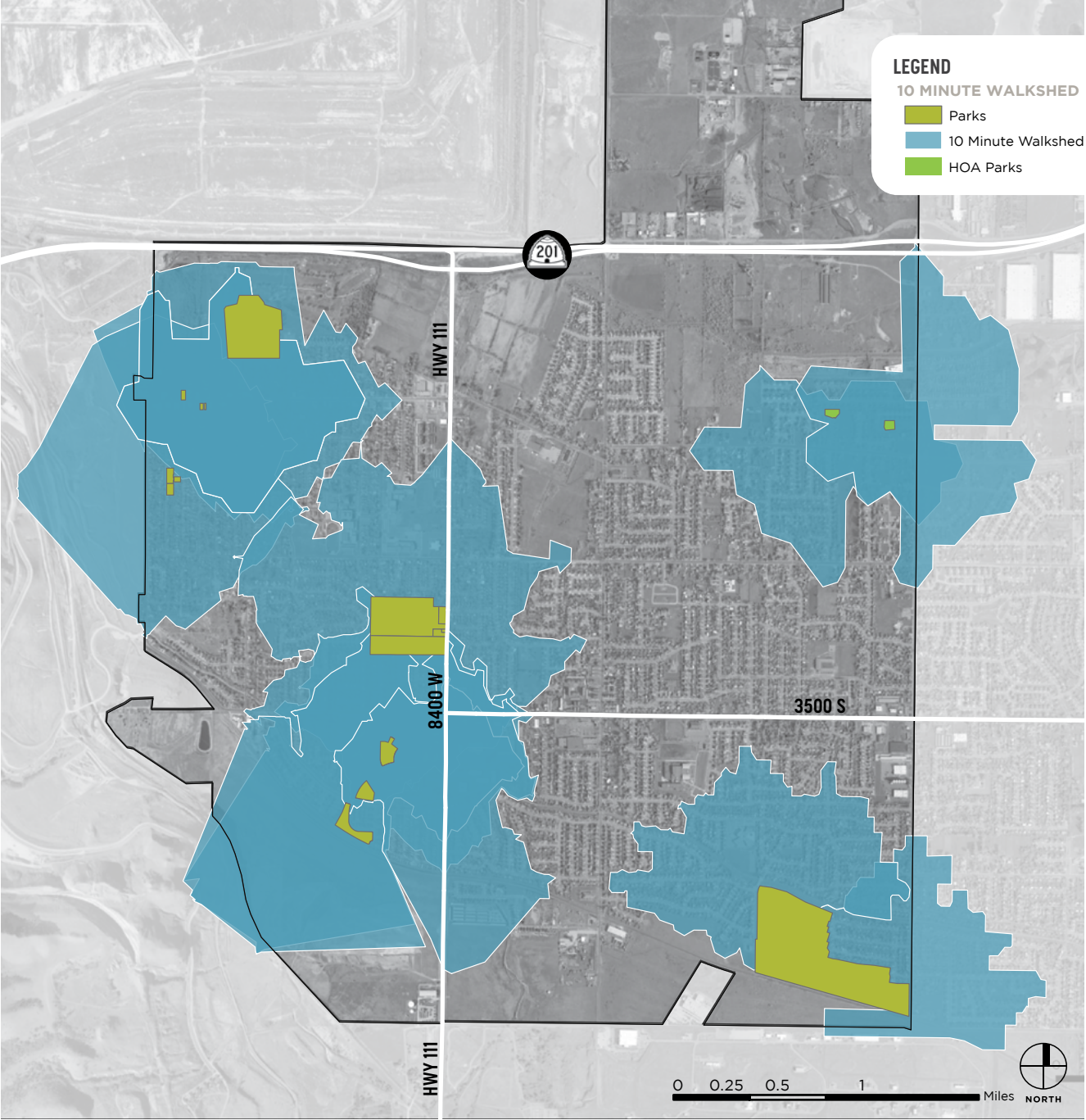


FIGURE 7-3: WALKSHED DIAGRAM WITH HOA NEIGHBORHOODS



PARKS, TRAILS, RECREATION, AND OPEN SPACE PLANS

Salt Lake County completed the current Parks, Trails, Recreation, and Open Space Master Plan that includes Magna in 2015. The Plan is a countywide document that includes regional facilities to serve the county-wide population and neighborhood or local facilities to serve residents in unincorporated Salt Lake County and those households that are now in the five Metro Townships, including Magna, (Figure 7-4 and 7-5).

The Plan analyzed levels of service for regional and neighborhood parks, trails, recreation centers and specialty facilities. Table 7-2 summarizes the level of service standards used in the countywide plan.

According to the Plan, one class one and two neighborhood parks serve Magna residents. The Plan identifies on undeveloped Class One park in Magna, Magna Regional Park, and two Class Two regional parks, Pleasant Green Park and Magna Copper Park, and several neighborhood parks, Magna Neighborhood Park, Moonlite Meadows Park, Lamplight Village Park and Elk Run Park. The Plan also identifies the Copper Club Golf Course as a community amenity. According to the Plan, there are no existing trails in Magna. The countywide level of service in 2015 was 5 acres per 1,000 people. This is higher than Magna’s current level of service of 7.9 acres per 1,000 people.

FIGURE 7-4: SALT LAKE COUNTY 2015 PARKS & RECREATION FACILITIES MASTER PLAN

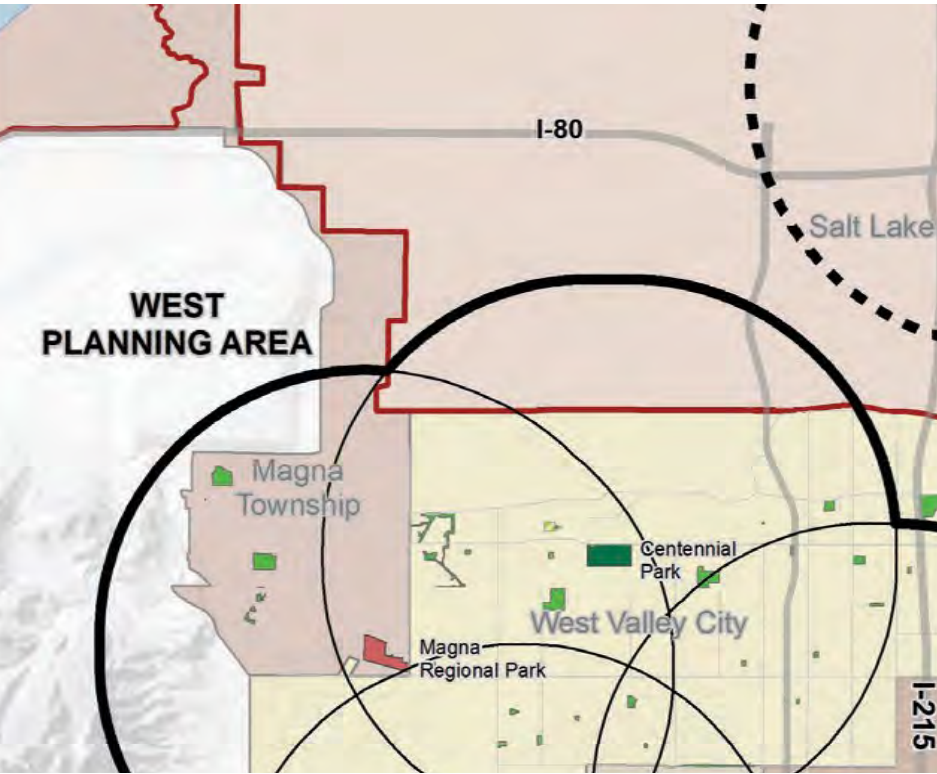


TABLE 7-2: DEVELOPMENT STANDARDS FOR PARKS AND RECREATION FACILITIES

Regional	
Park Acreage	5 acres per 1,000 population; Acreage standard includes Class One Regional Parks, Class Two Regional Parks, Neighborhood Parks
Class One Regional Park	Largest and most diverse multipurpose park type, ideally 60+ acres size; Serves several jurisdictions and has county-wide attraction; Generally contains programmed or rented amenities; Variable park amenities such as open-space, trails, playgrounds, group pavilions, sports fields and courts, unprogrammed lawn, outdoor basketball, recreation centers, swimming pools, water playgrounds, disc golf, skate parks, restrooms; Salt Lake County’s primary focus
Special Use Regional Park	Provides unique recreational opportunities, usually one-of-a-kind park; Often managed as an enterprise; Generally single use; Has countywide draw and is heavily used by residents
Class Two Regional Park	Variable size, but generally smaller than Class One Regional Parks; Serves more than one jurisdiction; Contains programmed or rented amenities such as group pavilions, sports fields, recreation centers, swimming pools
Regional Open-Space	Variable size; Largely undeveloped land valued for it’s aesthetic, ecological, and passive recreational attributes; Contains few or no recreation amenities and little or no manicured lawn; Includes regional trails and trail-heads; Regionally important for wildlife habitat, watershed, view-shed, or of other ecological significance; Preserved agricultural land
Regional Trail	Passes through or is adjacent to multiple jurisdictions; Connected to other local and regional trails; Countywide attraction and use
Golf Course	One 18-hole course per 75,000 population
Multipurpose Sports Field	1 large field per 5,000 population; 2-3 miles service radius; Scheduled for competitive games; Supported by parking, restrooms
Baseball Diamond	1 of any size per 10,000 population; 3 mile service radius; Scheduled for competitive games; Supported by parking, restrooms
Softball Diamond	1 of any size per 15,000 population; 3 mile service radius; Scheduled for competitive games; Supported by parking, restrooms
Backstop	A ball diamond backstop fence used for dropin pickup games of softball or baseball, or scheduled for team practices; Not used for competitive games; No skinned infield; Sometimes placed in corners of multipurpose sports fields
Group Pavilion	1 per 5,000 population; Supported by parking, restrooms; Rentable by group size of 30+ people
Childrens Playground	1 or more per park; Caters to younger age groups
Destination Playground	1 per 200,000 population; 5 mile service radius; Large playground containing multiple amenities; Accommodates multiple age groups at the same time; Regional attraction with unique features
Tennis Court	1 per 5,000 population; 3 mile service radius
Basketball Court	Outdoor; 1 per 7,000 population; 2 mile service radius
Skate Park	1 per 50,000 population; 3 mile service radius
Recreation Center	1 per 75,000 population; 3 mile service radius; Variable components such as fitness, aerobics, gymnasiums, indoor swimming pools
Swimming Pool Indoor	1 per 75,000 population; 3 mile service radius
Swimming Pool Outdoor / Water Playground	1 per 75,000 population; 3 mile service radius
Ice Center (2 or more ice sheets)	1 per 300,000 population; 5-7 mile service radius
Neighborhood	
Neighborhood Park	1/2-1 mile service radius; Ideal size 7-15 acres; Minimum size 2.5 acres; No programmed or rented amenities; Regional parks fill this need for adjacent neighborhoods; Primarily the responsibility of cities

Source: Salt Lake County 2015 Parks & Recreation Facilities Master Plan
Listed amenities are commonly found in parks and recreation systems, but the list is not all inclusive. These development standards are guidelines that can be adjusted as needed based on distribution, demographics, population density, drive time, etc.

According to the Plan, when Magna Regional Park is complete, Magna will be adequately served by a Class One Regional Park.

There is also overlap in the community from the West Valley City Centennial Park service area.

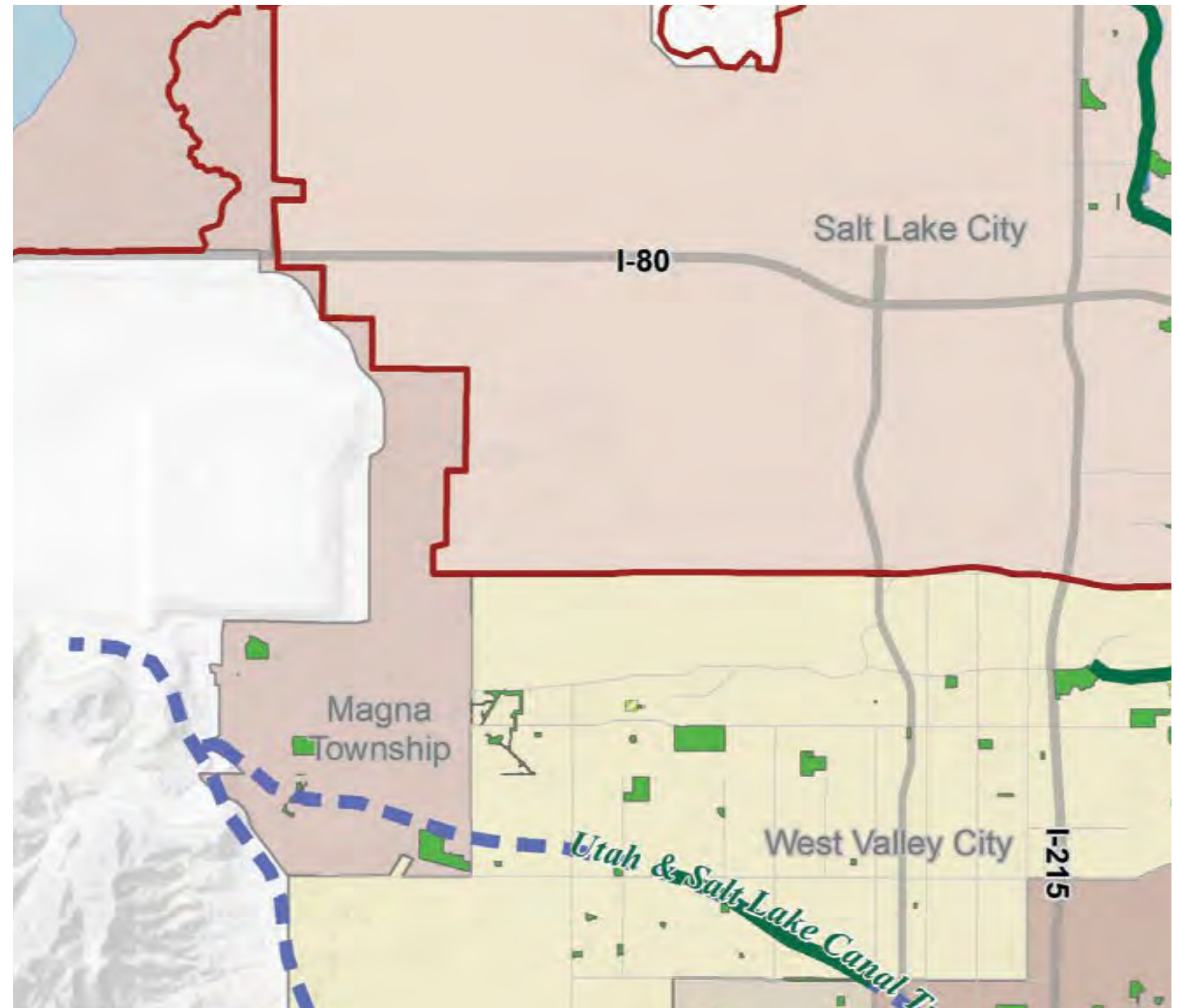
When constructed, the planned Utah & Salt Lake Canal and Bonneville Shoreline Trails will connect Magna with the regional trail system. This will also connect the Magna Loop Trail alignment, shown in Figure 7-1. This alignment includes the Ritter Canal Trail which is identified in the County's Regional Trails Master Plan as a future trail.

Magna is located within the “West” planning area according to the Plan. According to the Plan, “The West Planning Area is the most underserved of the five planning areas in terms of park land and recreational amenities. Salt Lake County and the local cities have made significant efforts to bring the planning area closer to meeting the minimum standards, but it is a daunting task when considering the population size now and in the future. Both the County and municipalities must be vigilant in their efforts to acquire and bank new park land. It should be emphasized that time is of the essence for making such acquisitions; this should be the highest priority in this area.”

The Plan recommends the following actions that affect Magna:

- Complete development of existing class one regional parks—Lodestone, Magna Regional Park property, and Welby which is on the southern boundary of West Jordan City.
- Cover the Magna outdoor swimming pool to enhance/augment year-round programming opportunities.
- Acquire large tracts of undeveloped land that are valued for their aesthetic, ecological, wildlife habitat, watershed, viewshed, or passive recreational qualities.
- Acquire easements on strategically located agricultural land to preserve the valley's farming heritage.
- Provide adequate resources to better manage and maintain open space.
- Complete a level-of-service study for neighborhood parks in the unincorporated areas of Salt Lake County and prepare a plan that identifies needs and proposes actions to mitigate deficiencies.

FIGURE 7-5: SALT LAKE COUNTY 2015 PARKS & RECREATION FACILITIES MASTER PLAN



GOALS & STRATEGIES

Magna’s vision is to achieve fully independent City status. This includes strategies and funding for construction, operation, and maintenance of a system of parks, trails, recreation, and open space.

GOAL 1

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

STRATEGY 1:
Complete a parks and 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.

ACTION: Work with Salt Lake County to identify the proposed alignment of the proposed Magna Loop Trail

ACTION: Fund a comprehensive Parks, Trails, & Recreation Master Plan to include prioritization of parks and trails investments

ACTION: Identify a target level of service for Magna households defined both as acres per 1,000 population and percentage of households within a 10-minute walk of a park, trail, or open space

STRATEGY 2:
Implement policies and funding to maintain at least the current parks level of service at 7.9 acres per 1,000 people or better and strive for a maximum 10-minute walk from most homes and businesses to the nearest trail, publicly available open space area, or park.

ACTION: Review the current parks/open space dedication requirements in existing development ordinances to ensure an appropriate level of service for new neighborhoods

ACTION: Identify appropriate sources of funding to purchase, improve, maintain, and operate parks and trails to address service gaps.

ACTION: Pursue opportunities to acquire land for the Municipality for public neighborhood parks in strategic locations to achieve a maximum 10-minute walk for most homes and businesses.

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

STRATEGY 3:
Maintain and improve the overall system of parks and trails to better serve current and future residents.

ACTION: Include preliminary recreational and park amenities in new parks and as updates are made to existing parks.

ACTION: Improve trail connectivity between Magna, surrounding municipalities, and Salt Lake County as well as a trail from Little Valley Gateway through the 4100 South 8400 West catalyst site to Magna Regional Park.

ACTION: Develop partnerships with utility companies and irrigation companies for trail corridors.

ACTION: Improve sidewalks through a sidewalk improvement program based on the sidewalk assessment completed as part of the Transportation Master Plan. Prioritize school walk routes, connectivity to mixed use and community areas, and currently underserved neighborhoods.

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

ACTION: Implement private and public development requirements that include parks and trails construction and maintenance standards to maintain Magna levels of service.

ACTION: Conveniently locate and frequently empty trash receptacles Monitor locations for and enforce to prevent illegal dumping, 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.

STRATEGY 4:
Plan for future parks, trails, and open space in areas identified in the Annexation Declaration.

ACTION: Include recommended future Oquirrh range trails within the Annexation Declaration area in the trails master plan. Provide destinations and access for people who rely heavily on transit service.

ACTION: Create a critical lands/open space strategy to preserve environmentally critical areas along the Annexation Declaration area.

STRATEGY 5:
Include areas at the Great Salt Lake shore and north of I-80 in Municipality open space and recreation strategies.

ACTION: Create a working group to evaluate preservation, recreation, and economic development opportunities at the Great Salt Lake shore.

ACTION: Create a critical lands/open space strategy to preserve environmentally critical areas along the lake front.

THIS PAGE IS INTENTIONALLY LEFT BLANK.

NATURAL HAZARDS

NATURAL HAZARDS

TODAY

Magna’s history is tied to the presence of natural resources in the mountains, which are the community’s western boundary, and in the lake that is the community’s northern boundary. While these natural features have provided opportunity to the community, they also present several challenges for the Municipality. Magna was the epicenter of the earthquake on March 18, 2020 that damaged buildings and disrupted the community. Magna’s future as an area of residential and employment growth and a bedroom community to Salt Lake City will require investment in strategies to help address natural resources, hazards and community resiliency.

THE FUTURE

NATURAL RESOURCES

Although the first settlers in Magna were farmers, the area quickly became the home of copper mine and smelter workers and their families. The mineral extraction industry is deeply rooted in Magna and Kennecott continues to be a primary employer in Magna and the region. In addition to the mineral deposits in the Oquirrh Mountains, the Great Salt Lake hosts many natural resources including salt and brine shrimp. Although the extraction facilities themselves are not located in Magna, Magna’s boundaries include the lake and lakeshore, creating a stewardship role for the community. As future resource demand and availability change, a preservation and phasing plan will be needed as the community plans for future discontinuation of the mining industry.

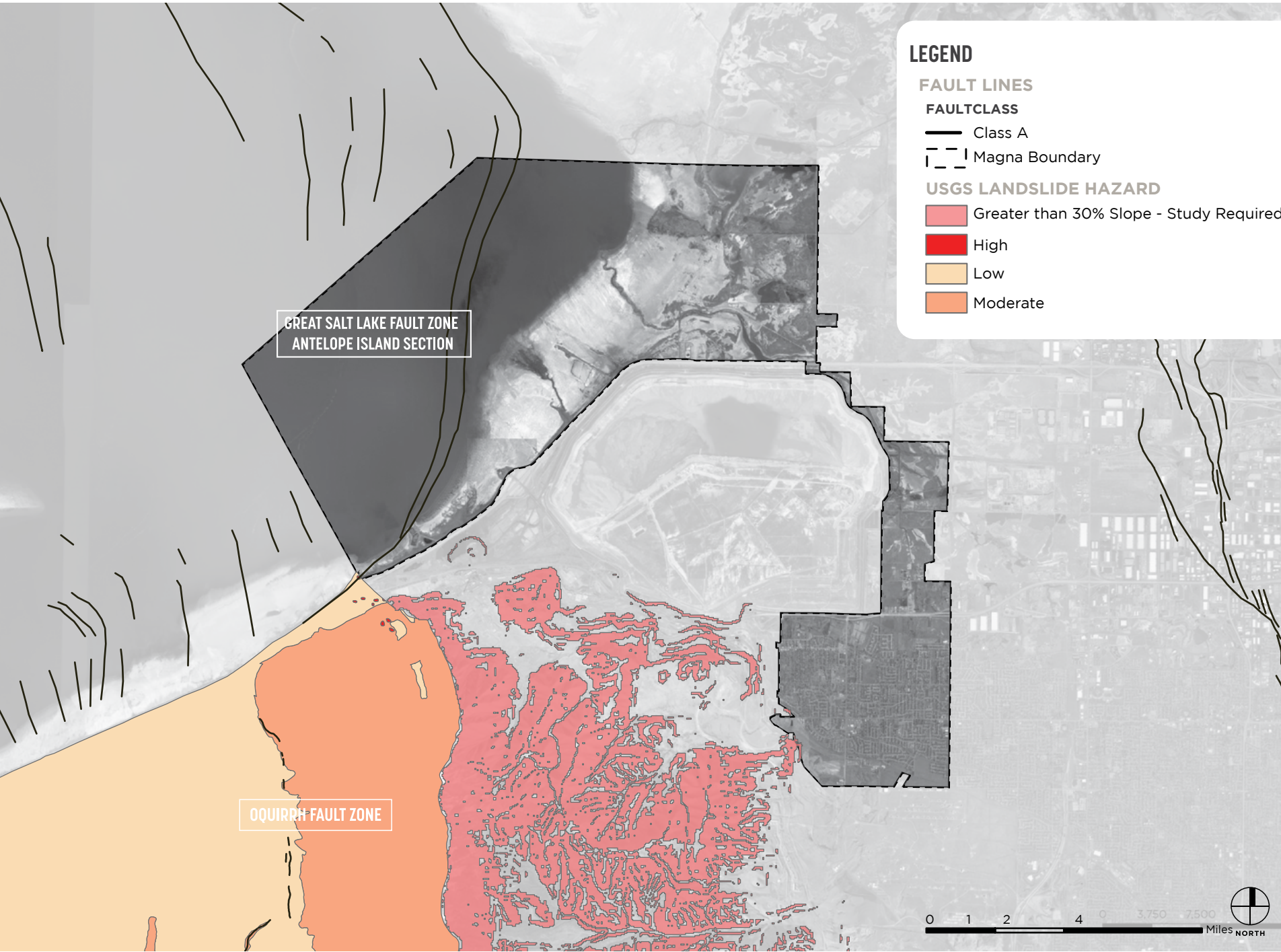
NATURAL HAZARDS

EARTHQUAKES

Magna experiences earthquakes due to the geology surrounding the Municipality. Several 15,000 year faults surround Magna to the east in West Valley City and Salt Lake City, and to the north in the Great Salt Lake, Figure 8-1. When looking at ground shaking, Magna would likely see very strong or severe shaking, which is slightly less than the severe or violent shaking next predicted in West Valley City.

The gravity of this situation became clear on March 18, 2020 when Magna was the epicenter of the Salt Lake Valley’s most recent moderate earthquake. The incident was on a previously unidentified fault line. Several buildings on Magna Main Street and in the neighborhoods of Magna were damaged as a result of the earthquake. The Magna Council has proactively coordinated with the USGS, the County, Preservation Utah and State Representatives to identify resources to aid local property owners and residents and provide low-interest repair loans and recovery information.

FIGURE 8-1: EARTHQUAKE AND LANDSLIDE HAZARDS



Because of various geological hazards in the area, Magna should undergo an evaluation of current geologic hazards to ensure both proactive safety measures and top-tier responses plans are put in place. The Municipality may request a natural hazards report, as per Municipality ordinance (19.75), if certain conditions apply. Several public resources and information on emergency preparedness are available on the Utah Department of Public Safety and Salt Lake County Emergency Services websites.

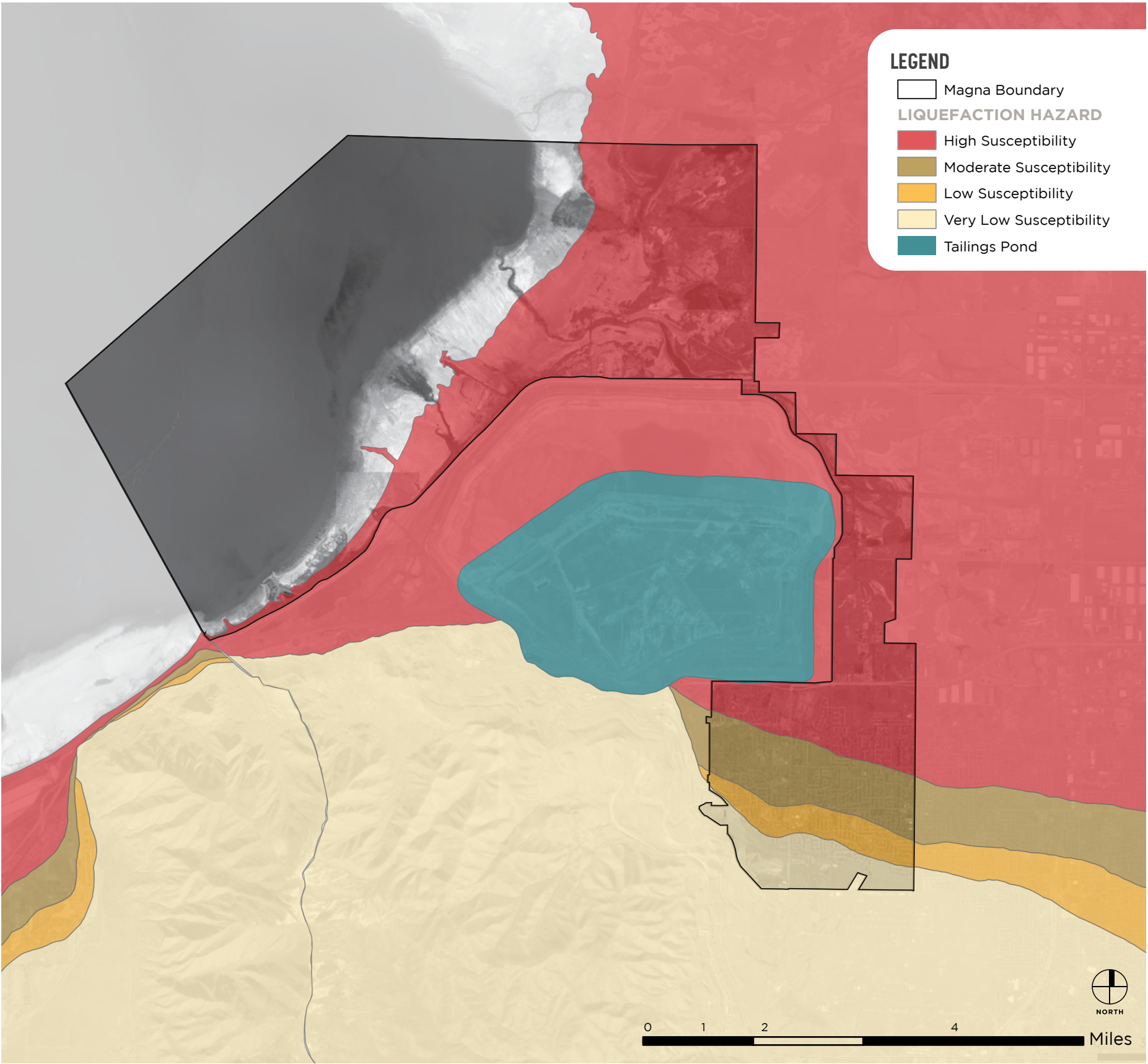
LANDSLIDES

Several hillsides directly west of Magna are labeled as moderate susceptibility areas for landslides. This include a large area to the west of the new Cyprus High school site. Hillsides northeast of the cemetery and Copper Bend Road are also moderately susceptible to landslides, represented in Figure 8-1.

LIQUEFACTION

Liquefaction occurs when saturated soils lose integrity during ground shaking events, like earthquakes, and causes buildings to sink into the ground, tilt, and causes slope failure. The liquefaction hazard categories in figure 8-2 depict the probability of having an earthquake within a 100-year period. High liquefaction potential means that there is a 50% probability of having an earthquake within a 100-year period strong enough to cause liquefaction. Moderate means that the probability is between 10 and 50%, low between 5 and 10%, and very low less than 5%. Magna falls in a Moderate-High risk category for liquefaction susceptibility, meaning much of Magna is highly susceptible to experiencing liquefaction during an earthquake. Nearly the entire area north of Main Street and extending to the Great Salt Lake is at high risk for liquefaction.

FIGURE 8-2: LIQUEFACTION



Source: Liquefaction Potential Map, Utah Geological Survey (UGS), Public Information Series 25, August 1994. Automated Geographic Reference Center (AGRC) and the State Geographic Information Data (SGID).

FLOODPLAIN HAZARDS

Magna’s drainages are identified in Figure 8-3. There are known FEMA identified special flood hazard areas within the Municipality; the hazard areas are defined by FEMA on the FIRM website. As per Municipality ordinance (19.74), all FEMA-identified special flood hazard areas are adopted by reference and are subject to special regulation. These areas show federally designated 100-year flood zones and other areas where flooding and debris flows may occur. High risk areas are more susceptible to flooding and debris flows than low risk areas.

WILDFIRE HAZARDS

The Unified Fire Authority provides firefighting, EMS, CERT training, HAZMAT and SWAT services for Magna.

Although current properties in Magna are not in known high or extreme fire hazard areas (as identified by the Unified Fire Authority Wildfire Hazard Study or other fire hazard studies), as the community grows and expands the potential for encroachment into areas of wildfire hazard is possible. This will be particularly relevant if Kennecott ceases operations and develops its property within the Magna Annexation Declaration area.

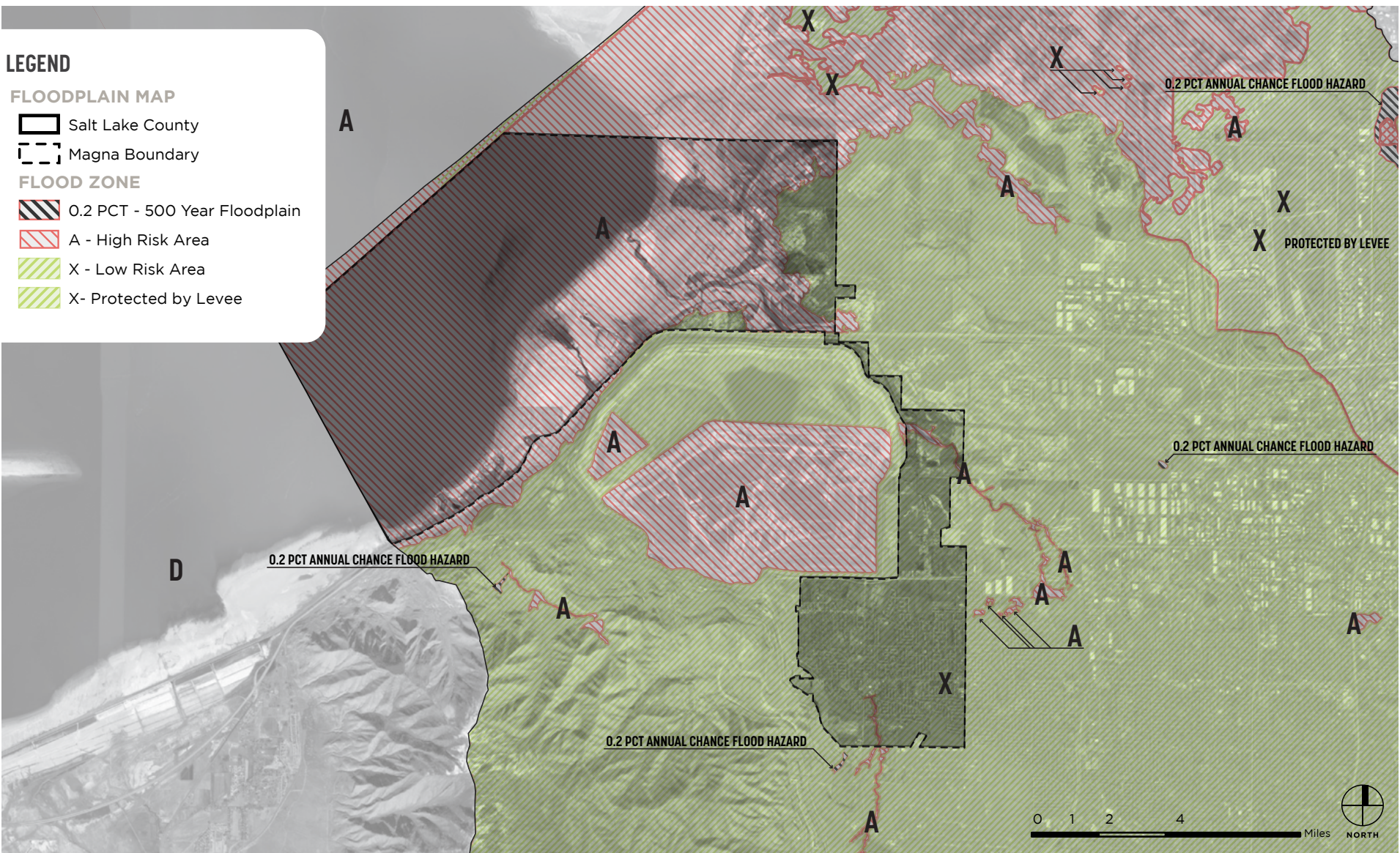
Areas found to have high or extreme fire hazard ratings are subject to the special design requirements contained the Utah Wildland-Urban Interface Code. The Utah Wildland Urban Interface Code (2006) requires categorizing new developments into different risk levels, then requiring special fire safety measures for higher risk areas. Such measures include fire resistant materials, sprinklers, landscape mitigation, and structure spacing. Proposed Utah State legislation would require counties (and potentially cities) to adopt a wildland fire ordinance in order to be eligible for financial and supervisory assistance from the state for fire suppression.

EROSION HAZARD

Erosion of existing soils is a threat to water quality and can undermine the overall stability of an entire developed area. Hillside areas are particularly vulnerable to long-term serious erosion impacts that can undermine buildings and roads, causing permanent damage and costly repairs.

Magna’s erosion hazard areas are currently limited. However, as with fire hazard, Magna’s Annexation Declaration area includes hillsides with moderate to severe soil erosion potential and a few small spots with very severe potential . The Natural Resources Conservation Service (NRCS) mapped the soils in Salt Lake County and developed an erosion hazard rating for each soil type (NRCS, 1974 and 2002). The rating presented in this section is the “hazard of off-road or off-trail erosion” as described in the National Forestry Handbook (NRCS, 2004). The erosion hazard rating is based on the slope and soil erodibility K-factor of a surface that has 50 to 75 percent of its area exposed by grazing, mining, or other kinds of disturbance.

FIGURE 8-3: FLOODPLAINS



The hazard categories are:

- **Slight:** Erosion is unlikely under ordinary climatic conditions.
- **Moderate:** Some erosion is likely and erosion-control measures may be needed.
- **Severe:** Erosion is very likely and erosion-control measures, including revegetation of bare areas, are advised.
- **Very Severe:** Significant erosion is expected, loss of soil productivity and offsite damage are likely, and erosion-control measures are costly and generally impractical.

GOALS & STRATEGIES

GOAL 1

Ensure that current and future development sustains a high level of resiliency by providing guidelines and resources for residents and businesses to mitigate the affects of natural hazards.

STRATEGY 1:

Use effective and efficient landscaping and grading to prevent soil erosion and slippage, as well as responsible use of water resources.

ACTION: Evaluate current development ordinances to ensure requirements reflect best practices in water efficient landscape design.

ACTION: Update Municipality development ordinances to implement best practices in water efficient landscape design.

ACTION: Create land use and development patterns that incorporate nature into the built environment and increase public awareness and responsibility towards the natural environment.

STRATEGY 2:

Reduce the risk of damage and injury from known geological and seismic activity.

ACTION: Promote the practice of sheltering in place, and encourage the preparation of citizens for self-sufficiency in post earthquake scenario

ACTION: Account for known geologic and seismic risks in future land use planning.

ACTION: Design and operate public safety facilities to maximize their ability to remain safe and functional during and after disasters.

STRATEGY 3:

Mitigate the impact of flooding and debris flow in the Municipality.

ACTION: Review the zoning ordinance to recongize high risk floodplains and mitigate future hazards.

ACTION: Design and construct all river and stream crossings to withstand at minimum the flows and velocities of a 100-year flood.

ACTION: Maintain and enforce location criteria and development standards that minimize financial loss and maximize protection of property in the event of flooding.

STRATEGY 4:

Identify strategies for funding hazard mitigation and recovery for Magna residents and businesses.

ACTION: Coordinate with the State, County, and local organizations for relief funding opportunities.

THIS PAGE IS INTENTIONALLY LEFT BLANK.



COMMUNITY SERVICES & FACILITIES

Magna Library
Salt Lake County

COMMUNITY SERVICES & FACILITIES

MAGNA TODAY

Magna is a form of municipality, defined in State law, that functions similar to a city or town. The Municipality Council is the governing body and has five elected members. The Mayor of the Municipality is currently chosen by a vote of the Magna Council. The Municipality:

- Manages the Municipality budget
- Adopts municipal laws, rules and regulations
- Follows and enforces state laws
- Oversees and adopts law and policies relating to land use and development

The primary difference between a Municipality and a city or town is taxation. More than half of Magna revenue comes from sales taxes. Another 20 percent is contributed by the county and state and are dedicated to maintenance and construction of Magna’s local roads. The remaining sources are generated based on agreements or development applications, Table 9-1.

TABLE 9-1: MAGNA FISCAL YEAR 2020 REVENUES

Source	Amount	% of Total
Sales Tax	\$3,633,000	55%
B&C Road Funds	\$960,000	15%
SB136 Transportation Funds	\$334,400	5%
Interlocal Revenue	\$435,000	7%
Other Revenue	\$274,900	4%
Planning and Zoning Fees	\$918,700	14%
Total	\$6,556,000	100%

Source: Utah State Auditor

Property taxes, energy and use taxes and telecommunications taxes are funding sources used by cities and towns that are not available to Magna or the other Metro Townships in Salt Lake County. This typically means that services provided from this revenue are provided by the county or through an independent service provider rather than from the Municipality.

Metro Townships use a shared-service contract model to receive most municipal-type services limiting the need for self-provision of services. Magna residents enjoy the full range of public utilities and services provided through special services districts as seen in Table 9-2.

COMMUNITY FACILITIES

Magna has one community recreation center that is operated by Salt Lake County. The Magna Recreation center opened to the public in 2000 and offers group fitness classes, youth sports, indoor track, child care and an outdoor pool.

MAGNA FUTURE

Some of the services that were identified through the public engagement process that Magna residents would like to see additional service or increased enforcement include:

- Code enforcement
- Parks maintenance and safety
- Sidewalk maintenance and safety

TABLE 9-2: PUBLIC UTILITIES AND SERVICES

Service	Provider	Funding Source	Relationship with Municipality
Police	Unified Police Department	Property Taxes	Independent District
Fire	Unified Fire Authority	Property Taxes	Independent District
Water	Magna Water District	Rates & Property Taxes	Independent District
Sewer	Magna Water District	Rates & Property Taxes	Independent District
Storm Drain	Metropolitan Services District	Rates & Property Taxes	Contract with Municipality
Power	Rocky Mountain Power	Rates	Independent Provider
Trash & Recycling	Wasatch Front Waste & Recycling	Rates	Contract with Municipality
Internet	Varies	Rates	Independent Providers
Recreation	Salt Lake County	Fees & Property Taxes	County-wide Service
Parks Operations and Maintenance	Salt Lake County	Fees & Property Taxes	County-wide Service
Roads	Metropolitan Services District	Property Taxes	Contract with Municipality
Transit	Utah Transit Authority	Rates & Property Taxes	Independent Provider
Zoning	Metropolitan Services District	Municipality budget	Contract with Municipality
Code Enforcement	Metropolitan Services District	Municipality budget	Contract with Municipality
Engineering	Metropolitan Services District	Municipality budget	Contract with Municipality

Source: Magna Metro Township

GOALS & STRATEGIES

GOAL 1

Provide a full range of public facilities and services that reflect the needs of the community

STRATEGY 1:

Work closely with Salt Lake County Parks and Recreation to develop community and neighborhood-centered recreational facilities and programs for residents.

ACTION: Identify preferred community levels of service for recreational facilities and programs.

STRATEGY 2:

Enhance code compliance in the community to promote neighborhood stability and community pride.

ACTION: Fund increased code enforcement services

STRATEGY 3:

Ensure the wise use of community resources.

ACTION: Encourage development that provides services in a logical, orderly manner such that adequate streets, water, sewer, drainage facilities, schools, and other essential services can be provided, both efficiently and economically.

ACTION: Identify a dedicated source of funding for parks maintenance.

ACTION: Work with the independent public services providers (Magna Water, UPD, UFA, etc.) to coordinate growth policies and ensure the wise use of resources.

STRATEGY 4:

Implement policies to allow Magna to be fiscally sustainable.

ACTION: Implement the Economic Development Strategy to diversify Magna’s economy.

ACTION: Monitor fiscal performance of various development types.

ACTION: When appropriate, complete an incorporation study as a precursor activity to City status.

ACTION: Explore consolidating services provided by special districts into the municipality when appropriate.

THIS PAGE IS INTENTIONALLY LEFT BLANK.

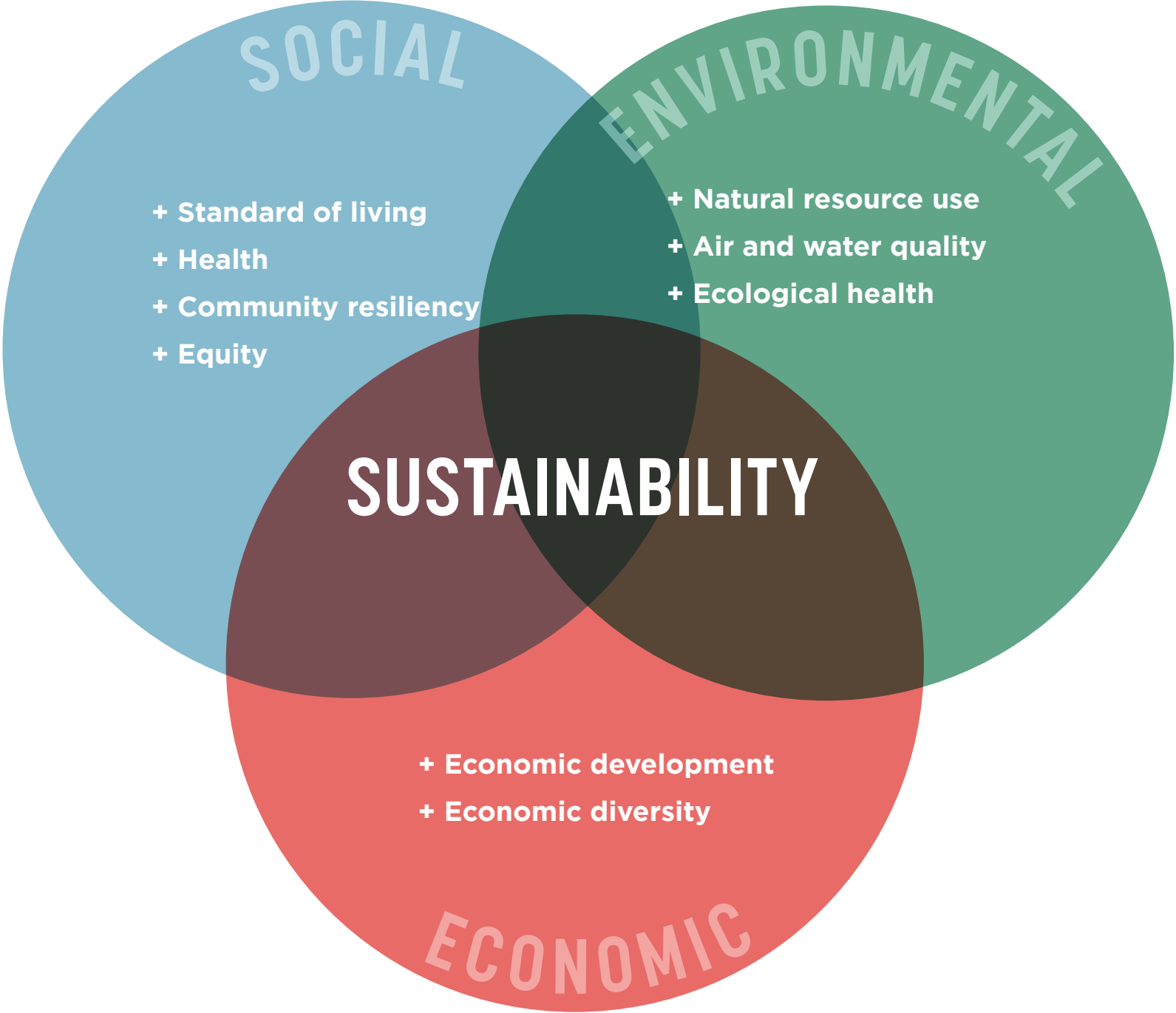
SUSTAINABILITY

THE THREE PILLARS OF SUSTAINABILITY

Sustainability is defined as the ability to meet the needs of the current generation without compromising the ability of future generations to meet their needs. Sustainability is a broad term that covers three primary pillars in Magna: the social landscape of the Municipality, economic resiliency for the area, and environmental wellbeing. Sustainability occurs at the intersection of the three pillars, a change in community health may impact economic sustainability, or may be impacted by an environmental change. Sustainability is integrated into many other sections of the General Plan including Land Use, Economic Development, and Parks Trails and Open Space.



(GSBS Consulting)



CURRENT CONDITIONS

ENVIRONMENTAL SUSTAINABILITY

LAND USE

Land use in Magna prioritizes automobile travel making navigating the Municipality difficult by foot, bicycle or transit. This is due to a separation of residential neighborhoods and commercial uses with limited connectivity between the two. Patrons must travel longer distances for daily goods and services, often across busy roads and large lots. This pattern results in increased vehicle emissions which directly affect Magna’s air quality and produce carbon emissions and particulate matter which are linked to climate change.

Areas with compact development allow for walkable commutes between uses. This reduces the amount of vehicle miles spent moving from place to place, reducing carbon and particulate matter released. Commercial areas and nodes with strategic compact development also experience greater economic resiliency as they create a diverse landscape of businesses and services within close proximity. If planned well, these areas are catalyst areas that attract and keep visitors boosting the vitality of the neighborhoods. Connecting these catalyst areas with nearby neighborhoods by prioritizing safe pedestrian and bicycle routes creates a gradient of activity between nodes and neighborhoods developing community connections and destinations.

TRANSIT

Two major transit lines run through Magna: the 35M which uses a bus rapid transit system (BRT) and has the 5th highest ridership in the UTA system with an average of 3,013 daily weekday riders, and the 35 which functions as a standard bus route. The 35M BRT line uses signal priority and increased spacing between stops to run reliably and efficiently and runs on a 15-minute interval, reducing passenger wait time. The 35 route runs every half hour and stops more frequently.

Increasing transit use reduces vehicle emissions through the reduction of single occupancy vehicle use and is often less expensive than vehicle ownership. The demand for transit in Magna indicates potential for future growth of the transportation network in Magna. Coupled with strategic land use development, transit may offer an effective and inexpensive option for daily commuting in the Municipality and into surrounding communities.

During the general planning process, residents requested increased transit options for navigating Magna efficiently and without long wait times. Residents also mentioned the need for a timely and effective transit option for reaching regional job centers like downtown Salt Lake City.

SIDEWALKS AND PEDESTRIAN NETWORKS

Magna maintains an extensive sidewalk network, although many of the sidewalks are in poor condition and are out of ADA compliance. Sidewalks connecting neighborhoods and activity centers also pose pedestrian safety and comfort issues. Pedestrians are often routed adjacent to quick moving traffic and must cross wide intersections without opportunities for refuge from oncoming traffic. Connectivity between different uses in the Municipality and neighborhoods should be prioritized to reduce vehicle emissions and improve community health and safety. A full sidewalk network analysis can be found in the Magna Transportation Plan in Appendix B.

DEVELOPMENT

LEED CERTIFICATIONS

Two structures in Magna adhere to LEED (Leadership in Energy and Environmental Design) standards. LEED standards reduce pollution and waste caused by building use, conserve energy, and save money used to power and heat a structure over time.

- **Magna Library:** The Magna Library received gold level LEED certification in March 2014. Its use of renewable energy, day-lit space, and reduction in water use to comparable facilities (50 percent reduction in potable landscape water use and 20 percent in baseline indoor water use) reduce operating costs and enhance building and land values.
- **Magna Senior Center:** The Magna Senior Center received gold level LEED certification in March 2011. The center uses abundant daylight to help light the space and uses significantly less water than comparable non-LEED structures (50 percent reduction in potable landscape water use and 20 percent in baseline indoor water use).



The UTA 35 route on Magna Main Street (GSBS Consulting)

ECOLOGY

WILDLIFE HABITAT AND URBAN WATERWAYS

Magna’s unique location next to the Oquirrh mountains and the Great Salt Lake brings a diverse population of wildlife into the area. Migrating birds depend on the area for refuge. Many species are vulnerable to immediate threats such as drought and water diversions which alter habitats. Development can affect the vitality of these critical wildlife areas by reducing available habitat or impeding wildlife corridors.

Coon Creek, Kersey Creek, and the Salt Lake Canal run through the southern center of Magna, shown in Figure 10-1. Large extents of both waterways are undergrounded as they move through commercial areas and neighborhoods, reappearing as they approach the Great Salt Lake. Underground channeling of waterways prevent these spaces from being used as green areas or open space and limits the ecological health of riparian areas. Lee Creek and North Point Consolidated Canal flow from the north-east border of Magna and face similar challenges in neighboring municipalities. Ongoing efforts in neighboring municipalities work towards daylighting and repairing riparian areas.

URBAN FORESTRY AND GREEN SPACE

Urban forestry and green space in Magna provide several benefits to the Municipality. These areas offer habitat for local species while providing ecological services to the area. Areas with tree canopy cover typically see cooler temperatures which reduces the urban heat island effect common to places with large expanses of hardscape (warming of an urban area caused by asphalt, cement, and other heat absorbing material). This reduces cooling costs in the summer in these areas and provides outdoor activity space during hot days.

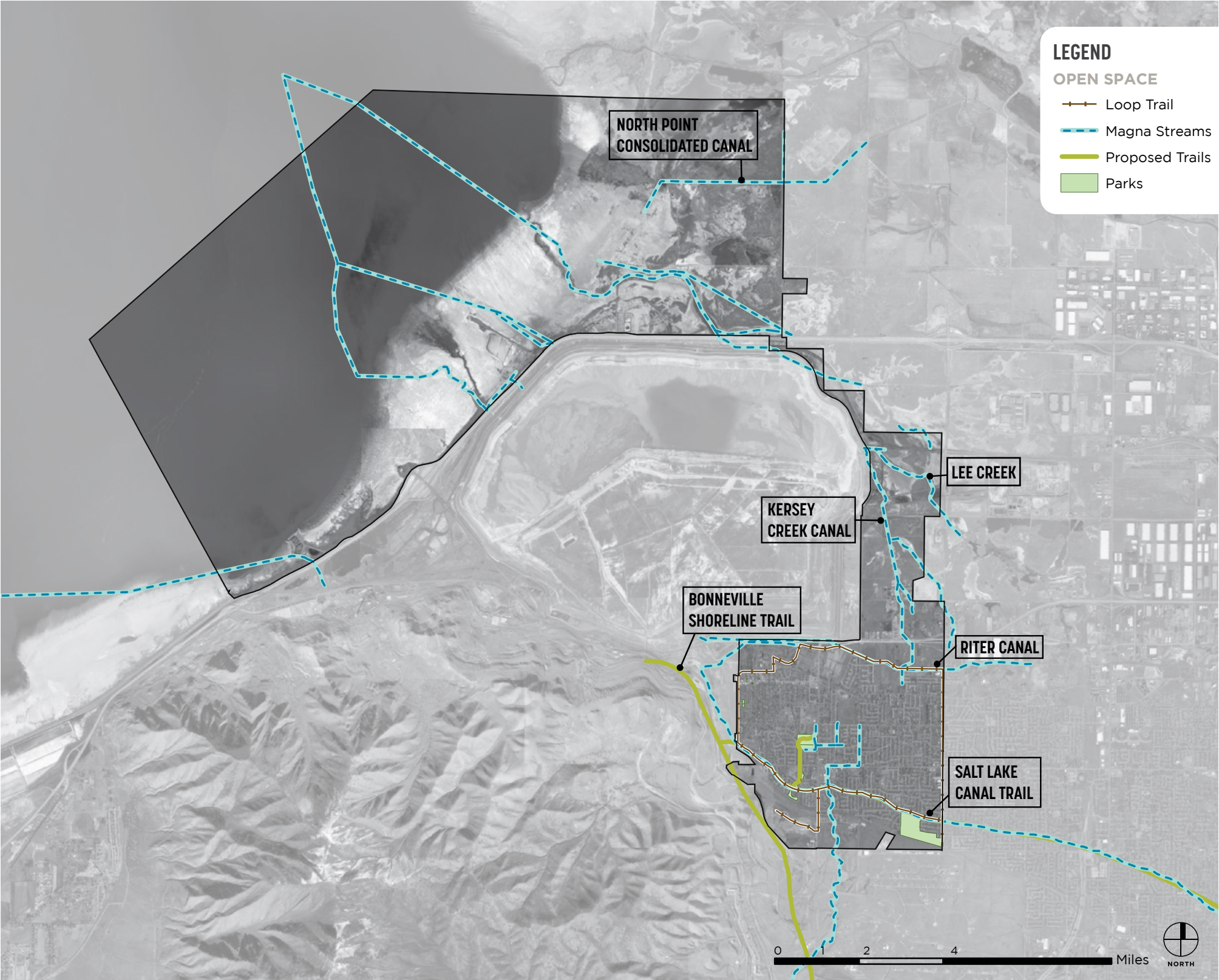
NATURAL RESOURCES

AIR QUALITY

Like much of the Salt Lake valley, Magna experiences air quality issues that result from vehicle and building emissions and industrial uses in the area. However, air quality is not distributed evenly across the county. Municipalities on the west side of the Salt Lake valley experience higher carbon dioxide levels because of their proximity to pollution sources like freeways and industrial areas. Magna’s location along the foothills of the Oquirrh Mountains, its proximity to several major highways, and proximity to several large industrial areas contribute to persistently higher levels of PM2.5 than other areas in the valley year-round.

Several county-led programs help reduce emissions caused by vehicles which account for nearly 50 percent of air pollution in the area. Salt Lake County’s Environmental Health Division provides a Vehicle Repair Assistance Program takes high polluting vehicles off the road by assisting qualified residents in getting their vehicles repaired to pass emissions tests. The county also provides information and resources for residents regarding daily air quality on

FIGURE 10-1: WATERWAYS MAP



their website.

WATER QUALITY AND AVAILABILITY

Magna's arid climate highlights the importance of water conservation and water quality for the Municipality. The Salt Lake Valley is facing future water insecurity because of rapid population growth, climate change, and growing demands from industrial and agricultural uses. Magna is no exception to this threat; future development in Magna will be dependent on the ability to retain valuable water resources.

Development is not the only sector which will see changes resulting from limited water supply. According to the Great Salt Lake Council, the cost of drying of the Great Salt Lake could be as much as \$1.69 billion to \$2.17 billion per year to the Salt Lake Valley with over 6,500 job losses in the mineral extraction industry. Over the next twenty years these costs could reach upwards of \$32.6 billion not including resulting planning or legal costs. This does not account for the countless environmental and ecological services that would be lost with the lake.

Magna's potable water comes from two wells owned and operated by Magna Water District, with additional water purchased through the Jordan Valley Water Conservancy District. While the nearby mining operations use lead and copper, lead and copper contamination levels meet or remain below the maximum level set by the Environmental Protection Agency and the Division of Drinking Water. As of 2019 lead and copper contamination levels are below the maximum contamination level permitted in safe drinking water.

Displaced soils caused by extractive industries over the last century create groundwater contamination sites around Magna. Ongoing cleanup of several hazardous substances including copper, lead, zinc, molybdenum, arsenic, gold and silver-bearing ores along the north end of the municipality address several environmental impacts. Site cleanup has included removal actions, or short-term cleanups, to address immediate threats to human health and the environment. These actions primarily removed or capped wastes contributing to groundwater contamination.

Magna's water quality is also affected by storm runoff, which carries fertilizers, vehicle emissions, and improper disposal of household chemicals to nearby surface and groundwater sources. This runoff negatively impacts wildlife and ecology of these areas.

ENERGY

NONRENEWABLE

Magna predominantly uses natural gas and energy produced at coal-burning plants. Rocky Mountain Power and Dominion Energy provide electricity and natural gas to the area.

RENEWABLE

The Magna Senior Center provides an example of renewable energy use in the area with its use of geothermal energy. Federal tax credits are also available to residents interested in residential solar installation. The Federal Solar Tax Credit provides a 30 percent tax credit on residential and commercial properties. Several local tax credits, which cover up to 25 percent of the purchase and installation cost, are available to assist residents and local businesses. More information about these programs can be found at www.energy.gov or by contacting the Governor's Office of Energy Development (OED).

SOCIAL SUSTAINABILITY

There are several dimensions to social sustainability.

A socially sustainable community is:

- Equitable
- Diverse
- Interconnected both within and outside the community
- A place that fosters healthy lifestyles, including support for mental health, safe housing, access to education, employment and safety for a high quality of life
- Governed through an open and accountable system

All of these attributes of social sustainability create a resilient, vibrant community with a strong identity. As demonstrated during the engagement portion of this Plan, Magna residents hold a strong community identity that has thrived over several decades. Many Magna families have roots in Magna that go back several generations which is apparent through their pride of community.

Magna is one of the most diverse communities in Utah. It is a place where early immigrants found employment and a sense of belonging. This attribute continues today.

The community continues to host many events that foster a sense of connection and belonging. Events include the Magna Halloween in Summer Festival and Magna Main Street Arts Festival which bring the community and visitors together. Events and pride of community shape a cohesive foundation of community members, local businesses, schools, and public spaces to support community health and wellbeing.

Magna's diversity fosters social sustainability which also increases the Municipality's resiliency to sudden change. Inclusivity within the community creates a safe and inviting place for new and old residents. As Magna grows, integrating new and old residents will be important to creating a cohesive and strong community.

In 2019, Magna had a poverty rate of 10 percent, slightly higher than the county rate of 9 percent. This may suggest that some Magna residents are living with food insecurity or in substandard housing, which is outlined in the Housing element of this document and Moderate-Income Housing Plan in Appendix A.

Approximately 10 percent of Magna households were on some sort of Food Stamps or Supplemental Nutrition Assistance Program.

One way that Magna will foster social programs and grow community initiatives is through Magna United Communities that Care (CTC), a youth substance use prevention coalition that has served Magna since January 2020. Communities that Care is a five-phase evidence-based prevention planning process that focuses on decreasing youth health and behavior problems and increasing positive youth outcomes through addressing risk and protective factors. As of September 2020, Magna United CTC priority focuses are: low commitment to school, low neighborhood attachment, parental attitudes favorable towards drug use, and increasing opportunities for social involvement. Magna United CTC is committed to improving mental health awareness, partnership development, and community programming through implementation and expansion.

Magna United CTC will update its community assessment every two years to make sure its priority focus areas are aligned with the most recent data and that Magna United CTC is meeting the needs of the community it serves.

As Magna grows, the Municipality should expand social programs and community initiatives that help meet the food security and other social needs of the community.

ECONOMIC SUSTAINABILITY

Economic sustainability means long-term economic growth without negative impacts on social, environmental, and cultural aspects of the community. Magna's history, tied to the copper mine and smelter, is rooted in economic sustainability. People lived and worked in the area.

As the Salt Lake Valley has grown, Magna has evolved into a bedroom community within the large Salt Lake County system. The number of people who live and work in Magna has dropped with most residents commuting to work.

Although Magna has been a distinctive community within Salt Lake County for all of its history, it didn't have, until recently, its own separate government and elected officials. From a fiscal standpoint, this meant that the taxes collected from homes and businesses in Magna were part of the budget of unincorporated Salt Lake County. This also meant that as new homes were built in Magna, growth in employment, retail and other commercial uses to balance residential growth did not always occur. As a result, current tax revenues may not fully fund the services and amenities desired by Magna residents. As Magna moves towards full city status, a broad economic base will contribute to long-term fiscal stability.

A broad economic base is a result of adding employment, retail and other tax generating uses to the City in a balanced proportion as new residents move in.

GOALS & STRATEGIES

GOAL 1

Create a balance between current social, economic and environmental needs of the Municipality while meeting the needs of future generations.

STRATEGY 1:

Diversify the land uses and improve the retail base in the Municipality to generate adequate tax revenue to support full-city status under State law.

ACTION: Implement the economic development strategies identified in the Catalyst Areas & Economic Stability element of this Plan.

ACTION: Estimate funding needed to provide desired levels of service for sidewalks, parks, and other community amenities.

ACTION: Coordinate with Salt Lake County to ensure tax revenues are adequate to cover expenditures for desired levels of service for sidewalks, parks, and other community amenities.

STRATEGY 2:

Reduce the use of single occupancy vehicles by creating connected and walkable areas.

ACTION: Work with UTA to Improve transit frequency and availability throughout the Municipality

ACTION: Connect neighborhoods to commercial nodes eliminating first/last mile barriers

ACTION: Align future development near transit routes

ACTION: Create programs that connect residents for carpooling or alternative transportation options

STRATEGY 3:

Encourage low impact development and safe building standards to increase efficiency and lower overall expenses

ACTION: Explore alternative water management systems to manage stormwater runoff

ACTION: Explore funding opportunities to help homeowners and business owners create healthy safe buildings

ACTION: Consider development of an ordinance to set environmental standards for new development.

STRATEGY 4:

Encourage urban forestry and urban agriculture activity to provide ecological services to the community

ACTION: Explore partnerships with local organizations to grow Magna’s urban forest and community garden/urban agriculture initiatives, which can provide valuable environmental and social services to the community.

STRATEGY 5:

Conduct a study of the need for other initiatives to address local food insecurity such as a Farmers Market or financial incentives for a grocery store to locate in underserved areas.

STRATEGY 6:

Provide information and resources to protect limited natural resources while promoting community health and development

ACTION: Create programs that connect residents for carpooling or alternative transportation options

ACTION: Encourage “stay at home” days when air quality is moderate-unhealthy

ACTION: Identify state and federal programs to assist Magna residents making necessary repairs and improvements to save money and reduce environmental impacts

ACTION: Connect residents with mental health initiatives and educational materials which is found on the Healthy Utah Community website



IMPLEMENTATION & WORK PLAN

A. LAND USE & NEIGHBORHOODS

		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES		
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS				
RECOMMENDATIONS								
Review the current zoning designations and requirements to ensure that zoning provisions are consistent with the intent of the General Plan.								
Create community entry areas that identify the primary entrances to Magna for 3500 South at 7000 West, 8400 West at 4100 South, Magna Regional Park, and the SR-201 interchanges.								
Achieve a sustainable Municipality revenue stream through implementation of the Economic Development Goals and Strategies								
1	Implement strategies related to the North Industrial Catalytic Area to create additional Magna-based employment opportunities and increase property tax revenue.	✓	✓	✓	Magna Council			
2	Coordinate with and participate in the Inland Port initiatives to improve infrastructure and attract new investment to Magna in the North Industrial Catalytic Area	✓	✓	✓	Magna Council			
3	Enhance existing and future commercial nodes to allow higher density residential development, improve walkability, connect the commercial areas to surrounding neighborhoods, and increase retail square footage.	✓			Planning Commission	Maximum residential densities of 25 units per acre.		
4	Review current parking requirements to ensure the highest and best use of land within commercial nodes.	✓			MSD			
5	Create community entry areas that identify the primary entrances to Magna, create a sense of identity, and enhance community pride.	✓			Magna Council	<ul style="list-style-type: none">• 3500 South at 7200 West• 8400 West at 4100 South• Heaps Memorial Park (Magna Regional Park)• SR-201 Interchanges		
6	Review and evaluate current zoning designations to ensure consistency with the recommendations of this General Plan including elimination of unused designations, revision of current designation and drafting of future designations such as a Mixed Use zone.	✓			MSD & Planning Commission			
Provide for infill and replacement housing								
7	Review current zoning and development provisions to ensure that infill and replacement housing is context sensitive	✓			MSD			
8	Ensure zoning and development provisions ensure building mass, height, roof type and building materials are consistent with the surrounding neighborhood when the proposed project is located within an existing neighborhood	✓			MSD			

A. LAND USE & NEIGHBORHOODS

LAND USE & NEIGHBORHOODS

		IMPLEMENTATION PERIOD				
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS	LEAD AGENCY / ORGANIZATION	NOTES
Create urban design guidelines for Magna Main Street, catalytic commercial nodes, and new neighborhoods						
9	Create and adopt an Illustrative Plan, Regulating Plan, Building Form Standards and Public Space Standards for Magna Main Street	✓			MSD/ Planning Commission/ Magna Council	
10	Study the use of Form Based Codes for the 3500 South Commercial Node Catalytic properties.	✓			MSD/ Planning Commission	
11	Review existing development requirements for new neighborhoods to ensure adequate design controls to meet community goals.	✓			MSD/ Planning Commission	
Invest in neighborhood level infrastructure and amenities						
12	Review and prioritize the sidewalk projects identified in the 2020 Magna Metro Township Transportation Master Plan.	✓			MSD	Priorities include: <ul style="list-style-type: none">• School walk routes• Connections to bus and transit stops, parks, trails, and local commercial and community locations• Gaps in residential neighborhoods
13	Identify and address gaps in the storm water system through the Municipality	✓			MSD/ Magna Council	“The “Old Magna” neighborhood has the lowest level of service for storm drainage.”
14	Identify strategies and funding sources achieve a 10-minute walk to parks, trails & open space for current and future residents	✓			MSD/ Magna Council	<ul style="list-style-type: none">• Planning Area #2 has the greatest gaps in service for existing households• The current development policy requiring construction and maintenance of parks addresses new household needs• Grants and other sources of funding should be identified to purchase property to address existing gaps in service
Increase parks, trails, recreation, and open space opportunities to support healthy and active lifestyles for residents”						
Preserve the current housing stock						
15	Continue to participate in state programs to repair and prepare for earthquakes and other natural disasters.	✓	✓	✓	Magna Council	Many buildings in the community were damaged by the March 18, 2020 earthquake. Ongoing participation in programs to address this type of damage and other natural disasters will enhance community resiliency.
16	Increase code enforcement to ensure long-term viability of structures and neighborhoods.	✓	✓	✓	Magna Council	
17	Identify grant and other resources to aid homeowners in preservation and investment in their primary asset, their home.	✓	✓	✓	MSD	
Implement the Magna Moderate Income Housing Plan (See Housing Work Plan)						
18	Preserve current moderate-income housing on a long-term basis	✓	✓	✓		
19	Create more moderate-income housing	✓	✓	✓		
20	Support measures and efforts that contribute to neighborhood stabilization	✓	✓	✓		

A. LAND USE & NEIGHBORHOODS

LAND USE & NEIGHBORHOODS

		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS		
Area 1: The Industrial/Preservation Area (North of SR-201)						
21	Create a working group to evaluate economic development and recreational opportunities related to the Great Salt Lake Marina and Park and Saltair.		✓		Planning Commission	
22	Implement the strategies for the North Industrial Catalytic Area identified in the Economic Development Element.	✓	✓	✓	Magna Council	
Area 2: The Northeast Neighborhoods Area (South of SR-201 to 3100 South, between 7200 West and 8400 West)						
23	Continue to pursue development of the area north of the Riter Canal for development as an industrial center to add jobs and tax base to the Municipality	✓	✓	✓	Magna Council	
24	Continue to encourage mixed density residential development of up to 18 units per acre in the area south of the Riter Canal to approximately 2800 South	✓	✓	✓	Planning Commission	
25	Continue to encourage mixed density residential development of up to 12 units per acre in the area south of 2800 South and north of 3100 South.	✓	✓	✓	Planning Commission	
26	Identify sources of funding to address gaps in sidewalk infrastructure as identified in the 2020 Magna Metro Township Transportation Master Plan.	✓			Magna Council	
27	Increase code enforcement to ensure housing stock stability and enhance community pride.	✓			MSD	
28	Identify and fund opportunities to address existing gaps in parks and trails services to increase the number of existing and planning households within a 10-minute walk of a park.	✓			Magna Council	
Area 3: The Southeast Neighborhoods Area (3100 South to southern boundary, 7200 West to 8400 West)						
29	Create a study group to identify the best strategy to create a mixed use area at 8400 West and 3500 South. Strategies evaluated should include Mixed-Use zoning, Form-Based Zone, and parking strategies.	✓			Planning Commission	
30	Create a study group to identify the best strategy to increase the economic performance of the Catalytic Area at 7200 West and 3500 South. Strategies evaluated should include Mixed-Use zoning, Form-Based Zone, and parking strategies.	✓			Planning Commission	
31	Work with potential developer to create a mixed density/mixed use development at the 4100 South 8400 West catalytic site.	✓			MSD/ Planning Commission	<ul style="list-style-type: none">• Ensure inclusion of parks/open space/trail connections• Promote a mix of residential densities and affordability levels• Create road, trail, and sidewalk connectivity with existing neighborhoods, particularly a full intersection with Little Valley Gateway

A. LAND USE & NEIGHBORHOODS

NO.	ACTION	IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
		IMMEDIATE	2-5 YEARS	5+ YEARS		
32	Rename Magna Regional Park to HeapsMemorial Park	✓			Magna Council	In recognition of Officer Heaps' sacrifice and community usage
33	Continue to encourage mixed density residential development of up to 12 units per acre in the area outside of the 3500 South Catalytic Areas	✓	✓	✓	Planning Commission	
33	Identify sources of funding to address gaps in sidewalk infrastructure as identified in the 2020 Magna Metro Township Transportation Master Plan.	✓			Magna Council	
34	Increase code enforcement to ensure housing stack stability and enhance community pride.	✓			MSD	
35	Identify and fund opportunities to address existing gaps in parks and trails services to increase the number of existing and planning households within a 10-minute walk of a park.	✓			Magna Council	
Area 4: The Southwest Neighborhoods Area (3100 South to southern boundary and 8400 West to western boundary)						
36	Continue to encourage mixed density residential development of up to 12 units per acre in the area outside of the 3500 South Catalytic Area	✓	✓	✓	Planning Commission	
37	Identify sources of funding to address gaps in sidewalk infrastructure as identified in the 2020 Magna Metro Township Transportation Master Plan.	✓			Magna Council	
38	Increase code enforcement to ensure housing stack stability and enhance community pride.	✓			MSD	
39	Complete an annexation master plan for the annexation declaration area to guide development as properties to the west and south of Magna's current boundary are made available for development.	✓			Planning Commission	<ul style="list-style-type: none">• Ensure parks, trails, and open space opportunities are identified and preserved• Identify and plan for an appropriate balance and location of land uses for long term environmental, social and economic sustainability
Area 5: The Historic Neighborhoods Area (South of SR-201 to 3100 South, between 8400 West and western boundary)						
40	Implement Magna Main Street Catalytic Area strategies (above)	✓			Planning Commission	
41	Continue to pursue and implement grants and opportunities to stabilize and upgrade buildings on Magna Main Street and in the Old Magna Neighborhood	✓	✓		MSD/ Planning Commission/ Magna Council	
42	Work with Granite School District to identify a strategy for future use of the Cyprus High School Catalytic Area	✓			Magna Council	

A. LAND USE & NEIGHBORHOODS

		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS		
43	Advance efforts to capitalize on recently established historic district status	✓	✓		Magna Council	
44	Create a study group to evaluate the expansion of the historic district to include part or all of the Old Magna Neighborhood	✓			Magna Council	
45	Consider adoption of design guidelines for infill and replacement housing in the Old Magna Neighborhood to ensure preservation of the historic character of the area	✓			Planning Commission	
46	Identify sources of funding to address gaps in sidewalk infrastructure as identified in the 2020 Magna Metro Township Transportation Master Plan.	✓			Magna Council	
47	Identify sources of funding to address storm drainage needs in the Old Magna Neighborhood	✓			Magna Council	
48	Increase code enforcement to ensure housing stock stability and enhance community pride.	✓			MSD	
49	Identify funding source to improve former recreation center site as a neighborhood park	✓			Magna Council	

B. HOUSING

HOUSING

		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES		
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS				
PROVIDE ABUNDANT AND DIVERSE HOUSING OPTIONS FOR A VARIETY OF NEEDS AND INCOME LEVELS TO CREATE PLACES WHERE ALL RESIDENTS ARE WELCOME TO LIVE.								
Preserve current moderate-income housing on a long-term basis								
1	Implement the strategies aiding towards the preservation of current moderate-income housing on a long term basis identified in the Moderate Income Housing Plan.	✓	✓		MSD			
Create more moderate-income housing options								
2	Review zoning policy to support progress made during the adoption of the ADU Ordinance.	✓			Magna Council			
3	Promote creation of Accessory Dwelling Units	✓	✓	✓	MSD/ Planning Commission			
Support measures and efforts that contribute to neighborhood stabilization								
4	Identify and apply applications and funding from the Green and Healthy Homes Initiative to conduct critical needs home repair in low and moderate-income housing	✓	✓	✓	MSD	Tools include: <ul style="list-style-type: none">• Curb appeal grants (10 per year through 2024)• Green & Healthy Homes Initiative grants• Utah Weatherization Assistance Program grants• Salt Lake Valley Habitat for Humanity programs• Assist Utah’s Emergency Home Repair, Accessibility Design, and Aging in Place programs		
5	Expand the RDA in Old Magna down to 3100 South and be proactive about Opportunity Zones	✓			MSD	Use new funding to rehabilitate uninhabitable housing stock into MIH		
6	Identify infrastructure investments that would further facilitate MIH and the success of MIH families	✓	✓	✓	Magna Council	<ul style="list-style-type: none">• Transit routes, stops, frequency• Sidewalk replacement programs• Storm drainage program		

C. CATALYST AREAS & ECONOMIC STABILITY

Catalyst Areas & Economic Stability		Implementation Period			Lead Agency / Organization	Notes
No.	Action	Immediate	2-5 Years	5+ Years		
Promote Responsible and Sustainable Growth through Development of Viable Commercial, Employment, and Activity Centers that Serve the Community						
Increase Magna's capacity to oversee and administer economic development activities.						
1	Work closely with the MSD and Salt Lake County Regional Economic Development to identify resources to support economic development activities, and to assign clear deliverables to specific actors within specific timelines.	✓	✓	✓	Magna Council	
2	Closely coordinate with the MSD and Salt Lake County Regional Economic Development to discuss and give feedback on implemented, planned, and potential deliverables.	✓	✓		Magna Administrator	
3	Identify future opportunities and adjust workplan as necessary with the goal of fiscal long-term sustainability.		✓	✓	Magna Council/MSD	
4	Conduct a series of annual roundtable discussions with various industries to maintain current trends, challenges, and opportunities that Magna can harness.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
Coordinate with key agencies such as Salt Lake County RDA, Inland Port, and other state governmental authorities to outline the work and resources needed to focus investments on catalyst areas and increase higher paying jobs within targeted industries.						
5	Develop strategic plans for catalyst areas.	✓			Magna Council	
6	Identify targeted industries that would best fit the strategic plans for each catalyst area.	✓			MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
7	Identify the existing sites available in each catalyst area, any impediments to the sites being investment-ready, and potential improvements that would make the sites more competitive for business attraction.	✓			MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
8	Work with developers to understand the relative competitiveness of the catalyst areas and the binding constraints to improving competitiveness.		✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
9	Conduct major employer visits to identify business needs, challenges faced, and opportunities for expansion.	✓	✓		MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
10	Host annual business appreciation events to update existing businesses on Magna activities.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
11	Maintain relationships with existing small businesses and other relevant organizations and programs available to ensure small businesses and local operators are sustainable.		✓	✓	Magna Council/MSD	

C. CATALYST AREAS & ECONOMIC STABILITY

Catalyst Areas & Economic Stability		Implementation Period			Lead Agency / Organization	Notes
No.	Action	Immediate	2-5 Years	5+ Years		
Create a diverse and balanced pattern of development by integrating a balance of context-sensitive uses within major activity and commercial centers.						
12	Conduct redevelopment through Salt Lake County Redevelopment Agency (County RDA).		✓	✓	Planning Commission	
13	Explore creating special overlay districts that include nuanced regulations and guidelines to encourage quality development along key corridors and strategic commercial nodes (e.g. catalyst areas).	✓	✓		MSD/ Regional Econ. Dev./ Magna Econ.Dev.	
14	Identify and promote redevelopment sites and development locations and promote these opportunities to developers, brokers, and end-users that align with the vision for each catalyst area.	✓	✓		Planning Commission	
15	Explore the development of small area plans that envision redevelopment in key infill locations taking into account underutilized tracts, opportunities to integrate additional development within catalyst sites, taking into account ownership, zoning, infrastructure, incentives, overpressure zone, industrial base, warehousing, development constraints, and overall vision.	✓			MSD/Planning Commission	
16	Explore the realignment of 4100 South to Little Valley Gateway.	✓			MSD/Magna Council	
17	Explore policies that can encourage local partners to invest in key corridors and nodes to improve properties.	✓			MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
18	Develop a market-based economic development strategy that identifies appropriate targeted prospects that can serve as catalysts and anchor new development activity or fill existing vacancies.	✓			Planning Commission	
19	Create policies and strategies to improve public infrastructure and investment within key catalyst areas, including enhanced landscaping, wayfinding, street amenities, and incentives to encourage redevelopment of key locations.					
Continue to promote, recruit, and encourage new corporate and commercial development in Magna						
20	Participate in regional, statewide, and national economic development marketing opportunities to elevate the awareness and value proposition of “Why Magna.”	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
21	Explore engaging a national recruitment firm to help promote Magna’s economic development opportunities to national retailers.	✓			Magna Council	
22	Recapture sales revenue through strategic commercial development by promoting commercial vacancies and development opportunities within the community.	✓			Magna Council	
23	Establish a verified social media presence for Magna to pass along information and updates and to promote the Municipality.	✓			MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
24	Engage in continuous marketing of Magna through positive news stories, social medial articles, and publications about Magna’s successes.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
Identify strategies to improve or create targeted redevelopment that serve as gateways to existing and future residential neighborhoods to create vibrant and healthy places.						
25	Develop a neighborhood assessment to identify changes in neighborhoods over time, explore issues that can be mitigated, and encourage change through local empowerment.	✓	✓	✓	Magna Council	

C. CATALYST AREAS & ECONOMIC STABILITY

NO.	ACTION	IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
		IMMEDIATE	2-5 YEARS	5+ YEARS		
26	Create a community outreach and support program that prioritizes and targets neighborhoods to receive City resources; including funding and outreach.	✓			Magna Council	
27	Collaborate with non-profit and community organizations to generate a database of community resources that can leverage investments in neighborhood revitalization.	✓			MSD	
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.						
28	Explore a land banking program to help promote larger-scaled development along Main Street once Magna becomes a City.		✓		Magna Council	
29	Adopt zoning that addresses building form, setbacks, parking, landscaping, block structure, uses, and other components within Main Street to encourage appropriate redevelopment/development patterns to protect the historic character of Main Street while protecting property rights to encourage economic development.	✓			Planning Commission/ Magna Council	
30	Develop an incentive and reinvestment policy to encourage private investment of existing buildings and businesses.	✓			Magna Council	
31	Take advantage of historic designation to create an economic hub	✓			MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
Encourage employment of area residents by Magna-based businesses and provide resources to promote skill development and talent retainment.						
32	Work with economic development representatives from Salt Lake County and the Municipal Services District to include community goals and objectives in recruitment activities.	✓			MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
33	Support programs with Granite School District and Granite Technical Institute and regional higher educational partners to support the business needs of local employers.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
34	Pursue federal and state programs that can encourage skills training and support regional economic development.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
35	Partner with local communities to jointly market the region to targeted industries	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
36	Work with local businesses to maintain labor and workforce needs and align programs to foster a stronger talent base.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
34	Explore programs and incentives to cultivate, retain, and/or recruit young talent in Magna, including youth leadership programs, community involvement, and local non-profits.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	
Enhance connectivity as identified in the Transportation Master Plan to connect neighborhoods, corridors commercial nodes and open space.						
35	Ensure connectivity to schools through safe walking routes.	✓	✓	✓	Planning Commission	
36	Establish annual goals for sidewalk construction and improvements and prioritize missing sidewalk segments.	✓	✓	✓	Magna Council	
37	Enhance digital connectivity throughout the entirety of the Municipality.	✓	✓	✓	MSD/ Regional Econ. Dev./ Magna Econ. Dev.	

D. TRANSPORTATION

TRANSPORTATION		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS		
PROVIDE A BALANCED TRANSPORTATION SYSTEM THAT WILL ACCOMMODATE ALL MODES OF TRAVEL BY PROMOTING LAND USE DEVELOPMENT PATTERNS THAT INCREASE QUALITY OF LIFE AND OPPORTUNITIES TO ALL WITH MULTIPLE MOBILITY CHOICES.						
Adopt measures to prioritize pedestrian comfort and safety in major centers and develop other places that encourage walking and activity on the street.						
1	Facilitate development patterns that maximize pedestrian connectivity and minimize the need for vehicle travel by encouraging a mix of land uses at a walkable scale and implementing small block sizes in new development.	✓	✓	✓	Planning Commission	
2	Create a prioritized list of sidewalk improvements using sidewalk inventory completed as part of the Magna Transportation Master Plan.	✓			Magna Council	
3	Create and maintain an interconnected sidewalk network that follows the action items in Goal 5, Objective 5.7, for enhancing connectivity.	✓	✓	✓	Magna Council	
4	Expand trails and provide better access to trails to encourage healthier lifestyles in Magna. Coordinate with Salt Lake County to determine the next steps necessary in developing the “Magna Loop.”	✓	✓	✓	Magna Council	
5	Conduct a walkability audit and/or other studies that consider intersection crossings, midblock crosswalks, signal timing, and signage in Magna, particularly along designated Safe Routes to School corridors, for safety and accessibility.	✓			MSD	
6	Where feasible, add streetscaping, traffic calming, “healthy” park further parking signage, and placemaking amenities such as street trees, landscaping, waste receptacles, and lighting to improve safety and the overall walking experience in Magna.	✓			Planning Commission/ Magna Council	
7	Regularly monitor pedestrian-related crash levels and seek context-appropriate mitigations aimed at significantly reducing pedestrian crash rates over the next ten years.	✓	✓	✓	MSD	
8	Establish a level of service policy that allows for lower level of service at locations identified as a high pedestrian priority, acknowledging that the higher speeds and wider roads associated with higher traffic levels of service are less safe and comfortable for pedestrians.	✓			Planning Commission/ Magna Council	
Create additional public parking opportunities near Magna Main Street.						
9	Prioritize projects and policies that improve the parking experience near Magna Main Street.	✓			Planning Commission/ Magna Council	
10	Conduct parking inventory and utilization analysis to identify the quantity of currently available on-street and off-street parking and the demand for that parking supply.	✓			MSD	

D. TRANSPORTATION

NO.	ACTION	IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
		IMMEDIATE	2-5 YEARS	5+ YEARS		
11	Develop strategies for future growth impacts on parking capacities and regularly monitor parking occupancy and other factors by periodic parking studies.	✓			Planning Commission	
Develop safe bicycle routes and paths that can be integrated within the street network and with trail systems, canals, and greenways.						
12	Create a prioritized list of bicycle routes and facilities using recommendations from the upcoming 2020 Magna Active Transportation Plan.	✓			Planning Commission	
13	Regularly monitor bicycle-related crash levels and seek context-appropriate mitigations aimed at significantly reducing bicycle crash rates over the next ten years.	✓	✓	✓	MSD/Planning Commission	
14	Promote the inclusion of bicycle facilities and amenities such as bike racks, lockers, repair stations, etc., at key destinations and strategically at new construction.	✓	✓	✓	Planning Commission	
15	Coordinate with UDOT on future roadway projects to minimize the impact on bicycle facilities during construction.	✓	✓	✓	MSD	
16	Coordinate with UDOT and Salt Lake County to ensure bicycle facilities that support the existing local and regional bicycle network are incorporated into future roadway projects where appropriate.	✓	✓	✓	MSD/Magna Council	
17	Coordinate with Bike Utah and similar groups to promote bicycle education to officials involved in decisions regarding transportation facilities.	✓	✓	✓	MSD/Magna Council	
18	Coordinate all projects with the Salt Lake County Active Transportation Implementation Plan (ATIP) and Wasatch Front Regional Council's (WFRC) Regional Transportation Plan (RTP).	✓	✓	✓	MSD/Magna Council	
Coordinate with UTA to improve transit connections between Magna and key destinations and high-capacity transit.						
19	Foster a strong working relationship with UTA to advocate for improved and increased transit services in Magna, focusing on connections to key destinations and access for people who rely heavily on transit service.	✓	✓	✓	Magna Council	
20	Encourage transit ridership by implementing pedestrian improvements near transit stops and working with UTA to identify strategies — such as locating transit stops in places that increase the convenience of transfers and connections to other routes — that improve the frequency and ridership of transit service between Magna and employment centers.	✓	✓	✓	MSD/Magna Council	
Implement traffic calming and access management measures in high activity and residential areas to ensure the safety of residents.						
21	Identify, perform studies, and regularly review candidate sites for traffic calming measures.	✓	✓	✓	MSD	

D. TRANSPORTATION

		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS		
22	Develop access management standards that can be applied to existing and new roads as new development or redevelopment occurs, in order to limit the location and number of driveways and access points on major collector and arterial roads in high activity areas.	✓			Planning Commission	
Coordinate with regional policymakers to adopt “Safe Routes to School” legislation to improve the quality of access to schools for students.						
23	As per 53G-4-402(17), ensure each school traffic safety committee reviews the Safe Routes Plan for every applicable elementary, middle, and junior high school in Magna, annually, revising as needed.	✓	✓	✓	Magna Administration	
24	Identify sidewalk improvements needed for each school’s Safe Routes to School plan using sidewalk inventory completed as part of the Magna Transportation Master Plan.	✓			MSD	
25	Schedule regular reviews of school walk routes with school and district personnel.	✓	✓	✓	MSD	
Enhance connectivity of the roads surrounding the new Cyprus High School						
26	Develop a robust traffic plan for the new Cyprus High School.	✓			MSD/ Granite School District	
27	Evaluate circulation and connectivity around the new Cyprus High School location so that neighborhoods aren’t overly impacted by school traffic and to determine if circulation is adequate.	✓			MSD/ Planning Commission	
28	Establish communication with WFRC on land use assumptions and demographics, including the area around the new Cyprus High School.	✓			MSD/ Planning Commission	
Implement the recommendations from the Transportation Master Plan.						
29	Create a prioritized list of projects from the recommendations in the Magna Transportation Master Plan.	✓			Planning Commission/ Magna Council	
30	Coordinate with UDOT to pursue strategies to reduce vehicle traffic or streamline existing traffic capacity before investing in the expansion of the road network to reduce congestion caused by induced demand.	✓	✓	✓	MSD/ Magna Council	
31	Consider the viability of increasing the planned level of service on some roads to better than a “D”.		✓		Magna Council /Planning Commission	

E. PARKS, TRAILS, RECREATION & OPEN SPACE

PARKS, TRAILS, RECREATION & OPEN SPACE			IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS			
IMPROVE ACCESS TO AND QUALITY OF PARKS, TRAILS, AND OPEN SPACE FOR ALL AREAS OF MAGNA.							
Complete a parks and 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.							
1	Work with Salt Lake County to identify the proposed alignment of the proposed Magna Loop Trail	✓			MSD		
2	Fund a comprehensive Parks, Trails, & Recreation Master Plan to include prioritization of parks and trails investments	✓			Magna Council		
3	Identify a target level of service for Magna households defined both as acres per 1,000 population and percentage of households within a 10-minute walk of a park, trail, or open space	✓			Planning Commission		
Implement policies and funding to maintain at least the current parks level of service at 7.9 acres per 1,000 people or better and strive for a maximum 10-minute walk from most homes and businesses to the nearest trail, publicly available open space area, or park.							
4	Review the current parks/open space dedication requirements in existing development ordinances to ensure an appropriate level of service for new neighborhoods	✓			Planning Commission/Town Council		
5	Identify appropriate sources of funding to purchase, improve, maintain, and operate parks and trails to address service gaps.	✓	✓	✓	Magna Council	<ul style="list-style-type: none">• Grant funds• Governmental Funds• Donations	
6	Pursue opportunities to acquire land for the Municipality for public neighborhood parks in strategic locations to achieve a maximum 10-minute walk for most homes and businesses.	✓	✓	✓	Magna Council		
7	Coordinate with local developers and private interests to construct and maintain parks and trails in underserved areas.	✓	✓	✓	Magna Council		
Maintain and improve the overall system of parks and trails to better serve current and future residents.							
8	Include preliminary recreational and park amenities in new parks and as updates are made to existing parks.	✓	✓	✓	Magna Council		
9	Improve trail connectivity between Magna, surrounding municipalities, and Salt Lake County as well as a trail from Little Valley Gateway through the 4100 South 8400 West catalyst site to Magna Regional Park.	✓	✓	✓	MSD/Planning Commission		
10	Develop partnerships with utility companies and irrigation companies for trail corridors.	✓	✓	✓	Magna Council		

E. PARKS, TRAILS, RECREATION & OPEN SPACE

NO.	ACTION	IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
		IMMEDIATE	2-5 YEARS	5+ YEARS		
11	Improve sidewalks through a sidewalk improvement program based on the sidewalk assessment completed as part of the Transportation Master Plan. Prioritize school walk routes, connectivity to mixed use and community areas, and currently underserved neighborhoods.	✓	✓	✓	Magna Council	
12	Work closely with Salt Lake County to ensure Municipality standards for construction, operations, and maintenance of existing and future Salt Lake County- owned parks and trails.	✓	✓	✓	MSD/Town Council	
13	Implement private and public development requirements that include parks and trails construction and maintenance standards to maintain Magna levels of service.	✓	✓	✓	Planning Commission	
14	Conveniently locate and frequently empty trash receptacles. Monitor locations for and enforce to prevent illegal dumping, 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.	✓	✓	✓	MSD	
Plan for future parks, trails, and open space in areas identified in the Annexation Declaration.						
15	Include recommended future Oquirrh range trails within the Annexation Declaration area in the trails master plan. Provide destinations and access for people who rely heavily on transit service.	✓			Planning Commission	
16	Create a critical lands/open space strategy to preserve environmentally critical areas along the Annexation Declaration area.	✓			Planning Commission	
Include areas at the Great Salt Lake shore and north of I-80 in Municipality open space and recreation strategies.						
17	Create a working group to evaluate preservation, recreation, and economic development opportunities at the Great Salt Lake shore.	✓			Planning Commission/Magna Council	
18	Create a critical lands/open space strategy to preserve environmentally critical areas along the lake front.	✓			Planning Commission	

F. NATURAL HAZARDS

NATURAL HAZARDS		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS		
ENSURE THAT CURRENT AND FUTURE DEVELOPMENT SUSTAINS A HIGH LEVEL OF RESILIENCY BY PROVIDING GUIDELINES AND RESOURCES FOR RESIDENTS AND BUSINESSES TO MITIGATE THE AFFECTS OF NATURAL HAZARDS.						
Use effective and efficient landscaping and grading to prevent soil erosion and slippage, as well as responsible use of water resources.						
1	Evaluate current development ordinances to ensure requirements reflect best practices in water efficient landscape design.	✓			Planning Commission	
2	Update Municipality development ordinances to implement best practices in water efficient landscape design.	✓			Magna Council	
3	Create land use and development patterns that incorporate nature into the built environment and increase public awareness and responsibility towards the natural environment.	✓	✓	✓	Magna Coucil/ Planning Commission	
Reduce the risk of damage and injury from known geological and seismic activity.						
4	Promote the practice of sheltering in place, and encourage the preparation of citizens for self-sufficiency in post earthquake scenario	✓			Planning Commission/Magna Council	
5	Account for known geologic and seismic risks in future land use planning.	✓	✓	✓	Magna Council	<ul style="list-style-type: none">• Grant funds• Governmental Funds• Donations
6	Design and operate public safety facilities to maximize their ability to remain safe and functional during and after disasters.		✓	✓	Magna Council	
Mitigate the impact of flooding and debris flow in the Municipality.						
7	Review the zoning ordinance to recongize high risk floodplains and mitigate future hazards.	✓			Magna Council	
8	Design and construct all river and stream crossings to withstand at minimum the flows and velocities of a 100-year flood.	✓			MSD/Planning Commission	
9	Maintain and enforce location criteria and development standards that minimize financial loss and maximize protection of property in the event of flooding.	✓	✓	✓	Magna Council	
Identify strategies for funding hazard mitigation and recovery for Magna residents and businesses.						
10	Coordinate with the State, County, and local organizations for relief funding opportunities.	✓	✓	✓	Magna Council	

G. COMMUNITY SERVICES & FACILITIES

COMMUNITY SERVICES & FACILITIES		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS		
PROVIDE A FULL RANGE OF PUBLIC FACILITIES AND SERVICES THAT REFLECT THE NEEDS OF THE COMMUNITY						
Work closely with Salt Lake County Parks and Recreation to develop community and neighborhood-centered recreational facilities and programs for residents.						
1	Identify preferred community levels of service for recreational facilities and programs.	✓			Magna Council	
Enhance code compliance in the community to promote neighborhood stability and community pride.						
2	Fund increased code enforcement services.	✓	✓	✓	Magna Council	
Ensure the wise use of community resources.						
3	Encourage development that provides services in a logical, orderly manner such that adequate streets, water, sewer, drainage facilities, schools, and other essential services can be provided, both efficiently and economically.	✓	✓	✓	Planning Commission/Magna Council	
4	Identify a dedicated source of funding for parks maintenance.	✓			Magna Council	
5	Work with the independent public services providers (Magna Water, UPD, UFA, etc.) to coordinate growth policies and ensure the wise use of resources.	✓	✓	✓	Magna Council	
Implement policies to allow Magna to be fiscally sustainable						
6	Implement the Economic Development Strategy to diversify Magna’s economy.	✓	✓	✓	Magna Council	
7	Monitor fiscal performance of various development types.	✓	✓	✓	Magna Council	
8	When appropriate, complete an incorporation study as a precursor activity to City status.			✓	Magna Council	
9	Explore consolidating services provided by special districts into the municipality when appropriate.	✓	✓		Planning Commission/Magna Council	

SUSTAINABILITY

		IMPLEMENTATION PERIOD			LEAD AGENCY / ORGANIZATION	NOTES
NO.	ACTION	IMMEDIATE	2-5 YEARS	5+ YEARS		
CREATE A BALANCE BETWEEN CURRENT SOCIAL, ECONOMIC AND ENVIRONMENTAL NEEDS OF THE MUNICIPALITY WHILE MEETING THE NEEDS OF FUTURE GENERATIONS.						
Diversify the land uses and improve the retail base in the Municipality to generate adequate tax revenue to support full-city status under State law.						
1	Implement the economic development strategies identified in the Economic Development element of this plan.	✓	✓	✓	Magna Council	
2	Estimate funding needed to provide desired levels of service	✓	✓	✓	Magna Council	
3	Coordinate with Salt Lake County to ensure tax revenues are adequate to cover expenditures for desired levels of service	✓	✓	✓	Magna Council	
Reduce the use of single occupancy vehicles by creating connected and walkable areas.						
4	Work with UTA to Improve transit frequency and availability throughout the Municipality	✓	✓	✓	Magna Council	
5	Connect neighborhoods to commercial nodes eliminating first/last mile barriers	✓	✓	✓	Magna Council	
6	Align future development near transit routes	✓	✓	✓	Planning Commission	
7	Create programs that connect residents for carpooling or alternative transportation options	✓			Magna Council	
Encourage low impact development and safe building standards to increase efficiency and lower overall expenses						
8	Explore alternative water management systems to manage stormwater runoff	✓	✓	✓	MSD/Planning Commission	
9	Explore funding opportunities to help homeowners and business owners create healthy safe buildings	✓	✓	✓	MSD/Magna Council	
10	Consider development of an ordinance to set environmental standards for new development.	✓			Magna Council /Planning Commission	
Encourage urban forestry and urban agriculture activity to provide ecological services to the community						
11	Explore partnerships with local organizations to grow Magna’s urban forest and community garden/urban agriculture initiatives, which can provide valuable environmental and social services to the community.	✓	✓	✓	Magna Council	
12	Conduct a study of the need for other initiatives to address local food insecurity such as a Farmers Market or financial incentives for a grocery store to locate in underserved areas.		✓		Magna Council	
Conduct a study of the need for other initiatives to address local food insecurity such as a Farmers Market or financial incentives for a grocery store to locate in underserved areas.						
Provide information and resources to protect limited natural resources while promoting community health and development						
12	Create programs that connect residents for carpooling or alternative transportation options	✓	✓	✓	Magna Council	
13	Encourage “stay at home” days when air quality is moderate-unhealthy	✓	✓	✓	Magna Council	
14	Connect residents with mental health initiatives and educational materials which is found on the Healthy Utah Community website	✓			Magna Council	
15	Identify state and federal programs to assist Magna residents making necessary repairs and improvements to save money and reduce environmental impacts	✓	✓	✓	Magna Council	