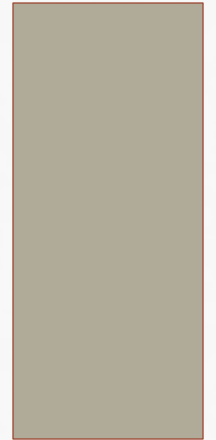


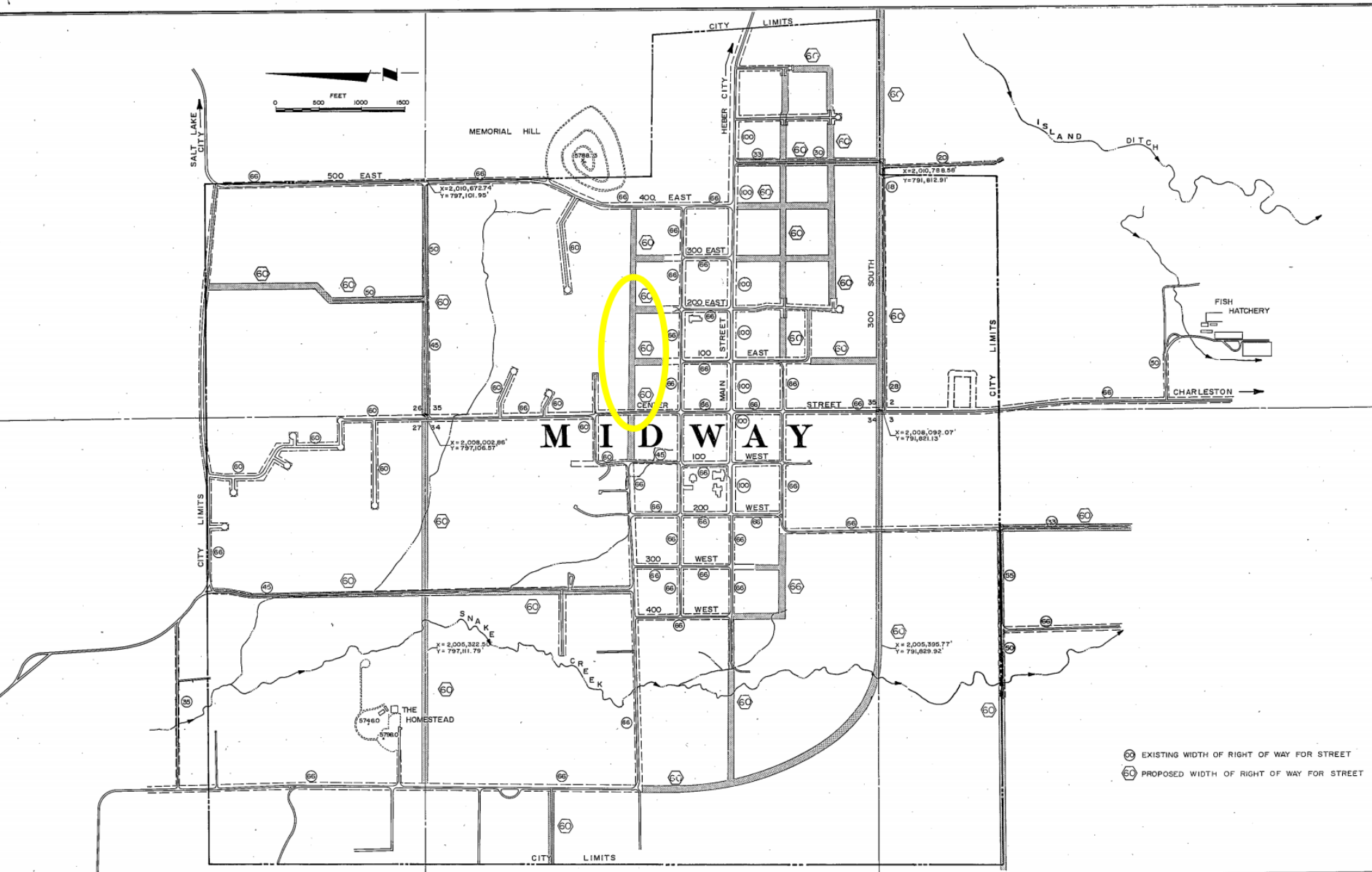
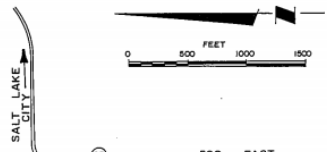
ROAD SYSTEM MASTER PLAN

GENERAL PLAN AMENDMENT



ROAD SYSTEM MASTER PLAN

- Proposal to remove a section of 200 North and reroute the road from 180 North (Indian Summer subdivision) to 250 North.
- Directly impacts 7 property owners
- This section of road has been on the City's street plan since 1977
- Applicant would like to build a density reduction subdivision on some of the property where the road is planned



M I D W A Y

- ⊖ EXISTING WIDTH OF RIGHT OF WAY FOR STREET
- ⊕ PROPOSED WIDTH OF RIGHT OF WAY FOR STREET

REV	DATE	DESCRIPTION
3		
2		
1		

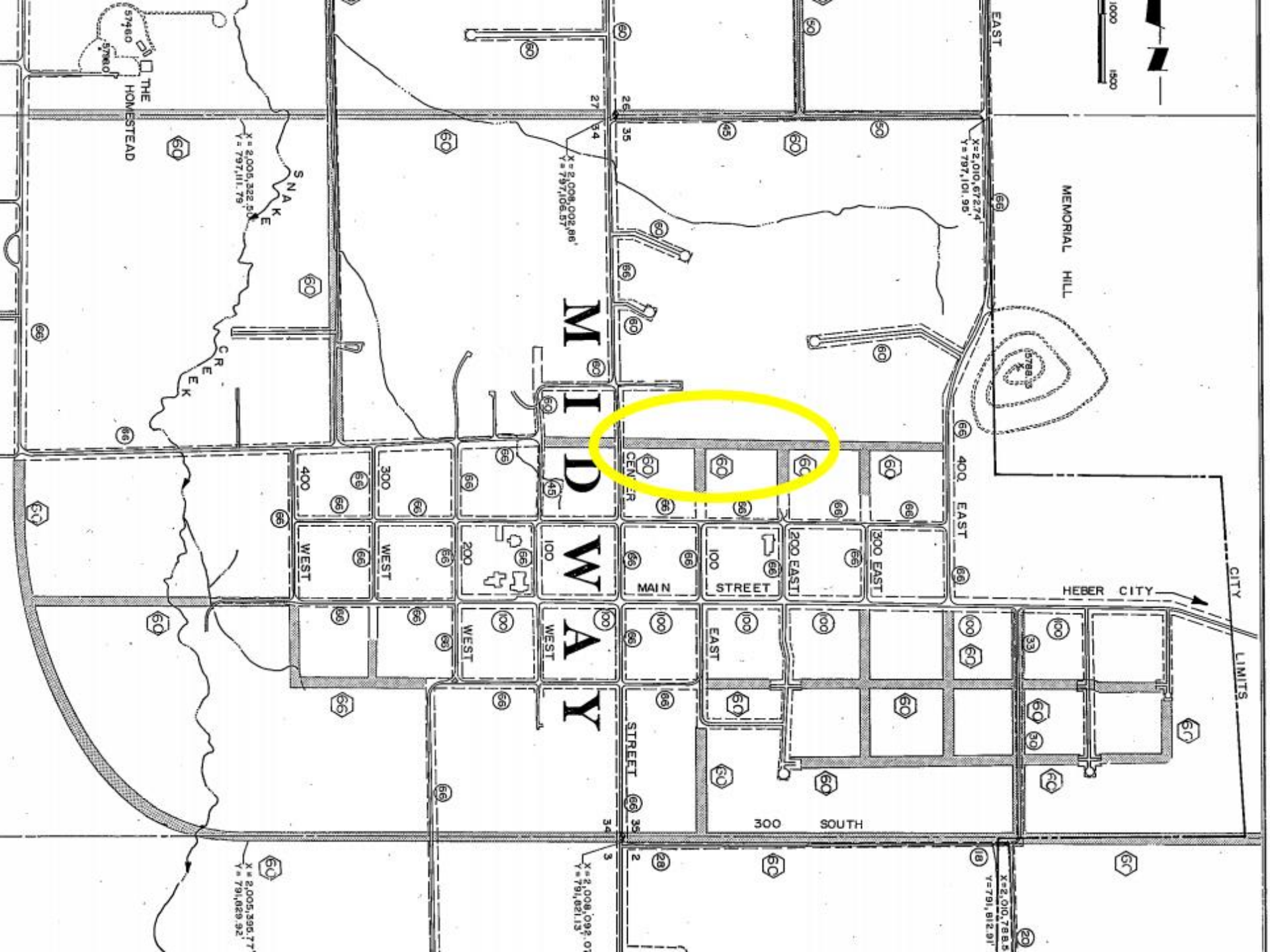
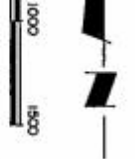
DESIGNED A.V.M.
 DRAFTED E.D.S.
 CHECKED A.V.M.
 APPR DATE OCT., 1977

MIDWAY CITY
MASTER - STREET PLAN

SHEET NO. 1
 OF 1 SHEETS

LICENSE
A. V. Maxwell
 PROJECT ENGINEER

NIELSEN, MAXWELL & WANGSGARD
 CONSULTING ENGINEERS
 SALT LAKE CITY - OGDEN - PROVO, UTAH



MEMORIAL HILL

MIDWAY

HEBER CITY

CITY LIMITS

X=2,010,672.24
Y=797,101.95'

X=2,008,092.86'
Y=797,106.57'

X=2,005,392.81'
Y=797,111.79'

X=2,010,788.8
Y=791,812.91'

X=2,008,092.07'
Y=791,821.13'

X=2,005,392.77'
Y=791,829.92'

400 EAST

300 EAST

200 EAST

100 EAST

100 WEST

100 WEST

200 WEST

300 WEST

400 WEST

300 SOUTH

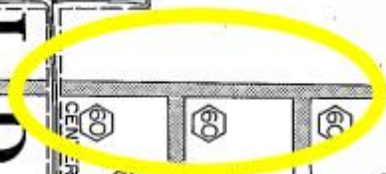
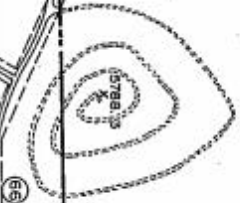
STREET

MAIN STREET

STREET

THE HOMESTEAD

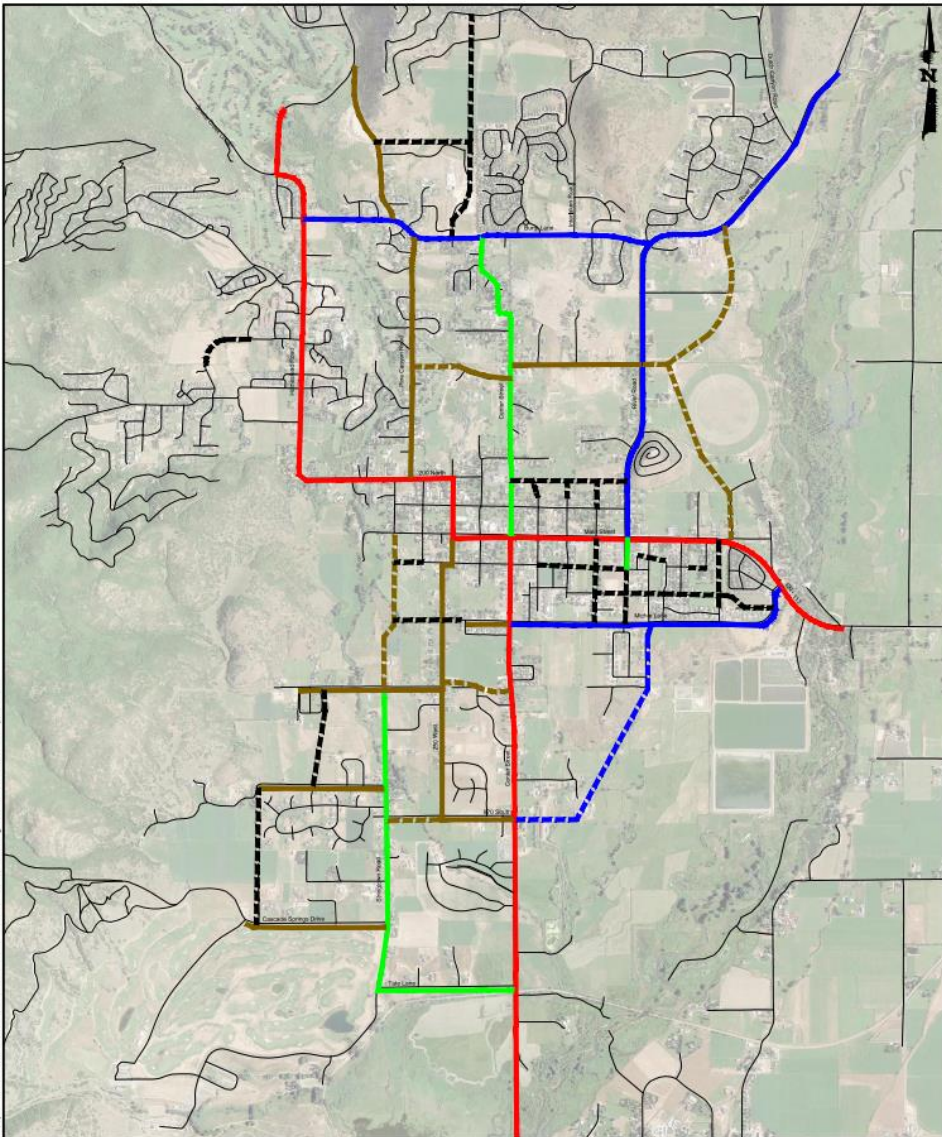
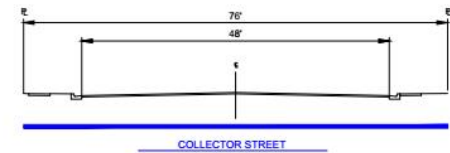
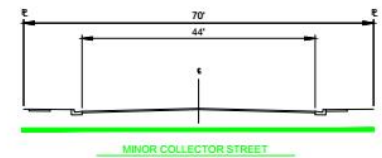
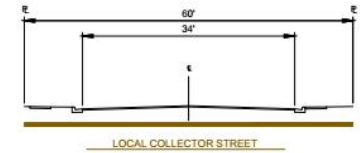
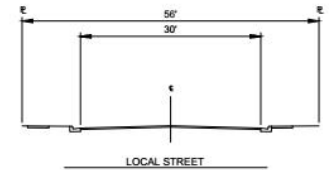
SNAKE CREEK



ROAD SYSTEM MASTER PLAN

LEGEND

-  EXISTING LOCAL COLLECTOR
-  EXISTING MINOR COLLECTOR
-  EXISTING COLLECTOR
-  EXISTING MINOR ARTERIAL (UDOT)
-  NEW OR UPGRADED LOCAL
-  NEW OR UPGRADED LOCAL COLLECTOR
-  NEW OR UPGRADED MINOR COLLECTOR
-  NEW OR UPGRADED COLLECTOR



H:\Midway_City\City\Projects\Civil\Road Plan_2018.dwg - Model - 7/20/2018 01:17pm - mshar

SCALE	WARNING
HORIZONTAL	0 1/2 1
VERTICAL	NONE
	IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

HORROCKS ENGINEERS

2162 West Grove Parkway
Suite 400
Pleasant Grove, UT 84062
(801) 783-6100

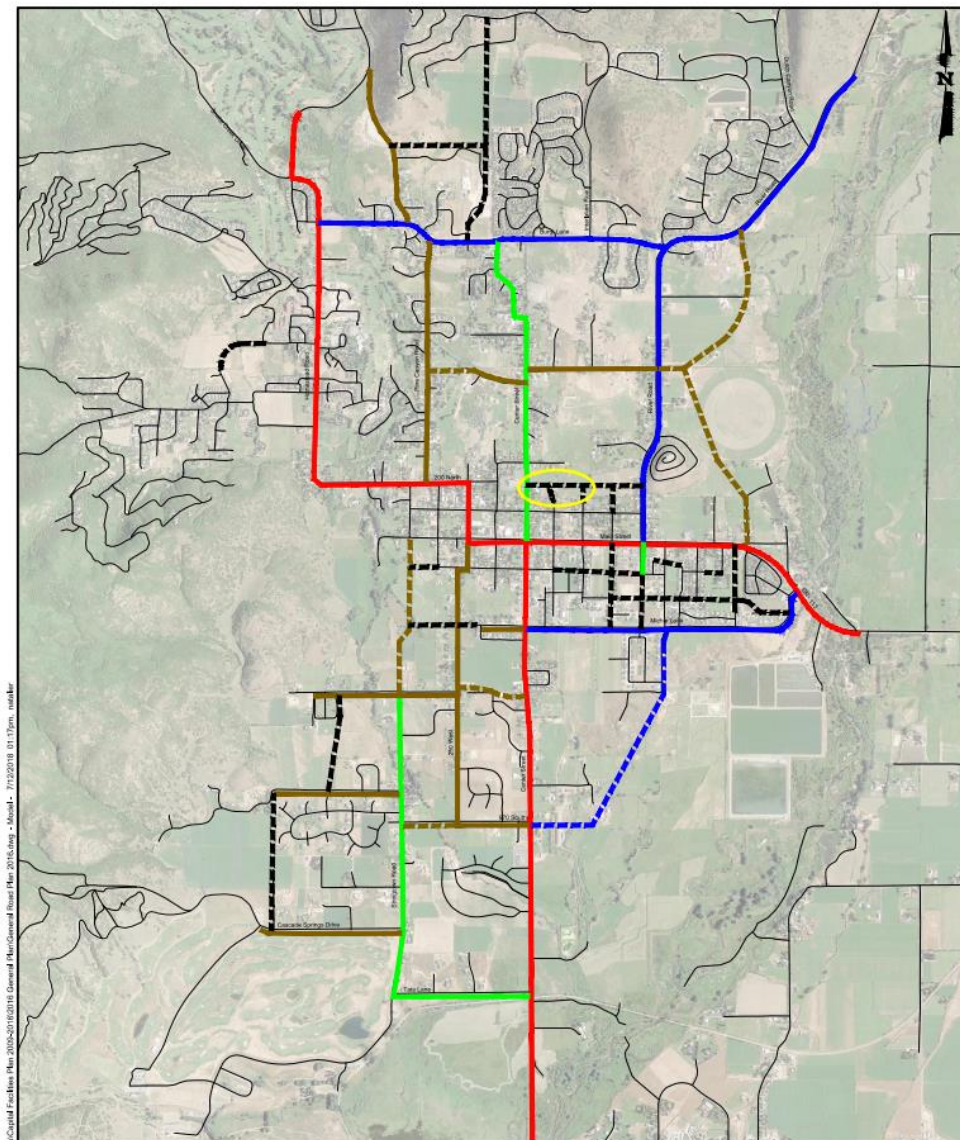
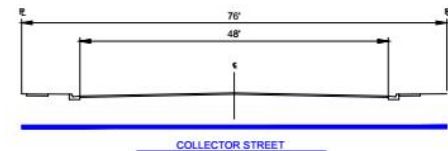
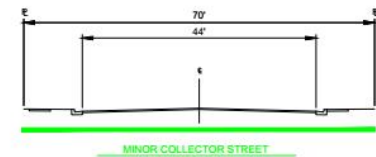
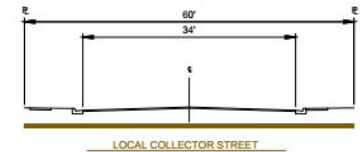
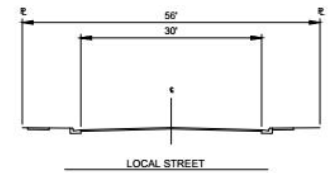
MIDWAY CITY
ROAD SYSTEM MASTER PLAN

DESIGNED	DATE	PROJECT NO.
DRAWN	DATE	SHEET NO.
NR	7/2018	1 of 2
CHECKED	DATE	DRAWING NO.
WSJ	7/2018	P-1

ROAD SYSTEM MASTER PLAN

LEGEND

-  EXISTING LOCAL COLLECTOR
-  EXISTING MINOR COLLECTOR
-  EXISTING COLLECTOR
-  EXISTING MINOR ARTERIAL (UDOT)
-  NEW OR UPGRADED LOCAL
-  NEW OR UPGRADED LOCAL COLLECTOR
-  NEW OR UPGRADED MINOR COLLECTOR
-  NEW OR UPGRADED COLLECTOR



H:\Midway City\Projects\Civil\Facilities Plan 2016-2018\GIS\General Road Plan 2016.dwg - Midway - 7/12/2018 01:17pm - wsj

SCALE	
HORIZONTAL	NONE
VERTICAL	NONE

WARNING

 IF THIS BAR DOES NOT MEASURE 1" THEN DRAWING IS NOT TO SCALE

HORROCKS ENGINEERS

2162 West Grove Parkway
 Suite 400
 Pleasant Grove, UT 84062
 (801) 783-5100

MIDWAY CITY
 ROAD SYSTEM MASTER PLAN

DESIGNED	DATE	PROJECT NO.
DRAWN	DATE	SHEET NO.
CHECKED	DATE	DRAWING NO.
WSJ	7/2018	P-1



Pine Canyon Road

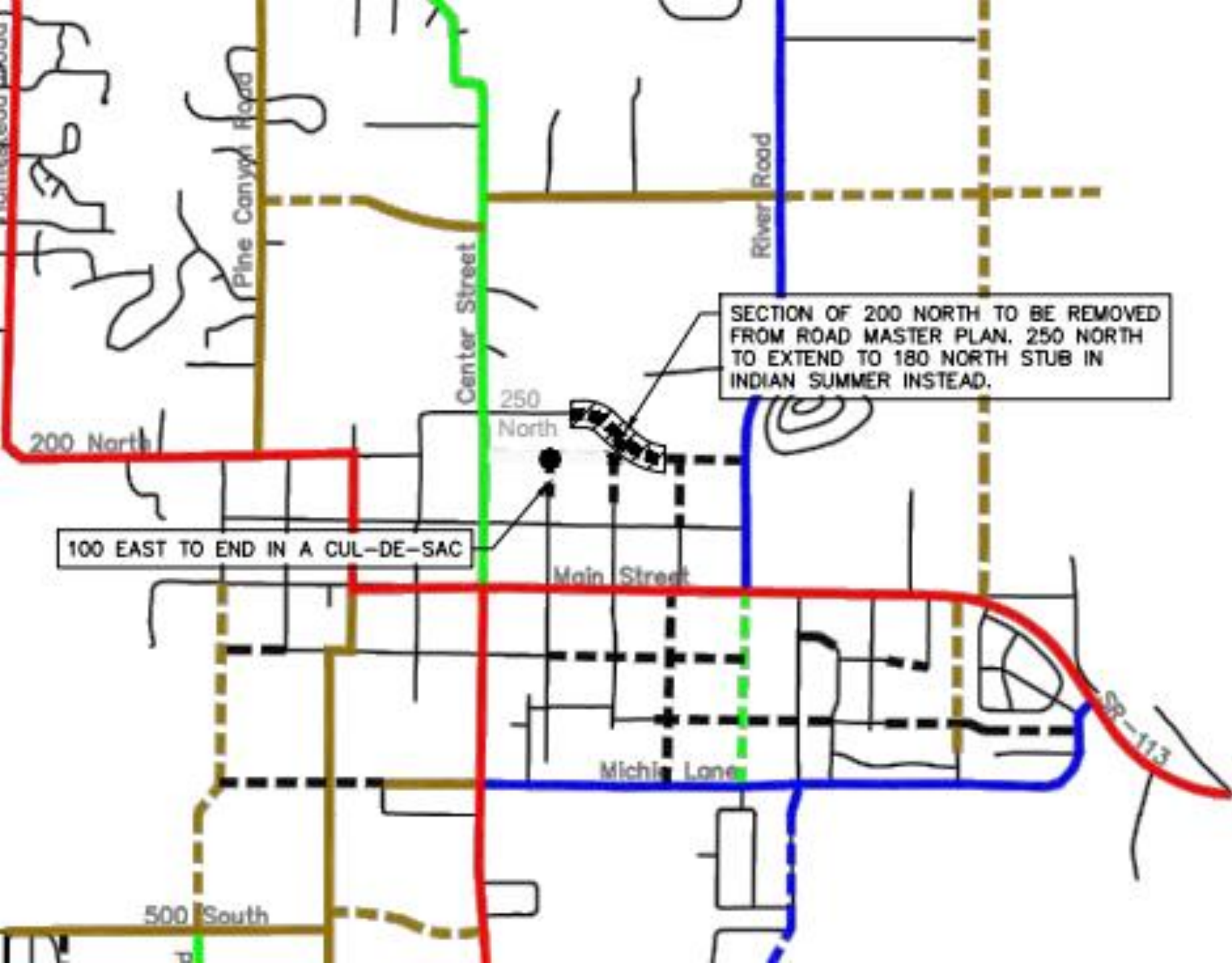
Dexter Street

River Road

300 North

Val Street

Market Lane



SECTION OF 200 NORTH TO BE REMOVED FROM ROAD MASTER PLAN. 250 NORTH TO EXTEND TO 180 NORTH STUB IN INDIAN SUMMER INSTEAD.

100 EAST TO END IN A CUL-DE-SAC

200 North

250 North

Main Street

Michig Lane

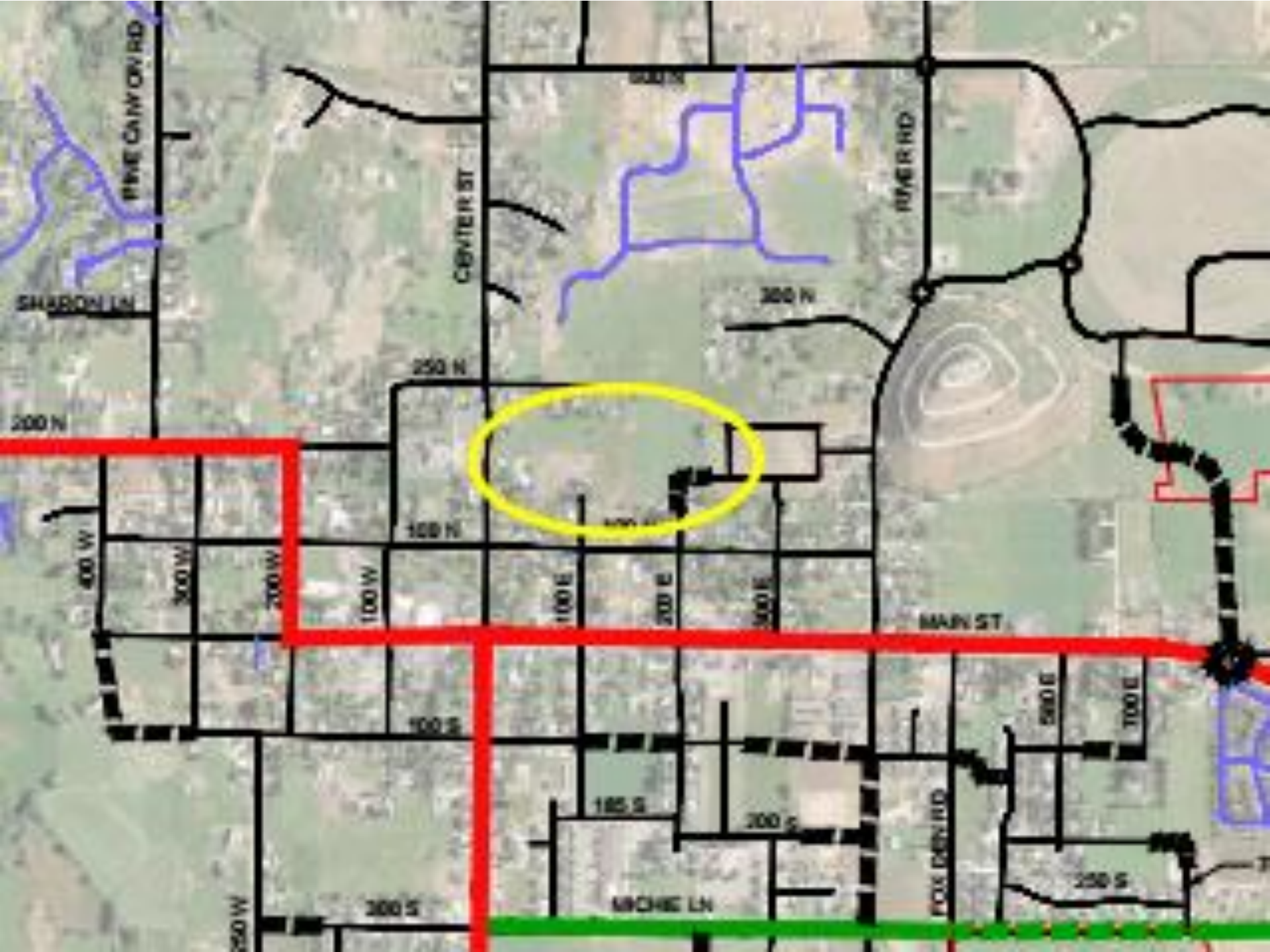
500 South

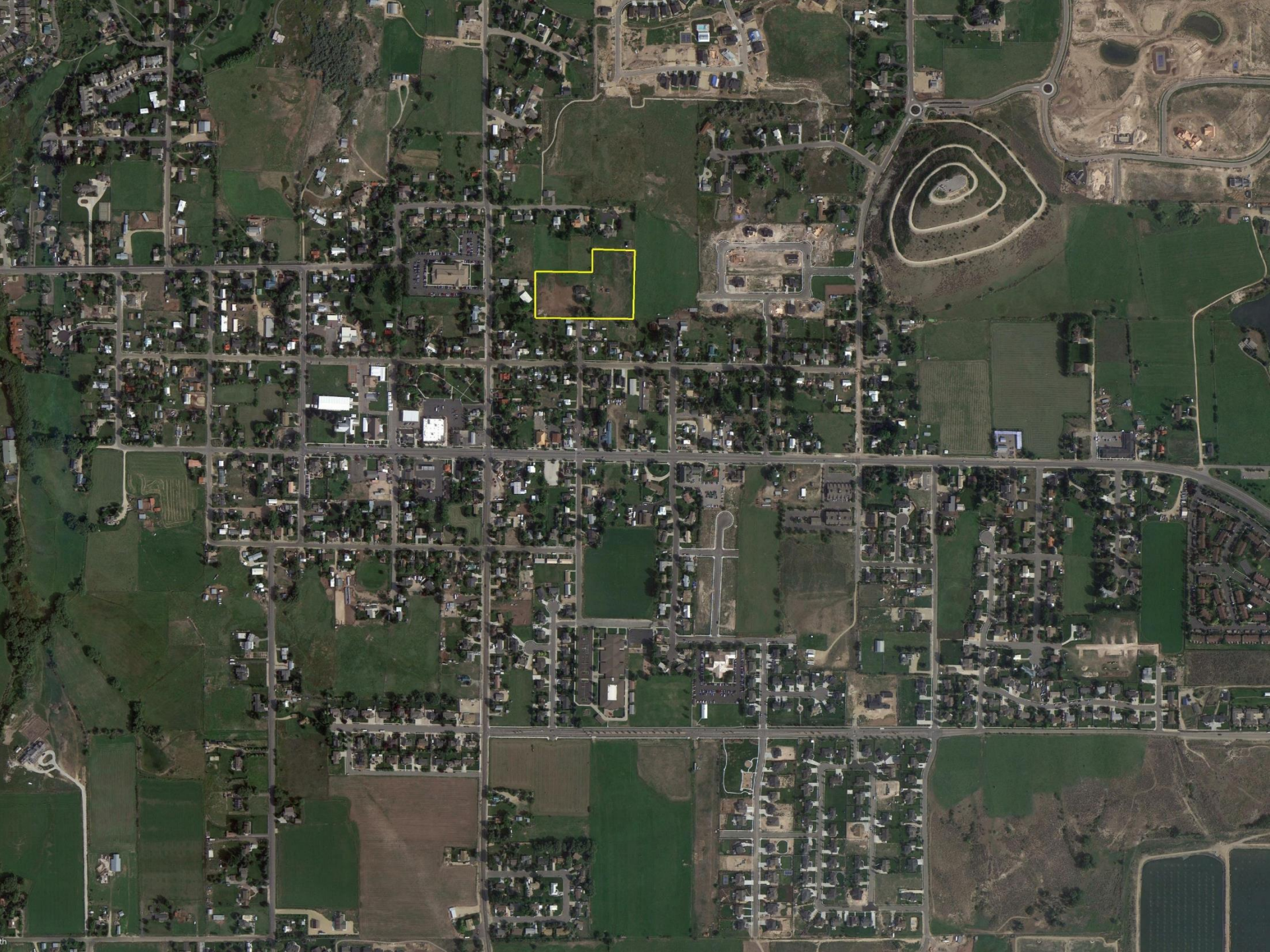
Pine Canyon Road

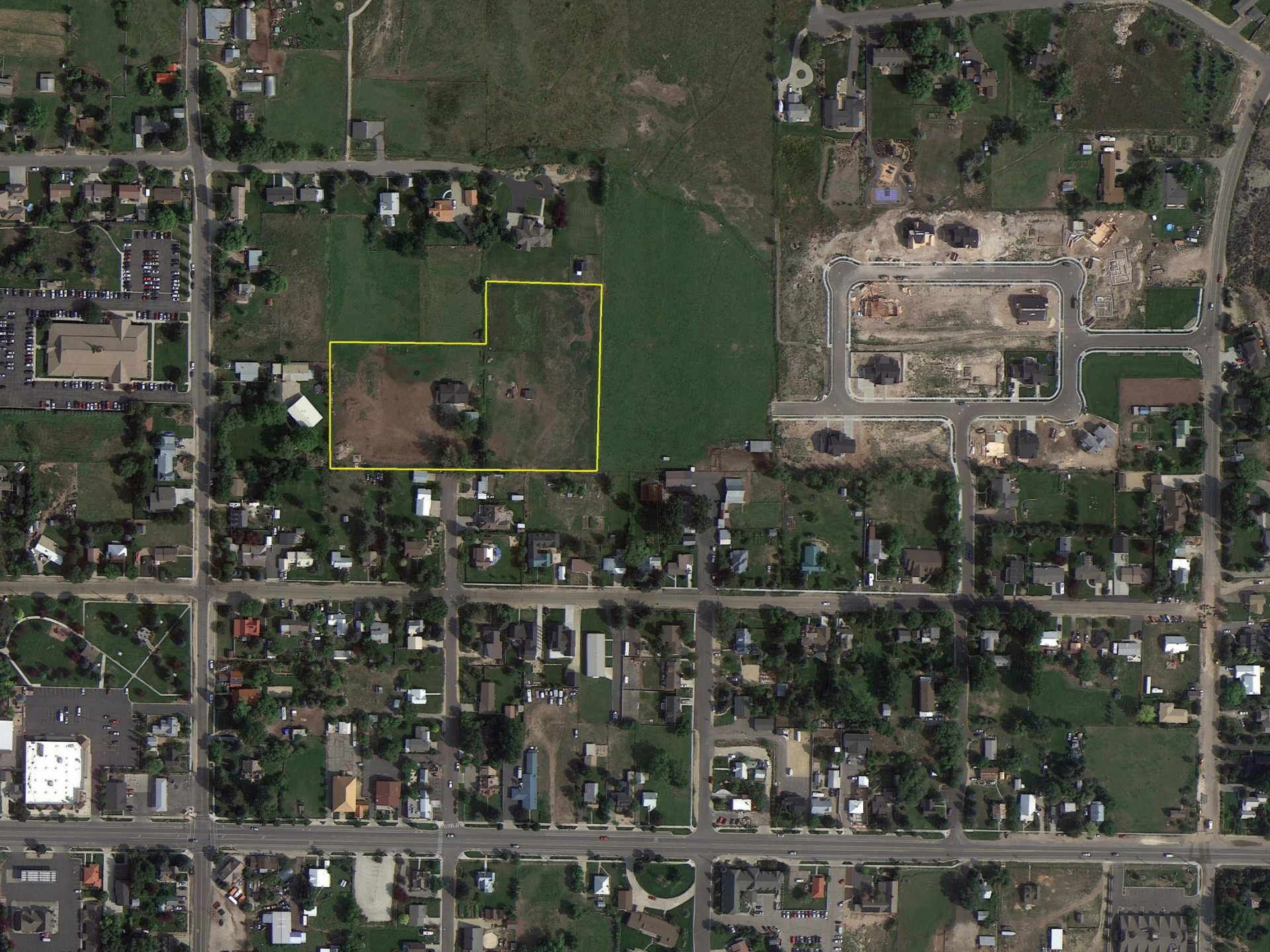
Center Street

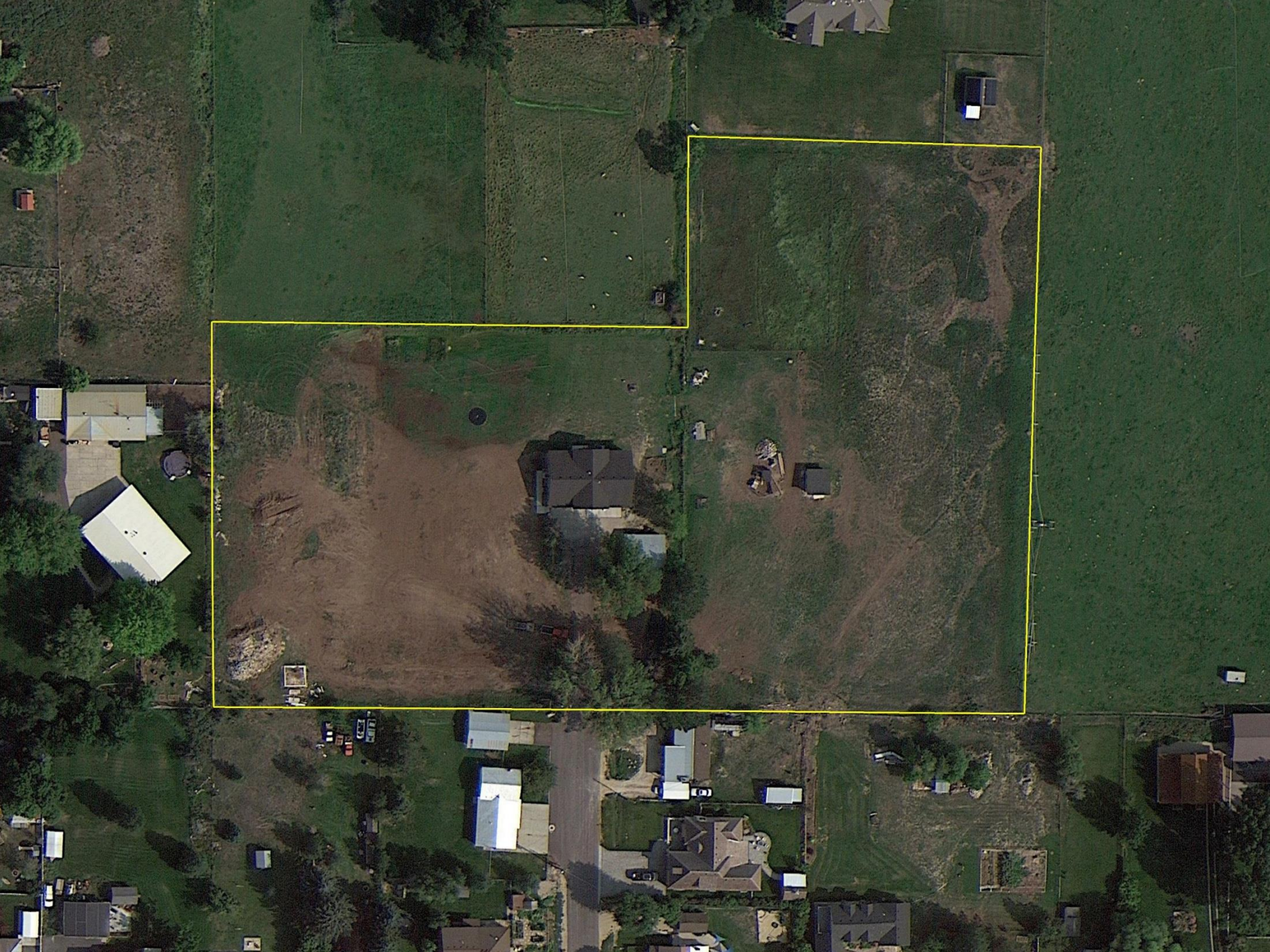
River Road

SR-113











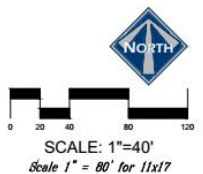


PROPERTY DOES NOT CONTAIN:

- 25% OR GREATER SLOPES
- FEMA FLOODPLAIN
- HOT SPOTS
- WETLANDS

SENSITIVE LANDS ON THE PROPERTY:

- EXISTING STREAM - SECTION 16.14.080
- TREES - SECTION 16.14.110



THIS DOCUMENT IS INCOMPLETE AND IS RELEASED TEMPORARILY FOR INTERIM REVIEW ONLY. IT IS NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PAUL D. BERG, P.E.
SERIAL NO. 282595
DATE: 7 SEP 2022

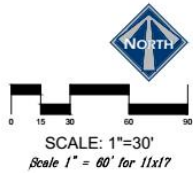
MALINKA ROAD PLAN AMENDMENT	
ENVIRONMENTAL CONSTRAINTS PLAN	
 ENGINEERING 380 E Main St. Suite 204 Malivity, IL 60449 ph 435.657.9749	
DESIGN BY: PDB	DATE: 7 SEP 2022
DRAWN BY: DEJ	REV: 5



CONCEPT PLAN NOTE:
THIS IS A CONCEPT PLAN ONLY AND HAS NOT RECEIVED ANY APPROVALS FROM MIDWAY CITY.

THIS IS A DENSITY REDUCTION SUBDIVISION IN THE R-1-15 ZONE WHICH ALLOWS 1.0 UNITS PER ACRE.

A CUL-DE-SAC AT THE END OF 100 EAST IS PROPOSED TO CREATE STREET FRONTAGE FOR THE SUBDIVISION.



MALINKA
ROAD MASTER PLAN AMENDMENT
CONCEPT PLAN
(5 LOTS & CITY FRONTAGE)

Blue ENGINEERING
280 E Main St, Suite 204
Midway, UT 84049
ph 833.657.9769

DESIGN BY: PDB DATE: 7 SEP 2022 SHEET
DRAWN BY: PDB REV: 6

NO DOCUMENT IS RELEASED
IF PLAN OR FILE IS
IN ANY STATE FILE OR
OTHER CASE WAS MADE
BY THE COUNTY
1:11/22/2022
1:11/22/2022

GENERAL PLAN

The General Plan focuses on transportation and the needed connectivity that allows a community to function. The City has adopted the Road System Master Plan to assure roads are built in areas where they have been identified that they are needed. The following are selections from the General Plan regarding future street planning and connectivity:

- The transportation element is designed to provide for the safe and efficient movement of people and goods in the City. Its primary purpose is to balance current and future demands generated by projected future growth with roadway improvements. In essence, it is a long-range transportation plan which would efficiently support future land development and ultimately Midway's vision for the future.

GENERAL PLAN

- Additional east-west mobility will be central to mitigating these effects. As Midway continues to grow, building a complete system of roads and trails using multiple corridors and alternatives will become even more important.
- Neighborhood connectivity is important for local traffic and for emergency response and should be considered for all new development. Neighborhood connectivity will allow local traffic to use local streets and through traffic to use the collector roads which will allow traffic to be the safest and most efficient.

GENERAL PLAN

- Transportation Goals and Guidelines
 - Objective 2: Design an adequate transportation system for current and future residents and areas of development.
 - Guideline 3: Neighborhood connectivity is important for local traffic and for emergency response and should be preferred for all new development.

ITEMS OF CONSIDERATION

- How important is 200 North?
- How is local traffic, emergency services, and future road construction detours impacted if the road is removed? How does this impact the community for the short-term and at full build-out when Midway's population and traffic counts could be double or more?
- Open space and a rural atmosphere are important but are they important enough to remove 200 North from the Road System Master Plan?
- Eliminating the road could possibly reduce potential density from 13 lots to five lots on the Malinka property. It will also make access less likely for surrounding properties making it more difficult to develop those properties which will leave the area with more openness. Does this make the proposal more acceptable?

PC RECOMMENDATION

- **Motion:** Commissioner Garland: I make a motion that we recommend approving the General Plan Committee's recommendation and amend the Midway City's Road System Master Plan. This proposal would remove a portion of 200 North and reroute the road from 185 North (Indian Summer subdivision) to 200 East. We also accept the one condition in the staff report.
- **Seconded:** Commissioner Wardle
- **Chairman Nicholas:** Any discussion on the motion?
- **Chairman Nicholas:** All in favor.
- **Ayes:** Commissioners: Osborn, Wardle, Lineback, Garland
- **Nays:**
- **Recused:**
- **Motion:** Passed

APPLICANT'S REASONS TO REMOVE THE ROAD

Advantages to Removing 100 East and 200 North on the Malinka Property

- 250 North is an existing street just north of the Malinka Property. This street can be extended to the east through a vacant property to create a connection between Center Street and River Road.
- Extending 250 North to the east to the Indian Summer Subdivision is a shorter route to complete the Center Street to River Road connection than developing 200 North. The 250 North route also reduces the number of affected property owners compared to the 200 North route.
- The 200 North alignment as shown on the Midway City Road System Master Plan will require purchase or condemnation of property to connect to Center Street. The extension of 250 North to the existing stub road in the Indian Summer Subdivision can occur when Parcel 06-4852 develops.
- Moving the master planned road to 250 North allows use of an existing four way intersection and 250 North and Center Street. A new intersection at 200 North would reduce intersection spacing and possibly create spacing conflicts with the parking lot access for the church at 165 North Center Street.
- The connection of 100 East to 250 North is blocked by existing homes. 100 East should be allowed to dead end with a cul-de-sac. 200 East can connect to 250 North through a vacant parcel. 200 East should be required to connect to 250 North to promote street connectivity.

POSSIBLE FINDINGS

- Findings supporting the amendment:
 - Potential density could be reduced if the road is removed.
 - Goals in the General Plan promote open space and a rural atmosphere.
 - The General Plan promotes reducing density whenever appropriate.

POSSIBLE FINDINGS

- Findings opposing the amendment:
 - The road has been planned since 1977.
 - There are limited options for connecting Center Street and River Road.
 - With less connecting roads, more traffic is forced on to the existing roads which compounds as Midway grows.
 - Goals in the General Plan promote connectivity for local traffic circulation and emergency response.
 - More connectivity allows for options for detours when roads are under construction.

PROPOSED RECOMMENDED CONDITION

- The General Plan amendment is conditioned that the Road System Master Plan is only amended for the construction of a density reduction subdivision limited to five lots on the Malinka property. Once the density reduction subdivision plat is recorded, the amendment will officially be adopted by the City and the Road System Master Plan will be amended in the General Plan.