



Bingham Junction

LOCATION: Midvale City, Utah

SIZE: 446 acres

FEATURES: large parcel, flat location,

OWNER: Littleson Inc. owns majority of site

CURRENT USE: Under development

PAST USE: Lead and copper smelting facility

CONTAMINANTS: Lead, arsenic, heavy metals

TOTAL ACTUAL COST: Majority of clean-up cost \$17 million

TIMELINE

1871 Midvale Slag begins operations

1958 Operations at Midvale Slag stops

1959 Waste water treatment plant opens

1986 Waste water treatment plant closes

1991 Property is placed on National Priorities List (NPL)

2004 Remediation begins

2001 Bingham Junction Zone is established

2006 Site is removed from NPL

HISTORY

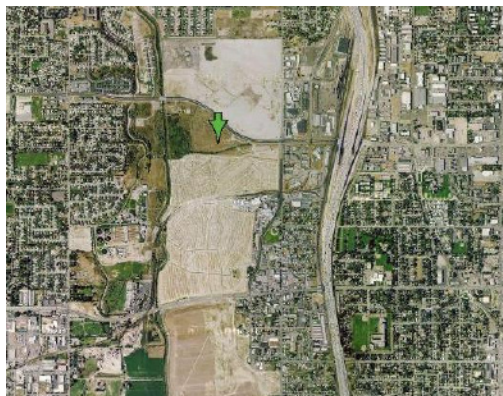
Smelting activities occurred at the Bingham Junction site from 1871 – 1958. Sharon Steel, a steel mill directly south of Midvale Slag, used to supply the materials such as lead and copper for the smelting activities that took place in the smelter. In the middle years of its operation, lawsuits were being filed against Midvale Slag due to the fumes that the plant was producing. The plant closed in 1958. From 1959 – 1986, the South Valley Water Reclamation District operated a waste water treatment plant at the property. The property was placed on the NPL from 1991 – 2006 due to the detection of high amounts of lead, arsenic and heavy metals.

TOPOGRAPHY

The property itself, which is relatively flat, is approximately 12 miles south of Salt Lake City, Utah. Two freeways, Interstate 15 and Interstate 215, are adjacent to the property. There is a rail line that passes directly through the site. Jordan River borders the site on the west. Sharon Steel, a former Superfund site that has been cleaned up, is directly south of the Midvale Slag site.



Photo courtesy of www.virginia.edu



Picture courtesy of Google Maps

MARKET CONDITIONS

The majority of people in Midvale City possess low to moderate income. The former Midvale Slag site, along with the Sharon Steel site, make up 18% of the city's land area. These two sites also contain most of Midvale's undeveloped land.

The community hopes that redevelopment of the site will provide affordable housing, a stable tax base, alternative transportation and add open space and parks.

SITE ASSEMBLY AND CONTROL

The United States Mining Company was the initial owner of the site. In 1906, United States Smelting, Refining and Mining Company (USSRM) acquired the United States Mining Company, making USSRM the new owner of the Midvale Slag site. Littleton Inc. eventually purchased the majority of the site, making the company responsible for the property.

The site was historically zoned as heavy industrial. In 2001, the City of Midvale established the Bingham Junction Zone. This new zoning is flexible in that it recognizes the contamination, which was capped, that still remains on the site and it also allows for a mix of uses for the redevelopment of the site.

ENVIRONMENTAL PROBLEMS

The majority of the clean-up, which cost \$17 million, was completed in August 2006.

Clean-up activities involved excavating highly contaminated soil and disposing of it off-site. Less contaminated soil was encapsulated and covered. The slag still present was regraded and covered. The ground and surface water is being monitored constantly to determine whether the water quality criteria is being met. Bank stabilization was conducted in order to prevent contaminants from discharging into Jordan River. The habitat to a certain section of the Jordan River was also restored.

SOCIAL/COMMUNITY INFRASTRUCTURE

The stakeholders involved in the clean-up were the City of Midvale, Littleton Inc., the Utah Department of Environmental Quality (UDEQ), the Environmental Protection Agency (EPA) and Citizens for a Safe Future of Midvale (CSFM).

The CSFM was formed to specifically inform Midvale and its surrounding communities about issues regarding the clean-up of two sites, Sharon Steel and Midvale Slag. The EPA has provided CSFM with Technical Assistance Grants, which gives money to communities in order for them to participate in decision making at eligible Superfund sites. CSFM regularly held public meetings and distributed community publications.

PHYSICAL INFRASTRUCTURE

The City of Midvale needed to construct most of the infrastructure on the property.

COSTS & ECONOMIC INFRASTRUCTURE

The settlement between the former land owners covered a majority of the clean-up costs. Infrastructure

construction, like electricity and sewer lines, was paid for by the Redevelopment Agency of Midvale.

CURRENT STATUS AND LESSONS LEARNED

The Midvale Slag site is now the home of the Bingham Junction, a mixed-use redevelopment plan. The proposed plan for the site involves 60.5 acres of housing, 50 acres of retail space and 41.5 acres of offices, transit-oriented development and mixed-use development. Roads and streets will take up 63 acres while 85 acres will be used for open space and trails. The Utah Transit Authority also plans on constructing a Trax line, a light rail system, on the site.



Photo courtesy of Landmark Design Inc.

Completed by Ronald Papa, Summer '08

SOURCES

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