

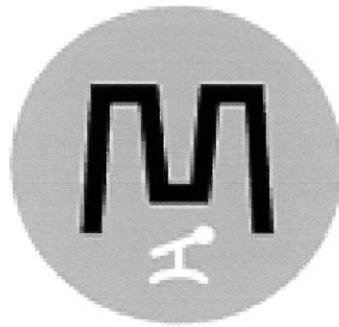
MURRAY
CITY COUNCIL

Council Meeting

6:30 p.m.

Call to Order

Pledge of Allegiance



MURRAY
CITY COUNCIL

Council Meeting Minutes

Murray City Municipal Council

Chambers

Murray City, Utah

The Murray City Municipal Council met on Tuesday, April 2, 2019 at 6:30 p.m. for a meeting held in the Murray City Center Council Chambers, 5025 South State Street, Murray, Utah.

Council Members in Attendance:

Dave Nicponski, Chair	District #1
Dale Cox, Vice Chair	District #2
Jim Brass	District #3
Diane Turner	District #4
Brett Hales	District #5

Others in Attendance:

Blair Camp	Mayor	Jan Lopez	Council Director
G.L. Critchfield	City Attorney	Jennifer Kennedy	City Recorder
Doug Hill	Chief Administrative Officer	Jennifer Heaps	Communications & Public Relations Director
Craig Burnett	Police Chief	Rob White	IT
Kristin Reardon	Police Department	Alisha Richmond	Police Department
Danny Astill	Public Works Director	Jon Harris	Fire Chief
Blaine Haacke	General Manager of Power	Melinda Greenwood	Community & Economic Development Director
		Kim Sorensen	Parks & Recreation Director
Citizens			

Opening Ceremonies

Call to Order – Mr. Nicponski called the meeting to order at 6:30 p.m.

Pledge of Allegiance – The Pledge of Allegiance was led by Craig Burnett, Police Chief

Special Recognition

1. Swearing-In new Murray City Police Sergeant, Alisha Richmond. – Chief Burnett and Jennifer Kennedy

Staff Presentation: Craig Burnett, Police Chief

Chief Burnett said introduced Ms. Richmond and spoke about her career with the Murray City Police Department.

The Swearing-In Ceremony was performed by Jennifer Kennedy, City Recorder.

Special Presentation

1. Mayor Blair Camp's Fiscal Year 2019-2020 Budget Address

"Good evening city council, city staff, and public. Tonight, I present to the city council for your consideration, a balanced budget for Murray City for FY 2019-2020.

I want to recognize the many hours invested in the preparation of this budget document by our finance department, department directors, division heads, and the mayor's office staff. In particular I recognize and thank Brenda Moore and Nate Plaizier for the extra load they carried in preparing this document in light of the loss of our Director of Finance and Administration in the middle of the budget preparation process.

At the conclusion of the meeting this evening, you each will be given a well-organized budget binder that will provide you with the detail that you will need as you consider the budgetary requirements of the city for the next fiscal year. My staff and department directors will be available to provide you with any additional information you may need. We will also provide you this document in electronic format. This tentative budget will also be available to the public on our website, murray.utah.gov, beginning tomorrow morning. We hope that individuals will find the budget document to be user-friendly and informative.

This tentative budget uses a Target Base Budgeting approach, a method that identifies overall expenditures based on the estimated revenue available to Murray City. When budgeting for revenue, the Mayor's tentative budget uses conservative and attainable budget projections.

Where possible, departments were asked to keep operational budgets at or below last year's level. Line item adjustments came from within a department and by re-allocation of budget resources. Based on specific needs, some budget increases were necessary.

As a service provider, our employees are our greatest resource. Personnel costs are 72% of the General Fund budget, and 50% of the city-wide budget. There are 404 full-time employees in the FY 2020 budget. We recognize the increasingly competitive environment for trained and seasoned personnel in local government; and also recognize the investment we have made in our current workforce. During FY 2018, the city conducted a compensation study to ensure that employees were being fairly compensated, both as to value to the city and the current market. In FY 2019 the city implemented an employee step plan. As a result of the compensation study and step plan, the city has seen a decrease in turnover among employees in public safety.

In the determination of a cost of living adjustment (COLA) for our employees, we found that the Zions Bank Wasatch Front Consumer Price Index for December 2018 shows a CPI growth of over 5% from December 2017 to December 2018. This index is specific to the Wasatch Front. The U.S. Department of Labor Western Region Consumer Price Index for January 2019 show CPI growth of 2.7%. This index includes all western region states.

Based on this, and other information, a 2.7% COLA for all employees is included in this tentative budget. The city-wide financial impact is \$713,946, or \$264,424 per each 1%. The impact to the General Fund only is \$508,665, or \$188,395 per 1%.

Of our 404 employees, 388 are considered eligible for participation in the step plan. The council members, Council Executive Director, Mayor, Chief Administrative Office, Justice Court Judge, and all new or vacant positions were excluded. However, at the request of the City Council Chair, this tentative budget includes a 3% salary increase for the Council Executive Director. Also, per city council direction, the judge's salary was increased by \$10,000.

Of the 388 eligible employees, 98 employees (25%) are eligible for a 5% step increase and 150 employees (39%) are eligible for a 2.5% increase. Additionally, 140 employees (36%) are not eligible for a step increase because they have reached the top of their pay range. All employees are eligible for the COLA.

The city-wide cost of the step increases this year is \$330,406. The cost to the General Fund is \$254,543.

The city-wide budget for overtime is \$1,030,130. The cost to the General Fund is \$691,500. Of that amount, \$538,000 (78%) is allocated to Police and Fire.

In addition, specialty pay is provided to both Police and Fire personnel to compensate for in-lieu-of-holidays pay, training, and shift differential. This pay is in addition to their normal wages and amounts to 7.5% for sworn officers and 2.5% for firefighters.

The cost to the General Fund for specialty pay is \$524,449. It is important to note this pay has not been budgeted for in previous years. The cost has typically been absorbed in vacancies. There are currently no vacancies in our Police Department.

Benefits include social security, Medicare, medical and dental insurance, flexible spending, life insurance, disability, retirement, and workers compensation. The city-wide cost of benefits is \$15,146,797, or 32% of the total personnel cost.

For the coming fiscal year, the cost of medical insurance premiums will increase by 6.0% with no changes to the plan. The City currently contributes 85% of the premium with the employee contributing 15%. A study of other municipalities and special districts indicates

that Murray City's employer contribution rate is in the mid to lower half of other agency contribution rates. All other benefits had no change in cost.

The following four new positions have been included in the Mayor's tentative budget:

Wastewater Superintendent – The Public Works Director requested a full-time superintendent position to support the wastewater utility. These responsibilities are currently being performed by the Water Superintendent. The cost of this position is \$128,404 and will be funded through the wastewater account.

Metering Technician – The Power Director requested a full-time Metering Technician to assist in the increased service demands due to growth and the retirement of a long-term employee in that division. The cost of this position is \$130,187 and will be funded through the power enterprise fund.

Office Administrator I (Part-time) – The Council Executive Director requested office support of 15 hours per week. The cost of this position is \$10,110.

Plans Examiner (Part-time) – The Community and Economic Development Director requested a Plans Examiner to assist with building plan review. Total cost of this position is \$36,874.

The following two positions were requested but not funded in this budget:

Program Coordinator – The Parks & Recreation Director has requested a full-time program coordinator for the Parks Center.

Assistant Golf Professional II – The Parks & Recreation Director has requested the City restore the full-time Assistant Golf Professional II position.

Two (2) positions were eliminated from the budget through attrition – the Court Administrator and Traffic Clerk.

The Mayor's tentative budget in the General Fund increased 4% over last year's budget. Personnel costs increased 7%; however, the overall cost of operations in the General Fund decreased by 3%. The General Fund reserve level remains the same at approximately 22%.

This budget assumes no property tax increase, therefore revenue projections from property tax are unchanged from FY 2019. Sales tax revenue is estimated to increase by less than 1% over FY 2019.

Salt Lake County imposed a quarter-cent sales tax that will fund transportation projects starting in FY 2020. The estimate provided by the Wasatch Front Regional Council for the

City's share of this tax is \$1,466,000 for FY 2020. This amount will be transferred directly to the CIP fund for street projects.

Because the local option sales tax (0.2%) imposed in FY 2017 sunsets in June 2030, funds collected from this tax are transferred to the CIP fund and used to fund one-time expenditures only. Previously, some employees were funded from this tax. Best practice states that on-going operations should not be dependent on sunseting revenue sources, therefore these positions were transferred to the General Fund. The bond payments for the new fire station under construction on Box Elder Street are scheduled to be retired in 2030 to coincide with the sunseting local option tax.

Revenue from business license fees and building permits was increased by 24% to reflect actual collection.

At the request of the city council, the budget for the auditor was moved from the Finance and Administration Department to the City Council budget. The budget for the auditor is \$32,000.

The budget for the annual computer replacement plan was moved from the CIP Fund to the General Fund.

The Water Fund charges for service was increased 6% to reflect the new water rate per the City's 5-year adopted rate ordinance and new tiered water rate structure as required by state law.

The Wastewater Fund charges for service was increased 5% to reflect the new wastewater rate per the City's 5-year adopted rate ordinance.

The Solid Waste Fund assumes a rate increase on July 1, 2019. This increase is required to sustain the fund's financial position and only reflects the necessary revenue to compensate for the increased cost of recycling collection due to changes in the world's recycling market. The cost to handle recycling materials increased from \$15 per ton to \$60 per ton in FY 2019. The budget was adjusted for this increase.

The budget for Class C roads was decreased from \$2.2 million to \$1.95 million. This is funding received directly from the State of Utah and represents the City's share of the gas tax based on number of lane miles.

The transfer from the enterprise funds to the General Fund in this budget remains unchanged at 8% of revenue.

The Mayor's tentative budget includes a capital improvement program (CIP) for the General Fund that prioritizes projects based on the following annual funding level

strategy. The amounts are guidelines based on department 5-year plans and will be adjusted in the future as needed.

- *\$2,365,000 per year for vehicle and equipment replacement – this includes police cars, fire trucks, snow plows, dump trucks, etc.*
- *\$700,000 per year for facilities maintenance – this includes all City-owned facilities (Parks Center, Senior Recreation Center, City Hall, Public Services building, Murray Mansion, Murray Theater, etc.)*
- *\$1,500,000 per year for roads maintenance and infrastructure*
- *\$1,000,000 per year for parks maintenance and infrastructure*
- *\$200,000 per year for golf course equipment replacement*
- *\$120,000 for professional services for studies and other projects*

The CIP Committee recommended an additional \$700,000 be added to the Parks & Recreation budget along with postponement of a \$300,000 parking lot project to fund the replacement of all pavilions in Murray Park in the next fiscal year. This will provide some savings and practicality by having all the work done at once rather than a year apart. The conditions of the pavilions are deteriorating each year.

There is also included in the CIP budget \$1 million towards the renovation and rebuild of the Murray Theater. This will allow access to matching grant funds from Salt Lake County. We will still need approximately \$2.5 million to finish the project in the next two years. Our staff is looking at further grant opportunities for this project.

A list of the recommended projects for FY 2020 can be found in the Capital Improvement Projects Fund section of the budget binder.

The Library Board continues to recommend reserving \$580,000 per year to dedicate towards the construction of a new library in 3-5 years. FY 2020 will be the 2nd year for this program.

The Water Fund has scheduled \$4.14 million in capital projects. Of that amount, \$2.72 million will be funded by the State-issued bond and \$1.42 million will be funded by water revenue.

These are the highlights of this very comprehensive budget. After many hours of work on this document, tonight we place it in the hands of the council. Please review it carefully over the next weeks. As I mentioned earlier, my staff and department directors are ready to be a resource throughout the remainder of the budget process.

Jacob Lew is quoted as saying “The budget is not just a collection of numbers, but an expression of our values and aspirations.” This budget will allow us to continue to invest in our greatest resource, the men and women who provide the city services that we want

and need, and that keep Murray City the safe and vibrant community that we love. Thank you."

Consider a resolution acknowledging receipt of the Fiscal Year 2019 – 2020 Tentative Budget from the Mayor and referring the Mayor's Tentative Budget for review and consideration to the Budget and Finance Committee of the Murray City Municipal Council.

MOTION: Mr. Hales moved to adopt resolution. The motion was SECONDED by Mr. Brass.

Council roll call vote:

Mr. Cox	Aye
Mr. Brass	Aye
Ms. Turner	Aye
Mr. Hales	Aye
Mr. Nicponski	Aye

Motion passed 5-0

Citizen Comments – Comments are limited to 3 minutes unless otherwise approved by the Council.
No citizen comments were given.

Public Hearings

Staff and sponsor presentations and public comment will be given prior to Council action on the following matter.

1. Consider an ordinance amending Sections 17.70.040, 17.170.090, 17.173.010, and 17.174.010 of the Murray City Municipal Code relating to sustainable development practices.

Staff Presentation: Doug Hill, Chief Administrative Officer

Mr. Hill said currently the city's ordinance requires LEED Silver Certification within the Murray City Center District (MCCD) for all public buildings. The ordinance also encourages anyone who builds within the city's Business Park District or Professional Office District to also use LEED Silver requirements. He reiterated that it is not a requirement for others who build, but an encouragement.

Staff has looked at other alternatives that are available for sustainability and are recommending that the city replace the LEED Silver Certification requirement with the State of Utah's High Performance Building Standards. The State of Utah has been using these standards for a number of years and believe them to be competitive, if not better, than the LEED Silver requirements. They address most of the sustainability issues, such as energy performance, life-cycle cost measurements, water efficiency, material recycling and tracking, indoor environmental quality such as lighting, air quality, and views, metering, the building envelope commissioning, transportation management, site design,

and education and outreach.

Mr. Hill added that this proposal was reviewed by both the MCCD Committee and Planning Commission. Both gave it a unanimous approval.

The public hearing was open for public comment. No comments were given, and the public hearing was closed.

Ms. Turner said the High Performance Building Standards will save the city approximately

MOTION: Mr. Brass moved to adopt the ordinance. The motion was SECONDED by Mr. Ms. Turner.

Council roll call vote:

Mr. Nicponski	Aye
Mr. Cox	Aye
Mr. Brass	Aye
Ms. Turner	Aye
Mr. Hales	Aye

Motion passed 5-0

Business Items

1. Consider an ordinance renaming Chapter 9.18 and enacting Section 9.18.020 of the Murray City Municipal Code relating to the prohibited discharge of fireworks.

Staff Presentation: Mike Dykman, Administrative Assistant Chief

Mr. Dykman said this proposal will create a permanent restriction on fireworks in specific hazardous areas in Murray City. Over the past several years, usually around the month of May, the Council adopts a resolution to restrict fireworks in hazardous areas of the city. The areas where fireworks have historically been restricted are: Wheeler Farm, Murray City Park, and the Jordan River Parkway.

Mr. Dykman said during the 2018 Legislative Session, they allowed for cities to permanently ban, or put restrictions on fireworks in areas if they meet particular criteria, and the Fire Department feels that these areas meet that criteria. During the times when fireworks are legal, fireworks will remain illegal in these particular areas.

Mr. Dykman said areas that qualify to have firework restrictions include wildland areas and zones of transition between wildland and developed land.

The restrictions on the discharge of fireworks in these areas supports the charge of the Murray City Fire Department's Fire Prevention Division to reduce hazards to protect life and property.

Mr. Dykman noted that the Legislature requires that by May 1st of each year, the city will need to provide a map to the county showing the city-wide restricted areas. He added the Fire Department is prepared to do that and will take care of that if this ordinance is passed.

MOTION: Ms. Turner moved to adopt the ordinance. The motion was SECONDED by Mr. Cox.

Council roll call vote:

Mr. Nicponski	Aye
Mr. Cox	Aye
Mr. Brass	Aye
Ms. Turner	Aye
Mr. Hales	Aye

Motion passed 5-0

Mayor's Report and Questions

Mayor Camp went over the following items:

1. The bridge work on 6400 South and 1300 East has run into another snag. The curbing machine broke down and due to that delay, it will be about another week before 6400 South will be open.
2. The Power Department has been awarded a grant for \$157,608.24 for the installation of electric vehicle charging infrastructure. The Power Department is working through the process of meeting the conditions in order to receive this funding.
3. The city's tree planting program closed this past Friday and over 180 people purchased trees this year.
4. Food Trucks are back in Murray Park starting tonight. They will be in the park every Tuesday night through September.
5. Beginning this coming Friday, wood chips will be available at the Public Works Department. Wood chips can be picked up on Fridays from 12:00 p.m. to 3:00 p.m. and they are free.
6. Mayor Camp gave kudos to the Power Department. The storm that hit last Friday caused multiple power outages that lasted throughout the weekend in Salt Lake City. Murray City's system had two power outages from that storm on Friday. The first one was near Fairborn Avenue and was due to a blown underground fuse; 92 customers were out of power for 48 minutes. The second one was near 500 East and Vine Street that was due to a blown overhead fuse; 32 customers were out of power for 38 minutes. All the work that the crews do to keep trees trimmed away from the power lines pays dividends.

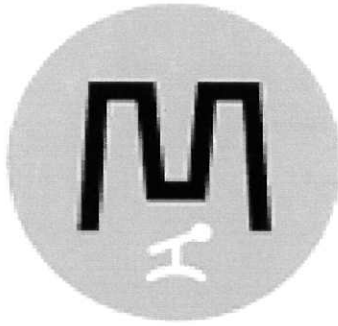
Mr. Nicponski said the Power Department does an outstanding job. He asked if the electric vehicle charging devices were for public parking lots.

Mayor Camp responded they are for public use and they are looking at installing them at the Park Center for public use. The city will be receiving six charging units.

Adjournment

The meeting was adjourned at 7:09 p.m.

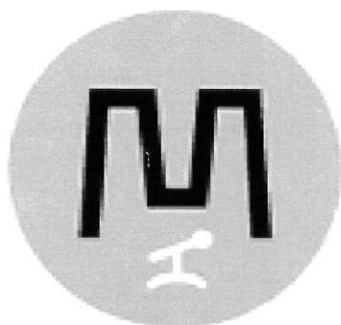
Jennifer Kennedy, City Recorder



MURRAY
CITY COUNCIL

Citizen Comments

Limited to three minutes, unless otherwise approved by Council



MURRAY
CITY COUNCIL

Public Hearing #1

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7th day of May, 2019, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing on and pertaining to amending the Zoning Map from the O-S (Open Space) zoning district to the R-1-6 (Single-Family Medium Density Residential) zoning district for the property located at 1104 West Winchester Street, Murray, Utah.

The purpose of this hearing is to receive public comment concerning the proposed amendment to the Zoning Map as described above.

DATED this 19th day of April 2019.

MURRAY CITY CORPORATION


Jennifer Kennedy
City Recorder

DATE OF PUBLICATION: April 26, 2019
PH 19-09



ORDINANCE NO. _____

AN ORDINANCE RELATING TO LAND USE; AMENDS THE ZONING MAP FOR THE PROPERTY LOCATED AT 1104 WEST WINCHESTER STREET, MURRAY CITY, UTAH FROM THE O-S (OPEN SPACE) ZONING DISTRICT TO THE R-1-6 (SINGLE-FAMILY MEDIUM DENSITY RESIDENTIAL) ZONING DISTRICT. (Think AEC)

BE IT ENACTED BY THE MURRAY CITY MUNICIPAL COUNCIL AS FOLLOWS:

WHEREAS, the owner of the real property located at 1104 West Winchester Street, Murray, Utah, has requested a proposed amendment to the zoning map to designate the property in an R-1-6 (Single-Family Medium Density Residential) zone district; and

WHEREAS, it appearing that said matter has been given full and complete consideration by the City Planning and Zoning Commission; and

WHEREAS, it appearing to be in the best interest of the City and the inhabitants thereof that the proposed amendment of the zoning map be approved.

NOW, THEREFORE, BE IT ENACTED:

Section 1. That the Zoning Map and the zone district designation be amended for the following described property located at 1104 West Winchester Street, Murray, Salt Lake County, Utah from O-S (Open Space) to R-1-6 (Single-Family Medium Density Residential):

Beginning at a point South 141.012 feet and West 2131.17 feet from the East Quarter Corner of Section 23, Township 2 South, Range 1 West, Salt Lake Base and Meridian; said point being on the North line of 6600 South Street and running thence North 00°25'51" East 349.499 feet; thence South 88°28'31" West 109.974 feet; thence South 21°57'05" West 81.96 feet; thence South 04°47'09" East 284.691 feet to the North line of 6600 South Street; thence North 82°32'43" East 256.227 feet along said North line to the point of beginning.

Section 2. This Ordinance shall take effect upon the first publication and filing of copy thereof in the office of the City Recorder.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this 7th day of May, 2019.

MURRAY CITY MUNICIPAL COUNCIL

Dave Nicponski, Chair

ATTEST:

Jennifer Kennedy, City Recorder

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2019.

D. Blair Camp, Mayor

ATTEST:

Jennifer Kennedy, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance was published according to law on the ____
day of _____, 2019.

Jennifer Kennedy, City Recorder

Call vote recorded by Mr. Hall.

 A Travis Nay
 A Sue Wilson
 A Phil Markham
 A Ned Hacker

Motion passed 4-0.

PARKWAY VILLAGE – 1104 West Winchester Street – Project # 18-153

Ken Olson was present to represent this request. Jared Hall reviewed the location and request for an amendment to the Murray City Zoning Map for the property located at 1104 West Winchester Street from O-S, Open Space to R-1-6, Single Family Residential. Mr. Hall explained that the property is a small parcel surrounded by the larger, Murray City Parkway Golf Course property and the Winchester Estates Mobile Home Park to the South. The Site contains a vacant home and several out buildings. The Golf Course and the smaller subject property are designated as O-S. The Future Land Use Map designates the subject property to be Low Density-Residential which would support the applicants requested R-1-6 Zone. The intent of the rezone would be to plan a future residential subdivision that would allow 6,000 square foot (sq. ft.) lots with single-family detached homes. The density would be similar to the mobile home park and the nearby Garbett Homes subdivision (Wynwood Estates). The existing home and out buildings would be removed for future development. Staff believes that the intended use would be a good fit for the area and meets the goals and objectives of the General Plan and matches the Future Land Use Map. Based on the information presented in this report, application materials submitted and the site review, Staff recommends that the Planning Commission forward a recommendation of approval to the City Council for the requested amendment as outlined in the Staff report.

Ken Olson, 10299 Spring Crest, South Jordan, stated he has read the conditions of approval and will be able to comply. Mr. Olson added that he had previously discussed with Staff the configuration of the golf course and the direction in which the golf balls travel away from the subject property.

The meeting was opened for public comment. There was no public comment portion for this agenda item and the public comment portion for this item was closed.

Mr. Markham commented that he is glad the applicant has been willing to work with City Staff and understands the parameters that need to be addressed for a piece of property like this. He stated it will be exciting to see a nice development that will compliment the area.

Mr. Markham made a motion to forward a recommendation of approval to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from O-S, Open Space to R-1-6, Single-Family Residential.

Seconded by Ms. Wilson.

Call vote recorded by Mr. Hall.

 A Phil Markham
 A Sue Wilson

A Travis Nay
A Ned Hacker

Motion passed 4-0

ORDINANCE TEXT AMENDMENT - Section 17.48, Sign Code Update, Project #19-025

Mr. McNulty presented the proposed Sign Code rewrite and stated that Staff's intent is to make a user-friendly document that is more understandable to business owners, property owners, sign companies, and others. The document includes a number of diagrams and figures that are very user friendly, as opposed to the outdated images that we currently have. In no way, is the City trying to change the code in a way that is more limiting to signage in our community. There are no proposed changes to the outdoor advertising section of the Code which applies to billboards. The existing state code for billboards was reviewed with the City Legal Staff and it is compliant with current statute. Mr. McNulty explained that the focus has been to create an updated Code that will allow opportunities for business owners to advertise. The City has had a lot of contact from the Fashion Place Mall and they are very interested in using Pedestal Signs that other large malls along the Wasatch Front are using. In the spirit of creating a partnership with the business community, the City has looked at making several changes to our Sign Code to allow for additional signage. We have addressed other sign types that have appeared in our community that are not currently addressed in the Sign Code, such as pylon signs. Mr. McNulty stated that he had the opportunity to speak with James Carpentier who represent the International Sign Association about our Sign Code and he provided some comments on our draft ordinance. Each Commissioner was recently supplied with those comments. Many of the comments had to deal with Reed v. The Town of Gilbert and he has provided us with some language that will help us long term. Staff has created a great document and Mr. Carpentier commented that our basic Code is good, but we have a few things we may want to consider. Staff recommends that the Planning Commission hold a public hearing tonight, take public comment, and then continue this item until April 4, 2019, allowing Staff to work with the City Attorney's Office and address the items that have been brought to our attention.

Mr. Nay pointed out verbiage proposed by Mr. Carpentier from page 19 of the draft Sign Code about the allowance of four (4) menu boards between two lanes of travel for restaurant drive-thru and stated that he believes four (4) menu boards is too much signage. Mr. McNulty added that we have businesses in Murray that have two (2) menu boards (McDonald's) and this Code addresses that. Mr. Nay stated that on page 20 there is a recommendation to allow monument signs up to 12 ft. tall and he believes that would be too tall. Historically, we have allowed them between 6 and 8 ft. tall and there is no need to go taller. Mr. Nay continued onto page 21 and stated that Mr. Carpentier has asked for Pylon Signs to include Electronic Message Boards (EMC's) and that there is no need to allow EMC's for this sign type. On page 24 there is a suggestion that states, if the signs meet all standards there is no need to go to the Planning Commission for a Conditional Use Permit. Mr. Nay believes that the Planning Commission and the public should have the opportunity to address various types of signage, like large signs in close proximity to neighborhoods and it shouldn't be approved by Staff alone. Mr. Nay disagreed with the verbiage on page 32 that discusses the exclusion of neon and wondered what the substantive reason for banning neon in the Downtown District is. Mr. Nay does not agree with page 32 that allows EMC Signs to bypass Planning Commissioners if they meet standards and encouraged the continued use of Conditional Use Permits. Lastly, page 43 talks about reducing the 500 ft. distance requirement in which an EMC Sign can be located to a residential neighborhood to only 200 ft. and that the distance requirement should



MURRAY CITY CORPORATION
Community &
Economic Development

Building Division 801-270-2400
Planning Division 801-270-2420

TO: Murray City Planning Commission

FROM: Murray City Community & Economic Development Staff

DATE OF REPORT: February 28, 2019

DATE OF HEARING: March 7, 2019

PROJECT NAME: Parkway Village, LLC

PROJECT NUMBER: 18-153

PROJECT TYPE: Zone Map Amendment

APPLICANT: Parkway Village

PROPERTY ADDRESS: 1104 West Winchester Street

SIDWELL #: 22-23-401-003

EXISTING ZONE: O-S, Open Space

PROPOSED ZONE: R-1-6

PROPERTY SIZE: 2.19 acres

I. REQUEST:

The applicants are requesting approval for an amendment to the Murray City Zoning Map for the subject property from O-S, Open Space to R-1-6, Single Family Residential. The applicants propose to amend the Zoning Map in preparation to apply for a new residential subdivision on the property.

II. BACKGROUND AND REVIEW

1. Project Location:

The subject property is a 2.19 acre parcel located on the north side of Winchester Street between 700 West and Murray Parkway Avenue. The remainder of the property in this block is occupied by the Parkway Golf Course, which is owned by Murray City. Across Winchester Street and directly south is

the Winchester Estates Mobile Home Park. The property is currently unused, but a vacant home and several other accessory structures are still located there. A survey of the property including these structures is attached to this report. The existing structures are in disrepair and will be removed with the development of the property.

2. *Surrounding Land Uses & Zoning:*

<u>Direction</u>	<u>Land Use</u>	<u>Zoning</u>
North	open space (golf course)	O-S
South	single family (Winchester Estates)	R-M-H
East	open space (golf course)	O-S
West	open space (golf course)	O-S

3. *Analysis:*

Zoning Districts & Allowed Land Uses

- Existing: The existing Open Space (O-S) Zone allows Permitted Uses such as utilities, sports activities, playgrounds and athletic fields, golf courses, swimming areas, picnicking areas, and parks. Uses such as cemeteries, communications, educational services, sports and public assembly, fairgrounds, and riding academies are allowed with Conditional Use approval.
- Proposed: The proposed R-1-6 Zone allows for single family residential development and accessory uses associated with them, with minimum lot sizes of 6,000 square feet. Public and quasi-public uses such as schools, libraries, churches, and utilities are allowed subject to Conditional Use approval.

General Plan & Future Land Use Designations

Map 5.7 of the Murray City General Plan (the Future Land Use Map) identifies future land use designations for all properties in Murray City. The designation of a property is tied to corresponding purpose statements and zones. These "Future Land Use Designations" are intended to help guide decisions about the zoning designation of properties.

The subject property is currently designated as "Low Density Residential". Low Density Residential is intended to encourage residential development which is single-family detached in character. The overall density range anticipated is between 1 and 8 dwelling units per acre. Corresponding zoning designations include the A-1, R-1-12, R-1-10, R-1-8, R-1-6, and R-2-10 zones.

Compatibility

The prevailing designation of properties and of development in the immediate area is Low Density Residential with large areas of open space. Garbett Homes recently recorded the Wynwood Subdivision, a 127-lot development in close proximity to this area. The zoning of the Wynwood Subdivision is R-1-6.



When the current Future Land Use Map was adopted in May 2017 the property was re-designated from "Parks and Open Space" to "Low Density Residential". This was done in recognition that the property was not going to become part of the large, developed open space amenity (the golf course) which surrounded it on three sides, but that future development should be compatible with the low density, single-family detached properties in this area.

Staff finds that the request to amend the Zoning Map is appropriate as it complies with the Future Land Use Map, which is part of the General Plan.

III. CITY DEPARTMENT REVIEW

A Planning Review Meeting was held on October 29, 2018 to review the original application, which included a request to amend the Future Land Use Map designation from Low Density Residential to Medium Density Residential, and a request to rezone the property from O-S to R-M-15. Staff recommended denial of the original requests, and the applicants modified their request to simply rezone from O-S to R-1-6. That change was subsequently communicated to City staff. There were no concerns or comments from any of the department staff in response to the proposed zone change to R-1-6.

IV. PUBLIC INPUT

Notices of the requested rezone were sent to property owners in the vicinity and to affected entities. As of the date of this report, no public input has been received by Community Development Staff.

V. ANALYSIS & CONCLUSIONS

A. Is there need for change in the Zoning at the subject location for the neighborhood or community?

The Future Land Use Map currently identifies the subject property as "Low Density Residential". This designation supports a rezone to R-1-12, R-1-10, R-1-8, R-1-6, or R-2-10. Considering the Future Land Use Map designation, the fact that the property has not been included in the adjacent open space, and the surrounding land use patterns, Staff finds that there is an appropriate need for a change in the zoning of this property.

B. If approved, how would the range of uses allowed by the Zoning Ordinance blend with surrounding uses?

The residential uses and density allowed by the proposed R-1-6 Zone will be in keeping with the character of the surrounding open space and prevailing densities in the area which includes the Wynwood Subdivision.

C. What utilities, public services, and facilities are available at the proposed location? What are or will be the probable effects the variety of uses may have on such services?

Staff expects no adverse impacts to services as result of development of the property under the requirements of the R-1-6 Zone with the exception of light increases in traffic in the area.

VI. FINDINGS

1. The rezoning of the property to R-1-6 is supported by the Future Land Use Map designation of Low Density Residential and will not have negative impacts to the surrounding properties, infrastructure, or utilities.
2. The requested rezoning has been carefully considered based on the characteristics of the site and surrounding area and the policies and objectives of the 2017 Murray City General Plan, and have been found to support the goals of the Plan.

3. The proposed amendment to the Zoning Map from O-S to R-1-6 is in harmony with the established Low Density Residential land use designation of the subject property.

VII. STAFF RECOMMENDATION

Based on the background, analysis, and the findings in this report, Staff recommends that the Planning Commission forward a recommendation of APPROVAL to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from O-S, Open Space to R-1-6, Single-Family Residential.

Jared Hall
Planning Division Supervisor
801-270-2427
jhall@murray.utah.gov

Site Information



1104 West Winchester



MURRAY
ADMINISTRATIVE &
DEVELOPMENT SERVICES





February 21, 2019

NOTICE OF PUBLIC MEETING

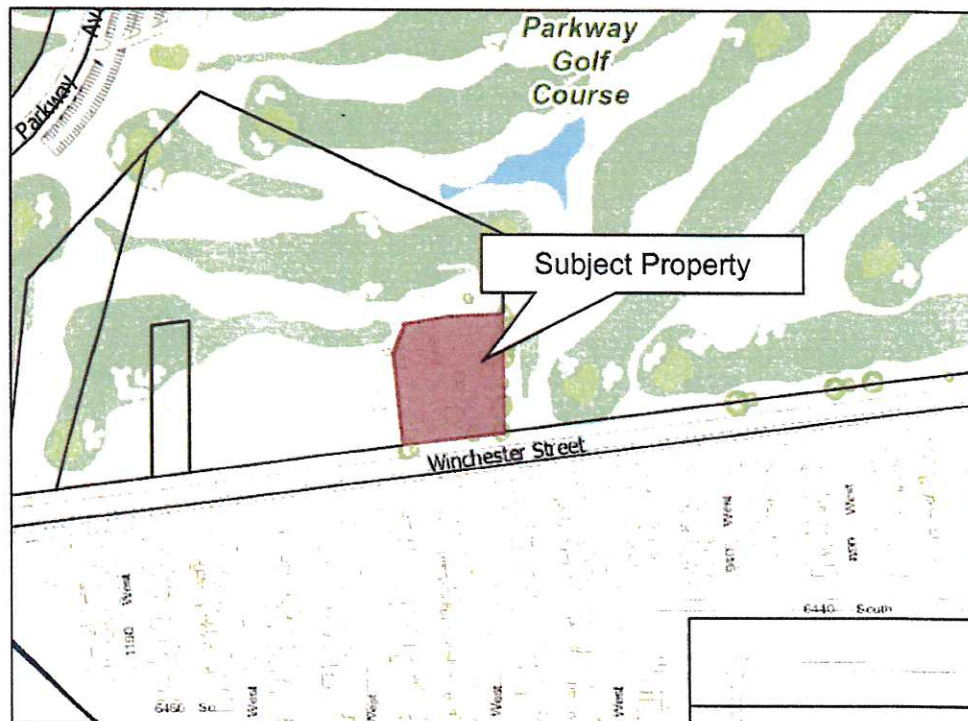
This notice is to inform you of a Planning Commission public hearing scheduled for Thursday, March 7, 2019 at 6:30 p.m., in the Murray City Municipal Council Chambers, located at 5025 S. State Street.

Representatives of Parkway Village are requesting a Zone Map Amendment from O-S (Open Space) Zone to R-1-6 (Single-Family Residential) Zone for the property located at 1104 West Winchester Street. Please see the attached map. You can find more information about the uses allowed in the R-1-6 Zone in the Murray Land Use Ordinance, Section 17.96.020. Look for the link to City Code at the bottom of the Murray City home page at www.murray.utah.gov.

This notice is being sent to you because you own property within the near vicinity. If you have questions or comments concerning this proposal, please call Jared Hall, with the Murray City Community Development Division at 801-270-2420, or e-mail to jhall@murray.utah.gov.

Special accommodations for the hearing or visually impaired will be upon a request to the office of the Murray City Recorder (801-264-2660). We would appreciate notification two working days prior to the meeting. TTY is Relay Utah at #711.

1104 West Winchester Street



Parkway Village
FILE COPY

MURRAY CITY CORPORATION
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7th day of March, 2019, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Planning Commission will hold and conduct a Public Hearing for the purpose of receiving public comment on and pertaining to a Zone Map Amendment from O-S (Open Space) Zone to R-1-6 (Low Density Single Family) Zone for the property located at approximately: 1104 West Winchester Street, Murray City, Salt Lake County, State of Utah.

Jared Hall, Supervisor
Community & Economic Development

4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED.TAX I.D.# 87-0217663
801-204-6910

Deseret News

Utah
Media
Group

The Salt Lake Tribune

FILE COPY

PROOF OF PUBLICATION CUSTOMER'S COPY

CUSTOMER NAME AND ADDRESS		ACCOUNT NUMBER
MURRAY CITY RECORDER,		9001341938
5025 S STATE, ROOM 113		DATE
MURRAY, UT 84107		2/26/2019
ACCOUNT NAME		
MURRAY CITY RECORDER,		
TELEPHONE	ORDER # / INVOICE NUMBER	
8012642660	0001245073 /	
PUBLICATION SCHEDULE		
START 02/26/2019 END 02/26/2019		
CUSTOMER REFERENCE NUMBER		
1104 W Winchester Str GP & Rezone		
CAPTION		
MURRAY CITY CORPORATION NOTICE OF PUBLIC HEARING NOTICE IS HEREBY G		
SIZE		
32 LINES	1 COLUMN(S)	
TIMES	TOTAL COST	
3	58.76	

MURRAY CITY CORPORATION
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7th day of March, 2019, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Planning Commission will hold and conduct a Public Hearing for the purpose of receiving public comment on and pertaining to a Zone Map Amendment from O-S (Open Space) Zone to R-1-S (Low Density Single Family) Zone for the property located at approximately 1104 West Winchester Street, Murray City, Salt Lake County, State of Utah.

Jared Hall, Supervisor
Community & Economic Development
1245073 UPAXIP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF MURRAY CITY CORPORATION NOTICE OF PUBLIC HEARING NOTICE IS HEREBY GIVEN that on the 7th day of March, 2019, at the hour of 6:30 p.m. of said day in the Council FOR MURRAY CITY RECORDER, WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

PUBLISHED ON Start 02/26/2019 End 02/26/2019

DATE 2/26/2019

SIGNATURE

Judmundson

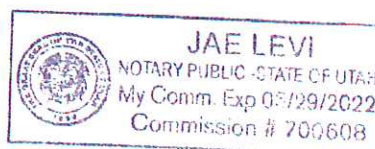
STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 26TH DAY OF FEBRUARY

IN THE YEAR 2019

BY LORAIN GUDMUNDSON.



Jae Levi

NOTARY PUBLIC SIGNATURE

Application Materials

ZONING AMENDMENT APPLICATION

Type of Application (check all that apply):

- ☒ Zoning Map Amendment
☐ Text Amendment
☐ Complies with General Plan
 ☒ Yes ☐ No

Subject Property Address: 1104 Winchester Street, Murray, Utah

Parcel Identification (Sidwell) Number: 21-23-401-003-0000

Parcel Area: 2.194 Acres Current Use: Single Family Residential

Existing Zone: Open Space Proposed Zone: R-1-6

Applicant Name: Tim Soffe

Mailing Address: 5151 S. 900 E.

City, State, ZIP: Salt Lake City, Ut. , 84117

Daytime Phone #: 801 269 0055 x230 Fax #: 801 971 9203

Email address: tsoffe@thinkaec.com

Business Name (If applicable): Think AEC

Property Owner's Name (If different): Same as above

Property Owner's Mailing Address: _____

City, State, Zip: _____

Daytime Phone #: _____ Fax #: _____

Describe your reasons for a zone change (use additional page if necessary):

See following page

Authorized Signature: _____ Date: _____

Property Owners Affidavit

I (we) Scott and Myra McGavin, being first duly sworn, depose and say that I (we) am (are) the current owner of the property involved in this application; that I (we) have read the application and attached plans and other exhibits and are familiar with its contents; and that said contents are in all respects true and correct based upon my personal knowledge.

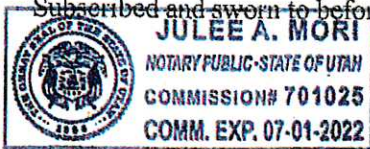
X Scott McGavin

Owner's Signature

Myra McGavin

Owner's Signature (co-owner if any)

Subscribed and sworn to before me this 10th day of October, 20 18.



Julie A. Mori

Notary Public

Residing in Salt Lake City, UT

My commission expires: July 1, 2022

Agent Authorization

I (we), X Scott and Myra McGavin, the owner(s) of the real property located at

X 1104 W. Winchester Street, in Murray City, Utah, do hereby appoint

Tim Saffo / Think Architecture, as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize

Tim Saffo / Think Architecture to appear on my (our) behalf before any City board or commission considering this application.

X Scott McGavin

Owner's Signature

Myra McGavin

Owner's Signature (co-owner if any)

On the 10th day of October, 20 18, personally appeared before me

Scott and Myra McGavin the signer(s) of the above Agent Authorization who duly acknowledge to me that they executed the same.



Julie A. Mori

Notary Public

Residing in Salt Lake City Utah

My commission expires: July 1, 2022

We seek to rezone the stated property to a reasonable low-density residential zone (R-1-6) which is conducive with the properties location, access, and amenities. The zone is also agreeable with the current General Plan.

With so many nearby medium density uses, a low-density proposal is very reasonable. The stated property is only about a tenth of a mile, as a bird flies, from the closest adjacent recently developed medium density zone (6604 S 700 W). It is a 0.4-mile walk from 6645 S 700 W, a medium density zone. It is a 0.4-mile walk from a medium density zone at 6500 S Bonham Lane. And it is a 0.3-mile walk from a neighborhood commercial zone (6500 S 700 W).

The proposed zone change should have little to no impact on the closest neighbor, the Winchester Estates Mobile Home Park. The closest resident of Winchester is 135 feet away, and across 2 double lane roads. The density on the adjacent block in Winchester is 4.5 units per acre. In comparison, the low-density zone of R-1-12 is 3.6 units per acre, which makes our neighbor, Winchester Estates, in excess of low density.

SURVEYOR'S NARRATIVE

I, Patrick M. Harris, do hereby state that I am a Professional Land Surveyor and that I hold certificate no. 286882 as prescribed by the laws of the State of Utah and represent that I have made a survey of the following described property. The Purpose of this survey is to provide a boundary and topography survey to our client. The Basis of Bearing is $N0^{\circ}20'26''W$ 2634.03' from the East Quarter Corner of Section 23 to the Northeast Corner of Section 23, Township 2 South, Range 1 West, Salt Lake Base and Meridian.

COMMITMENT DESCRIPTION

Beginning at a point South 141.012 feet and West 2131.17 feet from the East Quarter Corner of Section 23, Township 2 South, Range 1 West, Salt Lake Base and Meridian; said point being on the North line of 6600 South Street and running thence North $00^{\circ}25'51''$ East 349.499 feet; thence South $88^{\circ}20'53''$ West 141.500 feet; thence South $80^{\circ}28'31''$ West 109.974 feet; thence South $21^{\circ}57'05''$ West 81.96 feet; thence South $04^{\circ}47'09''$ East 284.691 feet to the North line of 6600 South Street; thence North $82^{\circ}42'43''$ East 256.227 feet along said North line to the point of beginning.

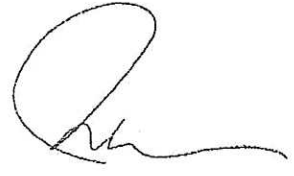
To: MD & L, LLC, Meridian Title Company and Old Republic National Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 7(a), 7(b1), 7(c), 8, 9, 11, 13, 14 and 19 of Table A hereof.

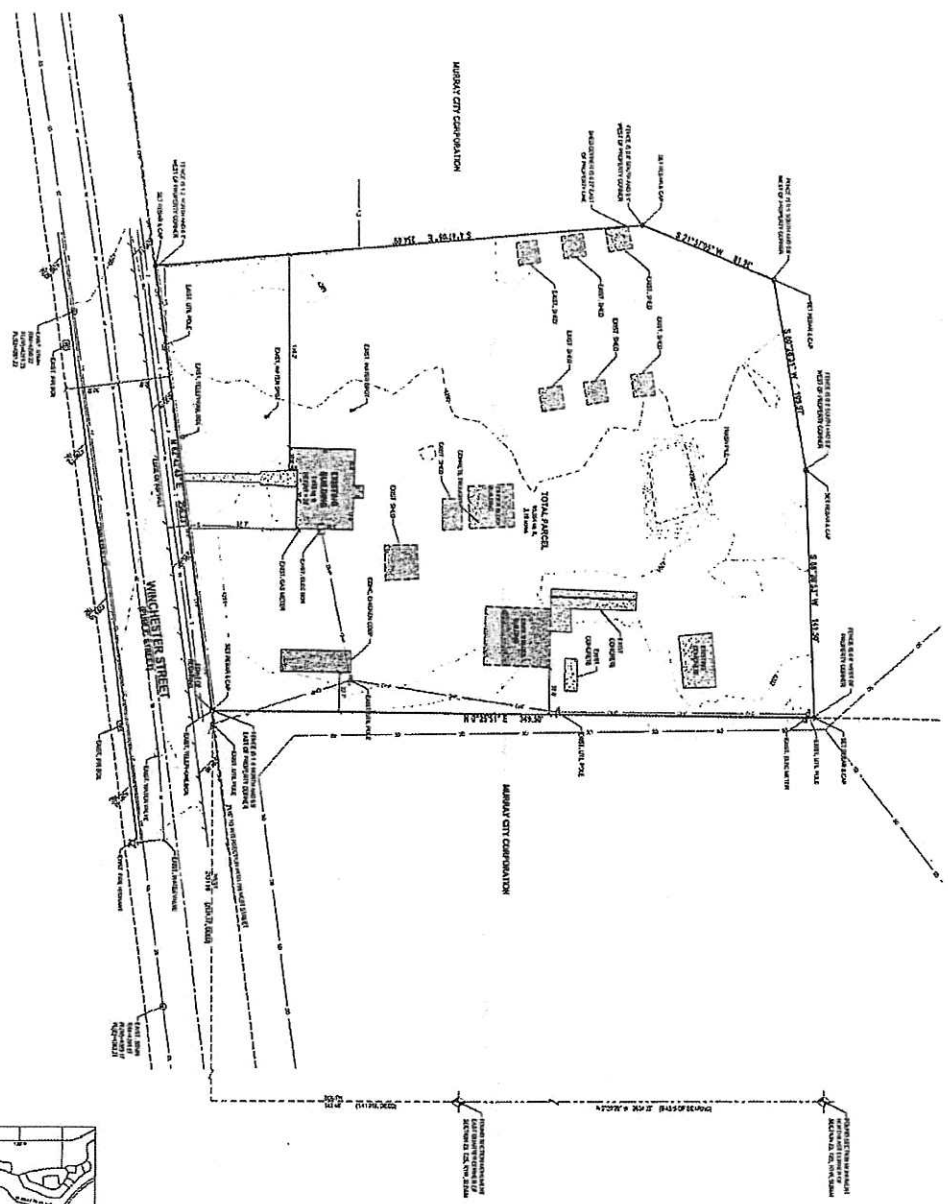
The field work was completed on December 14, 2017.

Date of Plat or Map: December 27, 2017.

JAN 3 2018
Date


Patrick M. Harris
License No. 286882

tion to the fact that women with higher IQs (over 110) became pregnant less often and later than women with lower IQs (under 100). In a 1996 study, researchers at the University of California, Los Angeles, found that women with higher IQs were more likely to use birth control and to have fewer children. The researchers also found that women with higher IQs were more likely to have children who were born at term and who had higher IQs themselves. The researchers suggested that the relationship between IQ and fertility might be due to the fact that women with higher IQs are more likely to be health conscious and to use birth control. They also suggested that women with higher IQs might be more likely to have children who are born at term and who have higher IQs because they are more likely to be health conscious and to use birth control.

[illegible]

being used in a study to assess the health and safety of the US food supply. The authors have not been asked to provide any information about the study or the data that are being used. The authors have not been asked to provide any information about the study or the data that are being used. The authors have not been asked to provide any information about the study or the data that are being used.

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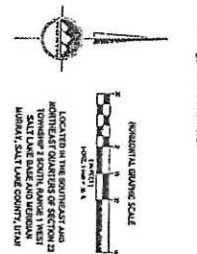
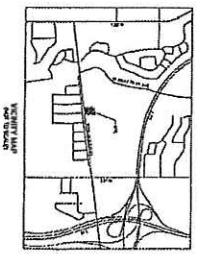
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1. The first step in the design of a new product is to determine the requirements of the customer. This involves understanding the customer's needs, wants, and expectations.
2. The second step is to develop a concept that meets these requirements. This often involves brainstorming and sketching ideas.
3. The third step is to create a detailed design. This includes specifying the materials, dimensions, and components of the product.
4. The fourth step is to build a prototype. This allows the designer to test the design and make any necessary adjustments.
5. The fifth step is to conduct a feasibility study. This involves assessing the technical, financial, and market viability of the product.
6. The sixth step is to develop a business plan. This outlines the marketing, sales, and distribution strategies for the product.
7. The seventh step is to secure funding. This can be done through various means, such as venture capital, angel investors, or crowdfunding.
8. The eighth step is to manufacture the product. This involves sourcing materials, setting up production, and quality control.
9. The ninth step is to launch the product. This includes marketing, sales, and distribution efforts to get the product into the hands of customers.
10. The tenth step is to monitor and evaluate the product's performance. This involves tracking sales, customer feedback, and market trends to make any necessary improvements.

[illegible]

SECTION 02000
CONCRETE
S&T and 1 inch thick
S&T Reinforced concrete

SECTION 02000
CONCRETE
S&T and 1 inch thick
S&T Reinforced concrete

[illegible]

ALTA-NSRS
LAND TITLE
SURVEY

10F1

MURRAY PARKWAY TURPIN PROPERTY
ALTA-NSPS LAND TITLE SURVEY
1104 W WINCHESTER ST
MURRAY, UTAH

ENSIGN
THE STANDARD IN LUMBERGRADING

SALLY LANE CITY
45 W. 2000 S.
PO Box 100
Phone: 801.262.0293

LATYON
Phone: 801.547.1100

TOOELE
Phone: 434.413.000

CEGAR CITY
Phone: 435.660.1400

RICHTERFELD
Phone: 435.880.2800

WWW.ENSIGNENGLNG.COM

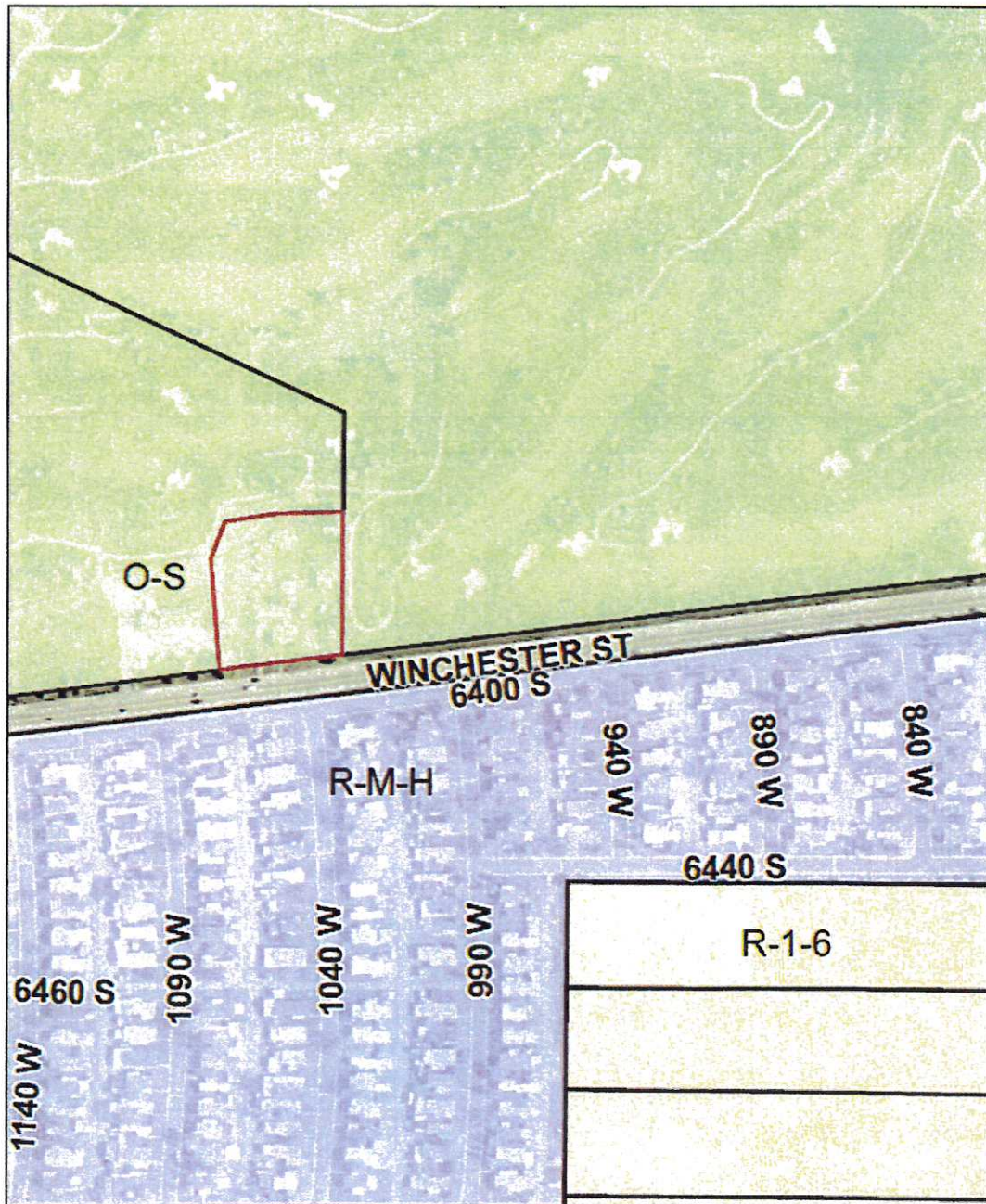
WILLIS
General Manager
45 W. 2000 S.
PO Box 100
Tooele UT 84302



1104 West Winchester



MURRAY
ADMINISTRATIVE &
DEVELOPMENT SERVICES



Zoning Map segment

PARKWAY VILLAGE

P/C 3/7/19

Projects #18-152

400' radius including affected entities

Winchester Mhc, Llc
18006 Sky Park Cir, Suite 200
Irvine CA 92614

MD & L LC; West Jordan Family
Dentistry 401K Scott McGavin
10299 S Springcrest Ln
South Jordan UT 84095

Murray City Corp
5025 S State St
Murray UT 84107

UTAH TRANSIT AUTHORITY
ATTN: PLANNING DEPT
PO BOX 30810
SLC UT 84130-0810

TAYLORSVILLE CITY
PLANNING & ZONING DEPT
2600 W TAYLORSVILLE BLVD
TAYLORSVILLE UT 84118

WEST JORDAN CITY
PLANNING DIVISION
8000 S 1700 W
WEST JORDAN UT 84088

CHAMBER OF COMMERCE
ATTN: STEPHANIE WRIGHT
5250 S COMMERCE DR #180
MURRAY UT 84107

MURRAY SCHOOL DIST
ATTN: ROCK BOYER
5102 S Commerce Drive
MURRAY UT 84107

MIDVALE CITY
PLANNING DEPT
7505 S HOLDEN STREET
MIDVALE UT 84047

SALT LAKE COUNTY
PLANNING DEPT
2001 S STATE ST
SLC UT 84190

GRANITE SCHOOL DIST
ATTN: KIETH BRADSHAW
2500 S STATE ST
SALT LAKE CITY UT 84115

UTAH POWER & LIGHT
ATTN: KIM FELICE
12840 PONY EXPRESS ROAD
DRAPER UT 84020

DOMINION ENERGY
ATTN: BRAD HASTY
P O BOX 45360
SLC UT 84145-0360

COTTONWOOD IMPRVMT
ATTN: LONN RASMUSSEN
8620 S HIGHLAND DR
SANDY UT 84093

JORDAN VALLEY WATER
ATTN: LORI FOX
8215 S 1300 W
WEST JORDAN UT 84088

CENTRAL UTAH WATER DIST
355 W UNIVERSITY PARKWAY
OREM UT 84058

HOLLADAY CITY
PLANNING DEPT
4580 S 2300 E
HOLLADAY UT84117

COTTONWOOD HEIGHTS CITY
ATTN: PLANNING & ZONING
2277 E Bengal Blvd
Cottonwood Heights, UT 84121
COMCAST
ATTN: GREG MILLER
1350 MILLER AVE
SLC UT 84106

SANDY CITY
PLANNING & ZONING
10000 CENTENNIAL PRKWY
SANDY UT 84070

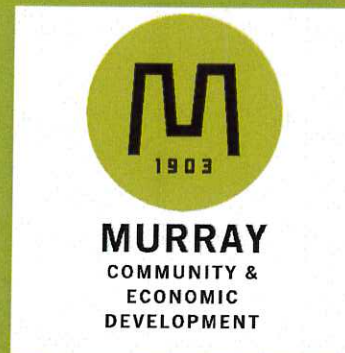
UTOPIA
Attn: JAMIE BROTHERTON
5858 So 900 E
MURRAY UT 84121

MILLCREEK
Attn: Planning & Zoning
3330 South 1300 East
Millcreek, UT 84106

UDOT - REGION 2
ATTN: MARK VELASQUEZ
2010 S 2760 W
SLC UT 84104

COMMITTEE OF THE WHOLE

April 16, 2019



Parkway Village Rezoning Zoning Map Amendment

1104 West Winchester Street

Existing Zoning Designation: Open Space, O-S Zone

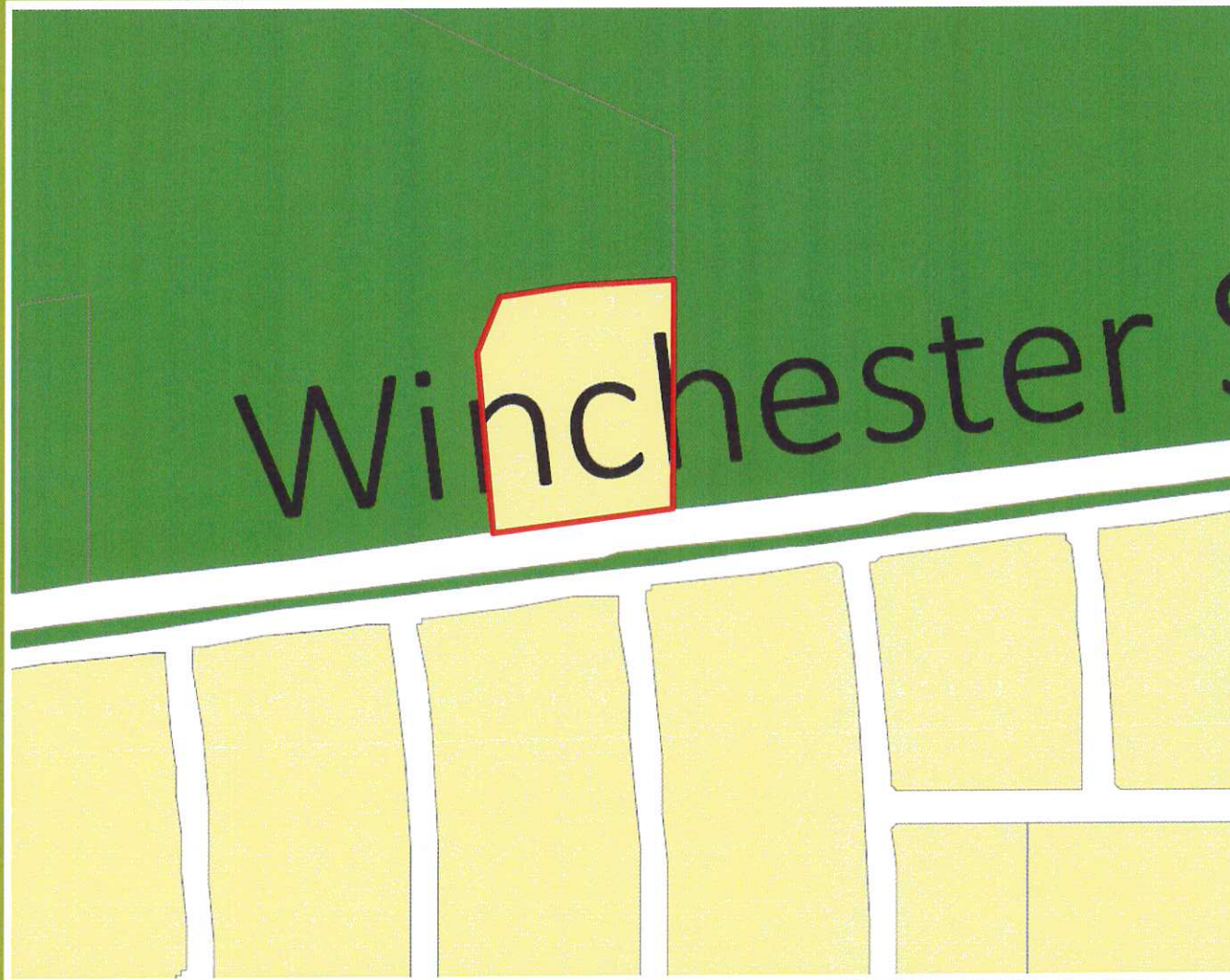
Proposed Zoning Designation: Single Family Residential, R-1-6 Zone

Property Size: 2.19 Acres





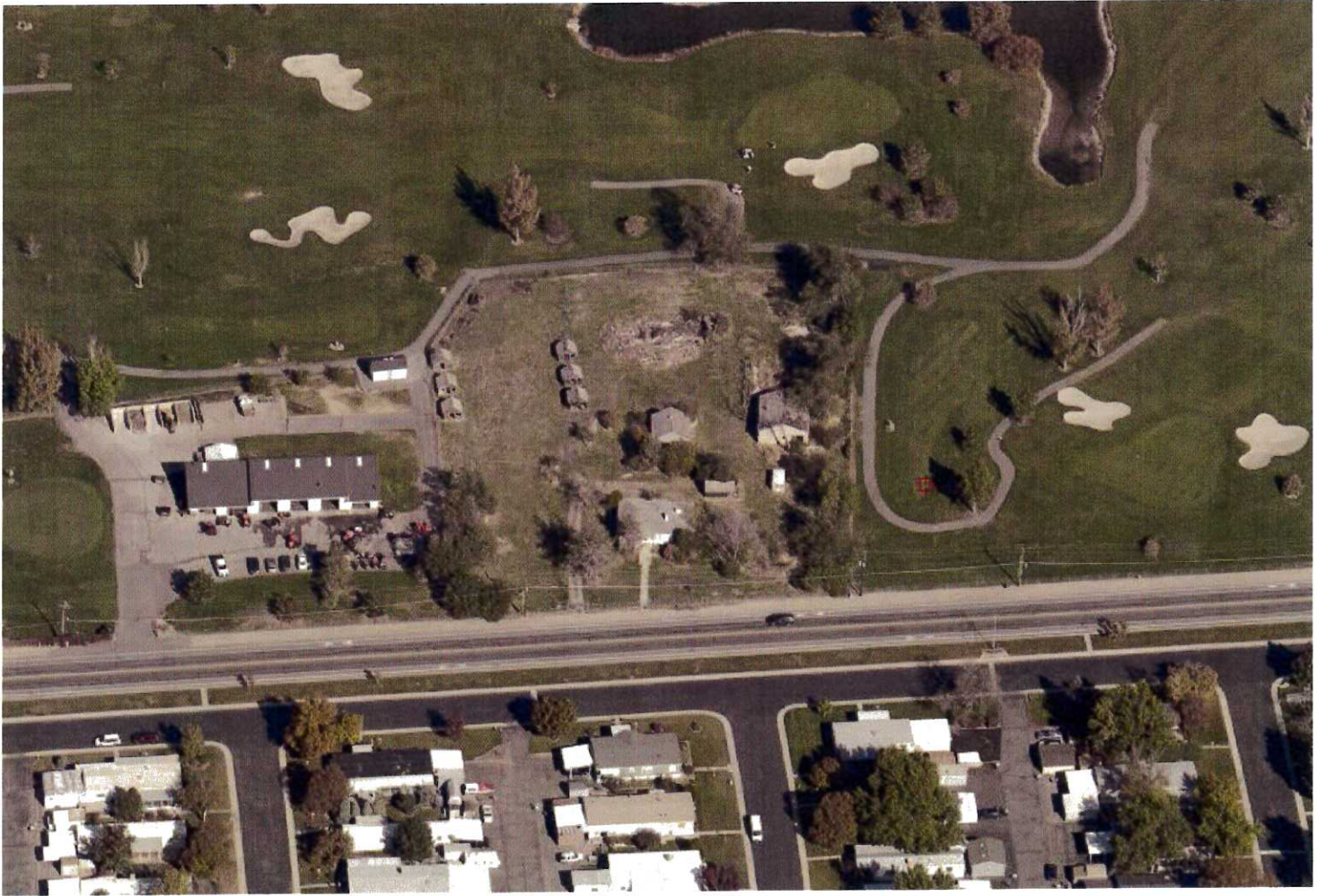




Future Land Use Categories

- City Center
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Neighborhood Commercial
- General Commercial
- Residential Business
- Professional Office
- Office
- Business Park Industrial
- Industrial
- Parks and Open Space



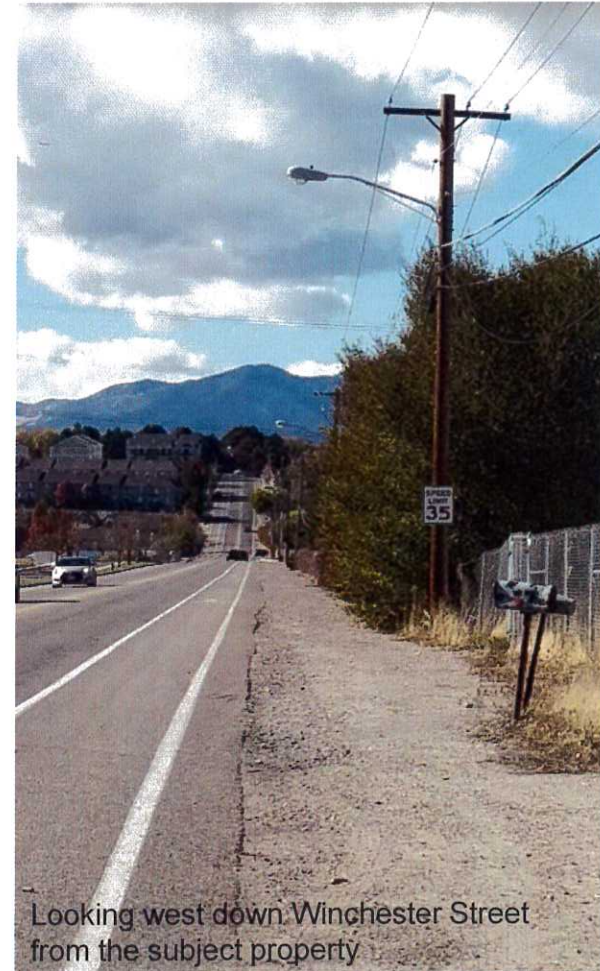




Subject property, looking north across Winchester Street



Looking south across Winchester Street



Looking west down Winchester Street from the subject property

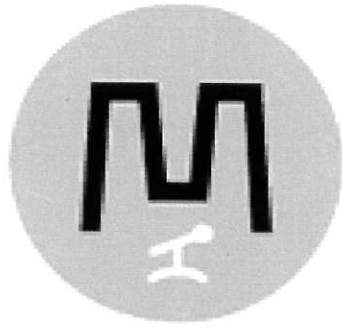


Staff & Planning
Commission
Recommendations
to Amend the
Murray City Zoning
Map

Staff recommends that the Planning Commission forward a recommendation of APPROVAL to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from Open Space, O-S to Single-Family Residential, R-1-6.

On March 7, 2019 the Planning Commission held a public hearing and forwarded a recommendation of APPROVAL to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from Open Space, O-S to Single-Family Residential, R-1-6.





MURRAY
CITY COUNCIL

Public Hearing #2

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7th day of May, 2019, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing to receive public comment concerning a proposed resolution approving the waiver of rent to the Boys and Girls Club for the lease of the Creekside school building.

DATED this _____ day of _____, 2019.

MURRAY CITY CORPORATION

Jennifer Kennedy
City Recorder

DATES OF PUBLICATION: April 23, 2019



MURRAY


Mayor's Office/City Attorney's Office

Consideration of Gift re: Boys & Girls Club Creekside Lease

Council Action Request

Council Meeting

Meeting Date: May 7, 2019

Department Director G.L. Critchfield	Purpose of Proposal To consider a resolution wherein the Council grants a gift to the Boys & Girls Club, under Utah Code Ann. section 10-8-2
Phone # 801-264-2640	Action Requested Consideration of Resolution
Presenters G.L. Critchfield Mayor Blair Camp	Attachments Proposed Resolution Draft Lease Agreement
	Budget Impact Neutral - no rent will be paid by tenants if gift is granted; but tenants shall pay all repair and maintenance costs associated with building and shall accept all liability.
Required Time for Presentation 10 Minutes	Description of this Item The City owns the old Creekside School. The City does not want to continue putting money into maintaining the building, as it is intended that this building will eventually be demolished. However, the City also desires to assist the current non-profit tenants. Under Utah Code Annotated section 10-8-2, the Council may authorize the granting of a gift, including a waiver of fees, for a nonprofit after holding a public hearing. The City has proposed an arrangement where the Council would grant a gift to the Boys & Girls Club of waiving any rental payments for their lease of the building. The Boys & Girls Club would enter a new lease agreement where they would agree to pay for all repairs and maintenance of the building during the term of the lease.
Is This Time Sensitive No	
Mayor's Approval 	
Date April 16, 2019	

RESOLUTION NO. _____

A RESOLUTION APPROVING A WAIVER OF RENT TO THE BOYS
AND GIRLS CLUB OF GREATER SALT LAKE

WHEREAS, in accordance with section 10-8-2 of the Utah Code the City Council, after holding a public hearing, may authorize a gift of nonmonetary assistance or the waiver of fees to nonprofit entities regardless of whether the City receives consideration in return; and

WHEREAS, the Boys and Girls Club of Greater Salt Lake ("Boys and Girls Club") is a nonprofit entity operating within Murray City; and

WHEREAS, the City owns the former Creekside School building located at 179 East Myrtle Avenue in Murray, Utah (the "Building"); and

WHEREAS, it is the intention of the City to eventually demolish the Building; and

WHEREAS, the City has determined that, until it determines to demolish the Building, it may lease the Building; and

WHEREAS, the City is willing to lease the Building to the Boys and Girls Club pursuant to the terms outlined in the proposed lease agreement attached as Exhibit "A", specifically that the Boys and Girls Club shall be responsible for all maintenance and repairs of and assume all liability for the Building, the Building's grounds and leased parking spaces; and

WHEREAS, the Council wants to provide a gift to the Boys and Girls Club in the form of waiving the rent or lease payments for the lease of the Building; and

WHEREAS, pursuant to section 10-8-2 of the Utah Code, the Council held a public hearing on May 7, 2019 to receive and consider public comment on the City's proposed donation to the Boys and Girls Club;

NOW, THEREFORE, BE IT RESOLVED by the Murray City Municipal Council as follows:

1. That, after holding a public hearing and giving due consideration to the issue, and pursuant to Utah Code Annotated §10-8-2, it approves a gift to the Boys and Girls Club waiving rent payments for the Boys and Girls Club's lease of the Creekside School building located at 179 East Myrtle Avenue; and
2. It authorizes the Mayor to execute any agreements or documents necessary to lease the Building in accordance with this gift.

DATED this 7th day of May, 2019.

MURRAY CITY MUNICIPAL COUNCIL

Dave Nicponski, Chair

ATTEST

Jennifer Kennedy, City Recorder

Exhibit "A"

LEASE AGREEMENT

THIS LEASE is entered into this ____ day of _____, 2019, by and between MURRAY CITY CORPORATION, a political subdivision of the State of Utah ("Lessor"), and the BOYS AND GIRLS CLUBS OF GREATER SALT LAKE ("Lessee").

RECITALS

WHEREAS, Lessor is the owner of certain parcels of land located at approximately 147 East Myrtle Avenue in Murray, Utah, consisting of approximately 1.74 acres, inclusive of the improvements; and

WHEREAS, a portion of said property consists of a building formerly known as the Creekside School, addressed 5065 South Jones Court (or 179 East Myrtle Avenue), Murray, Utah (the "Premises"); and

WHEREAS, it is the intention of the Lessor to demolish the Premises in the near future; and

WHEREAS, until the Lessor determines to demolish the Premises, Lessee desires to lease the Premises for its nonprofit business purposes, including using the Premises for office space as well as instruction space for children; and

WHEREAS, until such time as the Lessor determines to demolish the Premises, Lessor is willing to lease the Premises to Lessee for such purposes pursuant to the terms of this lease; and

WHEREAS, the Murray City Municipal Council, in accordance with Utah Code Annotated §10-8-2 and after holding a public hearing, has made a determination to bestow a gift or benefit upon Lessee in their capacity as a nonprofit corporation in which the City shall not charge rent to Lessee for the lease of the Premises; and

WHEREAS, Lessee agrees that although it shall not be charged rent, it shall be responsible for the cost of all maintenance and repairs required for the Premises, and shall assume all liability for the Premises;

AGREEMENT

NOW THEREFORE, IN CONSIDERATION of the mutual covenants and obligations set forth herein, the Lessor and Lessee agree as follows:

1. Lease of the Premises and Possession.

1.1. Controlling Lease – Termination of Previous Lease. This lease supersedes and terminates any and all previous leases made between Lessee and Lessor for the Premises, and all such prior leases are hereby disclaimed by the parties.

1.2. Lease of Premises. The Lessor leases to the Lessee and the Lessee leases from the Lessor those Premises situated at 5065 South Jones Court (179 East Myrtle Avenue), in Murray City, Salt Lake County, Utah, in accordance with the terms and conditions of this Lease.

1.2.1 Lease of Parking Spaces. Lessor hereby leases to Lessee and grants a license for Lessee to use 12 parking stalls adjacent to or nearby Premises as outlined in attached parking map. Lessee shall maintain, repair and assume liability for parking stalls.

1.3. Condition of Premises. The Lessor makes no representations or warranties regarding the condition or tenantability of the Premises. The Premises are leased to the Lessee ***“AS IS, AND WITH ALL DEFECTS, LATENT OR PATENT.”***

1.4. Term and Commencement Date. The Term of this Lease shall commence on [REDACTED] (“Commencement Date”) and shall end at midnight [REDACTED], (the “Term”) unless terminated earlier as provided below. This lease shall not automatically renew.

1.5. Permitted Use. The Lessee’s permitted use under this Lease is to use the Premises for office space and children instruction space (“Permitted Use”).

2. Possession.

2.1. Possession of Premises. The Lessor is currently in possession of the Premises pursuant to the terms of a prior lease, which is now hereby terminated and disclaimed. Lessor covenants on behalf of itself, and its successors and assigns, not to disturb the quiet enjoyment, possession or Permitted Use of the Lessee during the Term of this Lease, subject to the Lessor’s rights set forth in this Lease.

3. Rent.

3.1. No Rent. In accordance with the benefit or gift bestowed by the City Council upon Lessee, the Lessor waives rent for the Premises. The Lessee shall lease the Premises and shall pay no rent to Lessor throughout the term of this lease.

4. Representations, Warranties and Covenants of Lessee.

4.1. Use of Premises. The Lessee shall occupy and use the Premises for the Permitted Use and no other purpose, and the Lessee shall occupy the entire Premises during the Term of this Lease. The Lessee shall conduct no industrial, manufacturing or processing activity on the Premises. Lessee shall not (i) cause or permit any auction, fire, closing out or bankruptcy sales in or about the Premises; (ii) make or permit any noise or odor objectionable to the public to emit from the Premises; (iii) create, maintain or permit a nuisance in or about the Premises; (iv) permit or do anything that is contrary to any law or regulation of any federal, state or local governmental body or agency; or (v) permit or do anything that is contrary to any covenant, condition or restriction affecting the Premises.

4.2. Hazardous Material. The Lessee shall not cause or permit any Hazardous Material to be brought upon, kept or used in or about the Premises by the Lessee, its agents, employees, contractors or invitees, without the prior written consent of the Lessor, which consent may be withheld for any reason or for no reason.

4.2.1. Definitions. As used in this Lease, the term "Hazardous Material" means any hazardous or toxic substance, material or waste, which is or becomes regulated by any local governmental authority, the State of Utah or the United States. The term "Hazardous Material" includes, without limitation, any material or substance that is (i) defined as a "hazardous substance" under applicable law, (ii) petroleum, (iii) asbestos, (iv) designated as a "hazardous substance" pursuant to Section 311 of the Federal Water Pollution Control Act, 33 U.S.C. Section 1321, (v) defined as a "hazardous waste" pursuant to Section 1004 of the Federal Resource Conservation and Recovery Act, 42 U.S.C. Section 6903, (vi) defined as a "hazardous substance" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. Section 9601 or (vii) defined as a "regulated substance" pursuant to Section 9001, Subchapter IX, Solid Waste Disposal Act (Regulation of Underground Storage Tanks), 42 U.S.C. Section 6991.

4.3. Alterations, Improvements and Additions.

4.3.1. Lessee shall not make any alteration, improvement or addition to the Premises without the prior written consent of the Lessor, which consent shall not be unreasonably withheld.

4.3.2. Notwithstanding section 4.3.1., certain improvements and repairs must be made by Lessee in order for Lessee to continue to occupy the Premises. Such improvements must be completed or in substantial progress within sixty (60) days of the effective date of this lease. Failure to make required improvements within the required time will be considered a material default of the lease, subject to termination as outlined herein. All improvements and repairs shall be made by licensed, insured and reputable contractors with expertise in the area of repair. The required improvements include:

- 4.3.2.1. Elevator Repair;
- 4.3.2.2. Boiler Repair;
- 4.3.2.3. Remedy of the fall risk due to the half-wall (or unguarded floor opening) located on the second floor above the main floor entryway. This risk must be abated by either (i) extending the wall up another six feet with wallboard material or appropriate select guard railing; or (ii) extending the wall to the ceiling to completely eliminate the open area altogether. **This section 4.3.2.3 must be completed before children shall be allowed to be brought onto the Premises;**

- 4.3.2.4. Repair of Fire Detection Equipment and engage a fire monitoring service; *and*
- 4.3.2.5. Lessee shall remove combustible storage, i.e. empty boxes and various cardboard materials stored in the first-floor room next to the stairway.

4.3.3. Lessee shall verify and confirm to Lessor (i) that the improvements and repairs required under section 4.3.2. have been completed; and (ii) that Lessee has paid for said improvements and repairs.

4.3.4. Lessor consents to, and the Lessee shall be responsible for any alteration, improvement or addition to the Premises mandated by the Americans With Disabilities Act of 1990, as amended, and related applicable Federal or State rules and regulations as promulgated from time to time.

4.3.5. All alterations, improvements and additions (i) shall be performed at the sole cost and expense of the Lessee in compliance with all applicable laws and regulations of any federal, state or local governmental body or agency, and (ii) shall become and remain the property of the Lessor. In contracting for the performance of any alterations, improvements or additions, the Lessee shall not act as the agent of the Lessor.

4.4. Covenant Against Liens. The Lessee covenants and agrees not to suffer or permit any lien (including, but not limited to, tax liens, mechanics' liens and materialmen's liens) to be placed against the Premises. If a lien is placed against the Premises that is directly or indirectly related to an act or failure to act of the Lessee, the Lessee agrees to pay off and remove such lien within five (5) days of receipt by the Lessee of notice thereof, irrespective of whether the Lessee contests the validity of the lien. The Lessee has no authority or power to cause or permit any lien or other encumbrance created by act of the Lessee, operation of law, or otherwise, to attach to or be placed upon the Lessor's title or interest in the Premises.

4.5. Waiver of Claims. Lessee agrees that the Lessor, its officers, officials, employees or agents, shall not be liable for any direct or consequential damages (including damage claimed for actual or constructive eviction) either to persons or property sustained by the Lessee, or its officers, directors, employees, agents, invitees, licensees or contractors due to (i) any part of the Premises not being maintained or in repair or (ii) the happening of any incident on the Premises. This provision shall include, but not be limited to, damage caused by water, snow, frost, sewage, gas or malfunction of any electrical, heating, cooling or ventilation systems or installations on the Premises. Lessee shall hold the Lessor harmless and indemnify Lessor against any claims described herein made by any party against the Lessor.

4.6. Waiver of Notice. The Lessee expressly waives the service of any demand for possession.

4.7. Acceptance of Premises and Disclaimer of Representations. The Lessee is fully familiar with the condition of the Premises and accepts the Premises in their present condition ***“AS IS, AND WITH ALL DEFECTS, LATENT OR PATENT”***.

5. Triple Net Lease.

5.1. Triple Net Lease. The Lessee acknowledges that (i) this is a “triple net lease” as such term is commonly used in the real estate industry; (ii) the Lessor shall have no obligation or liability to pay *any* cost or expense with respect to the Premises; and (iii) the Lessee shall be liable for all costs and expenses with respect to the Premises. As provided below, the costs and expenses payable by the Lessee shall include, without limitation, services, repairs, maintenance, insurance, utilities and taxes.

5.2. Services to be Provided by the Lessee. Lessee shall maintain, at its own expense, all necessary or desired services or utilities for the Premises, including, but not limited to electricity, gas, water, sewer, communication services, janitorial services, garbage disposal, fire alarm monitoring, landscaping maintenance and snow removal. The Lessor is not obligated to supply or maintain *any* service or equipment to the Premises. The Lessee shall put, keep and maintain all portions of the Premises, including sidewalks, curbs, passageways and paved parking stalls adjoining the same in a clean and orderly condition, free of dirt, rubbish, snow, ice and obstructions. Lessee shall put all utility services in its name no later than the effective date of this lease. Utility bills existing and outstanding as of the date of this lease shall be paid by Lessee within 30 days of the effective date of this lease.

5.3. Repairs and Maintenance. The Lessee shall maintain and repair the Premises in a condition not less than the condition of the Premises existing as of the Commencement Date, normal wear and tear excepted. The parties agree that the exception for “normal wear and tear” shall not relieve the Lessee of the obligations to repair and maintain in good working order the roof, paved parking areas and the heating, ventilating, air conditioning, plumbing, electrical and telecommunication systems and to operate the Premises as a high grade and reputable concern. All repairs made by the Lessee shall be at least equal to the original work in class and quality. If the Lessee fails to make such maintenance or repairs, the Lessor or its agents may, but shall not be required to, enter the Premises at all reasonable times to make such maintenance or repairs, and the Lessee shall pay to the Lessor the cost of such maintenance or repairs within five (5) days of receipt of a bill for such maintenance or repairs.

5.4. Insurance Requirements. In addition to the requirements in **Section 6** of this Lease, Lessee shall not engage in or permit any activity which will cause the cancellation of, or increase the existing premiums on, any insurance relating to the Premises. Lessee shall not permit to remain in or about the Premises any article that may be prohibited by the broadest form of "All Risk" or "Special Form" property damage insurance.

6. WAIVER, INDEMNITY AND LESSEE'S INSURANCE.

6.1 Assumption and Waiver. Lessee assumes all risk of, and waives all claims against Lessor arising from, damage, loss or theft of property or injury to persons in, upon or about the

Premises from any cause. The foregoing waiver includes, without limitation, the following risks against which Lessee should maintain adequate insurance to protect Lessee equipment and other personal property:

6.1.1. All-risk casualty loss insurance with respect to all Improvements constructed by Lessee on the Premises,

6.1.2. Any defect in or failure of plumbing, heating or air-conditioning equipment, electric wiring, water pipes, stairs, railings or walks;

6.1.3. The disrepair of any equipment;

6.1.4. The bursting, leaking or running of any tank, washstand, water closet, drain or any pipe or tank in, upon or about the Premises;

6.1.5. The backup of any sewer pipe or down spout;

6.1.6. The escape of steam or hot water;

6.1.7. Water, snow or ice;

6.1.8. The falling of any fixture, plaster or stucco;

6.1.9. Broken glass; and

6.1.10. Any unauthorized or criminal entry of third parties within the Premises.

6.2 Indemnification.

6.2.1 Lessee's Indemnification of Lessor. To the fullest extent permitted by law, the Lessee agrees to indemnify, defend, save and hold harmless Lessor, and its officers, officials, council members, citizens, agents, employees and volunteers (hereinafter referred to as "Indemnatee") for, from and against any and all claims, demands, actions, liabilities, damages, losses, or expenses (including court costs, reasonable attorney's fees, and costs of claim processing, investigation and litigation) (hereinafter collectively referred to as "Claims") including but not limited to, personal injury (including death) or property damage caused, in whole or in part, by the acts, errors, omissions, negligence, or alleged negligence of Lessee or any of Lessee's directors, officers, agents, employees, volunteers or subcontractors. This indemnity includes any claim or amount arising or recovered under the Workers' Compensation Law or arising out of the failure of Lessee to conform to any federal, state or local law, statute, ordinance, rule, regulation or court decree. It is the specific intention of the parties that the Indemnatee shall, in all instances, except for Claims arising solely from the negligent acts of the Indemnatee, be indemnified by Lessee for, from and against any and all Claims. It is agreed that Lessee will be responsible for primary loss investigation, defense, and judgment costs where this indemnification is applicable.

6.3. Environmental Indemnification of Lessor by Lessee. Lessee shall defend, indemnify, and hold harmless Lessor for, from and against any and all future claims, demands, complaints and/or actions made or brought against Lessor pertaining to the Premises and arising under any Environmental Law, Rule, Regulation or otherwise based upon any Hazardous Materials condition that would have arisen during the time Lessee was in possession of the Premises. This defense and indemnity includes, without limitation, any claims, demands, complaints, and/or action, asserted under CERCLA, WQARF, RCRA, and federal and state common law pertaining to Hazardous Materials, including any such claim based upon Lessor's alleged liability as an owner or operator of the Premises under CERCLA or WQARF.

6.4 Insurance. Lessee shall procure and maintain for the duration of the Lease insurance against claims for injury to persons or damage to property, which may arise from or in connection with this Lease by Lessee, Lessee's agents, representatives, employees or contractors and commercial property insurance. The insurance requirements herein are minimum requirements for this Lease and in no way limit the indemnity covenants contained herein. Lessor does not represent or warrant that the minimum limits set forth herein are sufficient to protect Lessee from liabilities that might arise out of this Lease, and Lessee is free to purchase such additional insurance as Lessee may determine is necessary.

6.4.1. Minimum Scope and Limits of Insurance.

6.4.1.1. Commercial General Liability - Occurrence Form

General Aggregate -- \$2,000,000

Each Occurrence -- \$1,000,000

6.4.1.2. Workers' Compensation and Employer's Liability

Workers' Compensation -- Statutory

Employer's Liability: Each Accident -- \$500,000

Disease - Each Employee -- \$500,000

Disease - Policy Limit -- \$500,000

6.4.2. Other Insurance Requirements. The policies shall contain, or be endorsed to contain, the following provisions:

6.4.2.1. Commercial General Liability Coverage.

6.4.2.1.1. Insurance coverage, other than Workers' Compensation, shall name the City, its agents, representatives, directors, officials, employees, and officers, as additional insured. Evidence of insurance and formal endorsements to that effect shall be current and on file with Murray City. Such endorsement shall include both ongoing and completed operations.

6.4.2.1.2. Coverage provided by Lessee shall not be limited to the liability assumed under the indemnification provisions of this Lease.

6.4.2.2. Workers' Compensation and Employee's Liability Coverage. The insurer agrees to waive all rights of subrogation against Lessor, its officials, officers, agents, employees and volunteers for losses arising from Lessee's operations, occupancy and use of the Premises subject to this Lease.

6.4.3. Notice of Cancellation. Each insurance policy required by the insurance provisions of this Lease shall not be suspended, voided, cancelled, reduced in coverage or in limits except after thirty (30) days' prior written notice has been given to Lessor.

6.4.4. Acceptability of Insurers. Lessee shall place insurance hereunder with insurers duly licensed or approved unlicensed companies in the State of Utah and with a "Best's" rating of not less than A-; VII. Lessor does not represent or warrant that the above required minimum insurer rating is sufficient to provide Lessee from potential insurer insolvency.

7. Default.

7.1. Default by Lessee. The Lessee shall be in default under this Lease if any of the following occurs: (i) the Lessee fails to perform or observe any covenant, agreement or condition which the Lessee is required to perform or observe and such failure shall not be cured within thirty (30) days after delivery of written notice to the Lessee of such failure; (ii) the Lessee is named as a debtor in any voluntary or involuntary bankruptcy proceeding; (iii) substantially all of the Lessee's assets are placed in receivership or are subjected to attachment or other judiciary seizure; (iv) the Lessee makes or suffers a general assignment for the benefit of creditors; (v) the Lessee vacates or abandons the Premises; or (vi) the Lessee breaches any other provision of this Lease.

7.2. Lessor's Remedies. In the event of Lessee's default hereunder, the Lessor shall have available the remedies set forth in this Section 7.2. Except as expressly, otherwise, provided in this Lease, and to the extent permitted by law, the Lessor's remedies shall be cumulative and not alternative remedies.

7.2.1. Legal and Equitable Remedies. The Lessor shall have all remedies available at law or in equity.

7.2.2. Advances. In the event of any breach of this Lease by the Lessee, the Lessor may remedy such breach for the account of and at the expense of the Lessee. If the Lessor at any time, by reason of such breach, is compelled to pay, or elects to pay, any sum of money or perform any act, which will require the payment of any sum of money, or is compelled to incur any expense, including

reasonable attorneys' fees, in instituting or processing any action or proceeding to enforce the Lessor's rights under this Lease, the sum or sums so paid by the Lessor, with interest from the date of payment, shall be deemed to be due from the Lessee to the Lessor on the first day of the month following such payment.

7.3. Lessor's Default. The Lessor shall be in default under this Lease if the Lessor fails to perform or observe any covenant, agreement or condition, which the Lessor is required to perform or observe and such failure is not cured within thirty (30) days after delivery of written notice to the Lessor of such failure.

7.4. Lessee's Remedies. In the event of the Lessor's default hereunder, the Lessee shall have all remedies available at law or in equity.

8. Termination of Lease.

8.1. Events of Termination. The Lease shall terminate upon the occurrence of one or more of the following events: (i) By written agreement between the Lessor and Lessee; (ii) by the Lessor pursuant to this Lease; (iii) by the Lessee pursuant to this Lease; or (iv) upon lapse of the Term of the Lease.

8.2. Termination with [REDACTED] Months' Notice. As Lessor's intention is to eventually demolish and sell the Premises, this lease may be terminated by Lessee upon [REDACTED] months' notice to Lessor, and by Lessor upon [REDACTED] months' notice to Lessee. Termination under this section shall not give rise to any claim against the Lessor for damages related to the termination of the lease. In no event shall Lessor's exercise of its right to terminate this Lease pursuant to this section relieve Lessee of any liability to Lessor for any damages or claims arising under this lease.

8.3. Termination based on Catastrophic Event. If a catastrophic event occurs which renders the Premises damaged such that it would require a major building improvement to repair, the either party may terminate the Lease upon providing written notice to the other party. Termination under this section shall not give rise to any claim against the Lessor for damages related to the termination of the lease. In no event shall Lessor's exercise of its right to terminate this Lease pursuant to this section relieve Lessee of any liability to Lessor for any damages or claims arising under this lease.

8.4. Surrender of Possession. Upon termination of this Lease, the Lessee shall immediately surrender possession of the Premises to the Lessor. If the Lessee does not surrender possession immediately, the Lessor may re-enter and repossess the Premises and remove all persons or property using such force as may be necessary without being deemed guilty of, or liable for, any trespass, forcible entry, detainer or damage to persons or property.

8.5. Condition of Premises Upon Termination or Abandonment. The Lessee, upon termination or abandonment of this Lease or termination of the Lessee's right of possession, covenants and agrees as follows:

8.5.1. Removal of Property. The Lessee shall not remove any alterations, improvements or additions made to the Premises by the Lessee or others without the prior written consent of the Lessor, which consent may be withheld for any or no reason. The Lessee shall immediately remove, in a good and workmanlike manner, all personal property of the Lessee, and such alterations, improvements and additions made to the Premises by the Lessee during the Term as the Lessor may request in writing to be removed. All damage occasioned by such removal shall be promptly repaired by the Lessee in a good and workmanlike manner. If the Lessee fails to remove any such property, the Lessor may accept the title to such property without credit or compensation to the Lessee or remove and store such property, at the Lessee's expense, in any reasonable manner that the Lessor may choose.

8.5.2. Restoration of the Premises. The Lessee shall restore the Premises to the condition existing on the Commencement Date, with the exception of ordinary wear and tear, and alterations, improvements and additions which the Lessor has not directed the Lessee in writing to remove.

8.6. Holding Over. If the Lessee fails to deliver actual possession of the Premises to the Lessor upon termination of this Lease, the Lessor shall have all remedies available at law or in equity to a lessor of commercial real property in the State of Utah, together with the following cumulative remedy: The Lessor may recover damages from the Lessee in an amount equal to five thousand dollars (\$5,000.00) per month immediately prior to termination for each full or partial month that the Lessee fails to deliver actual possession of the Premises to the Lessor

9. General Provisions.

9.1. Notices. All notices or other communications under this Lease shall be in writing and shall be deemed to be delivered on the date of delivery if delivered in person or on the date of receipt indicated on the return receipt if delivered by U.S. Mail, certified or registered, return receipt requested, postage prepaid and addressed as follows:

If to Lessor:

Murray City Corporation
c/o Office of the Mayor
5025 South State Street
Murray, Utah 84107

If to Lessee:

Boys & Girls Club of Greater Salt Lake
244 East Myrtle Avenue
Murray, Utah 84107

Or to such other address as a party may provide to the other by written notice.

9.2. Successors and Assigns. This Lease shall inure to the benefit of and be binding upon the successors and permitted assigns of the Lessor and the Lessee.

9.3. Assignment and Subletting.

9.3.1. Prohibition Without Written Consent. The Lessee shall not, without the

prior written consent of the Lessor, (i) assign this Lease or any interest therein; (ii) permit or suffer any assignment of this Lease by operation of law; (iii) sublet all or any portion of the Premises; or (iv) permit the use of the Premises by any party other than the Lessee and its officers and employees.

9.3.2. Standards for Consent. The Lessor's consent to any proposed subletting may be withheld for any or no reason unless the credit history, financial strength and business reputation of the subtenant or assignee are acceptable to the Lessor; and the proposed uses of the Premises by the subtenant or assignee are acceptable to the Lessor.

9.3.3. No Release of Lessee. No assignment or subletting shall release the Lessee from any of the obligations set forth in this Lease.

9.4. Nonwaiver of Remedies. A waiver of any condition expressed in this Lease shall not be implied by any failure of the Lessor or Lessee to enforce any remedy available by reason of the failure to observe or perform such condition. A waiver by the Lessor or the Lessee shall not affect any condition other than the one specified in such waiver and a waiver shall waive a special condition only for the time and in the manner specifically stated in the waiver.

9.5. Rights Cumulative. Except as expressly provided in this Lease, and to the extent permitted by law, the Lessor's or Lessee's remedies described in this Lease are cumulative and not alternative remedies.

9.8. Effect of Lessor's Insurance on Lessee's Obligations. From time to time and without obligation to do so, the Lessor may purchase insurance against damage or liability arising out of or related to the Premises. The purchase or failure to purchase such insurance shall not release or waive the obligations of the Lessee set forth in this Lease. The Lessee waives all claims on insurance purchased by the Lessor.

9.9. Attorneys' Fees and Costs. If either party brings an action to enforce the terms of this Lease or declare rights hereunder, the prevailing party in such action, at trial or on appeal, shall be entitled to its reasonable attorneys' fees and costs as may be determined by the court.

9.10. Governing Law, Jurisdiction and Forum. This lease shall be construed and interpreted in accordance with the laws of the State of Utah. The parties agree that the courts of Utah shall have exclusive jurisdiction and that the Third District Court in Salt Lake County shall be the proper venue.

9.11. Relationship of the Parties. Nothing contained in this Lease shall be construed as creating the relationship of principal or agent or of partnership or joint venture. Neither the method of computation of rent nor any other provision of this Lease, nor any act of the parties, shall be deemed to create any relationship other than that of Lessor or Lessee.

9.12. Effect of Conveyance. If, during the term of this Lease, the Lessor should sell its interest in the Premises, then from and after the effective date of such sale, the Lessor shall be released and discharged from any and all further obligations and responsibilities under this Lease (except those already accrued) upon written assumption by the buyer of the Lessor's liabilities under this Lease.

9.13. Time of the Essence. Time is of the essence with respect to the obligations to be performed under this Lease.

9.14. Severability. The invalidity of any portion of this Lease, as determined by a court of competent jurisdiction, shall not affect the validity of any other portion of this Lease.

IN WITNESS WHEREOF, the Lessor and Lessee have executed this Lease effective the date first set forth above.

LESSOR:
MURRAY CITY CORPORATION

LESSEE:
**BOYS & GIRLS CLUB OF
GREATER SALT LAKE**

D. Blair Camp, Mayor

LeAnn Saldivar, President

ATTEST:

Jennifer Kennedy, City Recorder

APPROVED AS TO FORM:

City Attorney's Office



MURRAY
CITY COUNCIL

New Business Item #1



MURRAY

Finance

City Council's Tentative Budget for Fiscal Year 2019 - 2020

Council Action Request

Council Meeting

Meeting Date: May 7, 2019

Department Director Brenda Moore Phone # 801-264-2513 Presenters Brenda Moore, Interim Finance Director Required Time for Presentation 15 Minutes Is This Time Sensitive Yes Mayor's Approval Date April 18, 2019	Purpose of Proposal Consider adoption of the tentative budget, as amended, for the fiscal year beginning July 1, 2019 and ending June 30, 2020. Action Requested Adoption of resolution. Attachments Resolution attached. Budget Impact Tentative Budget is available for inspection in the Finance Office. Description of this Item
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RESOLUTION NO. _____

A RESOLUTION ADOPTING THE TENTATIVE BUDGET, AS AMENDED, FOR THE FISCAL YEAR BEGINNING JULY 1, 2019 AND ENDING JUNE 30, 2020 AND SCHEDULING A HEARING TO RECEIVE PUBLIC COMMENT BEFORE THE FINAL BUDGET IS ADOPTED.

WHEREAS, the City Council is required to review, consider and adopt the tentative budget in a regular or special meeting called for that purpose; and

WHEREAS, the tentative budget adopted by the City Council and all supporting schedules and data shall be a public record in the Finance and Administration Office, the City Recorder's Office and on the City website, available for public inspection for a period of at least ten (10) days prior to the adoption of the City final budget; and

WHEREAS, at the meeting in which the City Council's tentative budget is adopted, the City Council shall establish the time and place of a hearing to receive public comment on the budget and shall order that notice thereof be published at least seven (7) days prior to the hearing as required in State law; and

WHEREAS, the purpose of the hearing is to receive public comment before adoption of the final budget.

NOW, THEREFORE, be it resolved by the Murray City Municipal Council as follows:

1. The City Council's tentative budget for fiscal year 2019 - 2020, as amended, submitted herewith, is hereby adopted and is ordered to be filed and maintained as a public record, available for public inspection in the Finance and Administration Office, Murray City Center, 5025 South State Street, Room 118, Murray, Utah, the office of the City Recorder, Murray City Center, 5025 South State Street, Room 113, Murray, Utah and the City website at www.murray.utah.gov until adoption of the final budget.

2. A public hearing to receive comment before the City's final budget is adopted shall be held on Tuesday, June 4, 2019 at approximately 6:30 p.m. in the City Council Chambers, Murray City Center, 5025 South State Street, Murray, Utah.

3. The City Recorder shall publish notice of said public hearing consistent with the requirements of Section 10-6-11 of the Utah Code Annotated.

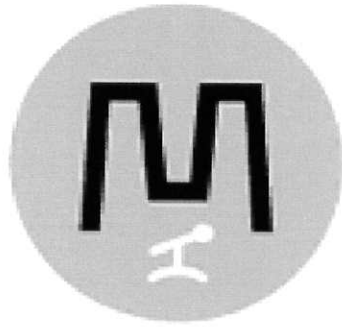
PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on
this day of , 2019.

MURRAY CITY MUNICIPAL COUNCIL

Dave Nicponski, Chair

ATTEST:

Jennifer Kennedy, City Recorder



MURRAY
CITY COUNCIL

New Business Item #2



MURRAY


Community & Economic Development

Murray Central Station - Resolution to support the Area Plan

Council Action Request

Council Meeting

Meeting Date: May 7, 2019

Department Director Melinda Greenwood	Purpose of Proposal Proposed City Resolution in support of the Murray Central Station Area Plan.
Phone # 801-270-2428	Action Requested Adoption of a City Resolution in support of the Murray Central Station Area Plan.
Presenters Melinda Greenwood	Attachments Murray City Resolution.
	Budget Impact No budget impact.
Required Time for Presentation	Description of this Item In March 2018 Murray City was awarded a Transportation & Land Use Connection (TLC) grant by the Wasatch Front Regional Council. This allowed for the development of a Small Area Plan for Murray Central Station. City staff applied for the TLC grant because the recently adopted Murray City General Plan identifies multiple areas in the City where Small Area plans would be of great benefit.
Is This Time Sensitive Yes	
Mayor's Approval 	City staff discussed the Area Plan during the COW meetings on April 2, 2019 and April 16, 2019. As a result, we believe that the document is complete and ready for adoption by City Resolution.
Date April 19, 2019	

RESOLUTION NO. _____

A RESOLUTION APPROVING THE MURRAY CENTRAL
STATION SMALL AREA PLAN

WHEREAS, the Mayor and City Council initiated a process to prepare a new General Plan that was adopted in 2017; and

WHEREAS, the implementation of the General Plan includes work on various small area plans to address land use, infrastructure, and mobility at a neighborhood level; and

WHEREAS, the Murray Central Station Small Area Plan (the "Plan") has been created to address the unique characteristics of the area just west of the Smelter Site Overlay District including the surrounding UTA Trax and Frontrunner lines; and

WHEREAS, implementing the Plan could take the area from an underutilized area of the City to a civic centerpiece and a streamlined overall transportation function while laying the groundwork for a good relationship for transit oriented development around it; and

WHEREAS, a public hearing was held by the Planning Commission on February 21, 2019; and

WHEREAS, it appearing that said matter has been given full and complete consideration by the City Planning and Zoning Commission; and

WHEREAS, the Planning Commission has recommended approval of the Plan to the City Council; and

WHEREAS, it appearing to be in the best interest of the City and the inhabitants thereof that the Murray Central Station Small Area Plan be approved; and

NOW, THEREFORE, BE IT RESOLVED BY THE MURRAY CITY MUNICIPAL that:

1. It hereby adopts the Murray Central Station Small Area Plan.
2. The Murray Central Station Small Area Plan shall be available for public inspection at the office of the Community and Economic Development Department, 4646 South 500 West, Murray Utah.

PASSED and APPROVED and made effective this ___ day of _____ 2019.

MURRAY CITY MUNICIPAL COUNCIL

Dave Nicponski, Chair

ATTEST:

Jennifer Kennedy, City Recorder



MURRAY CENTRAL STATION

MASTER PLAN

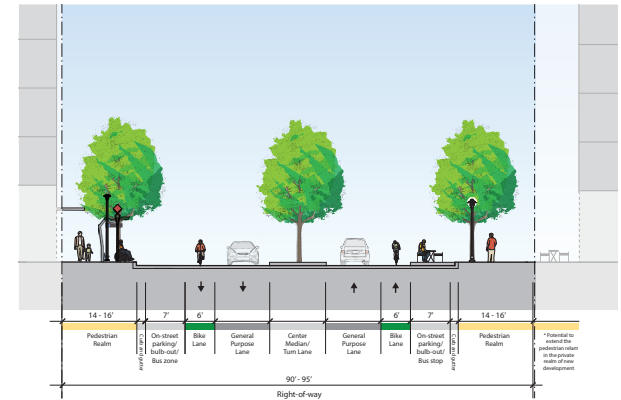
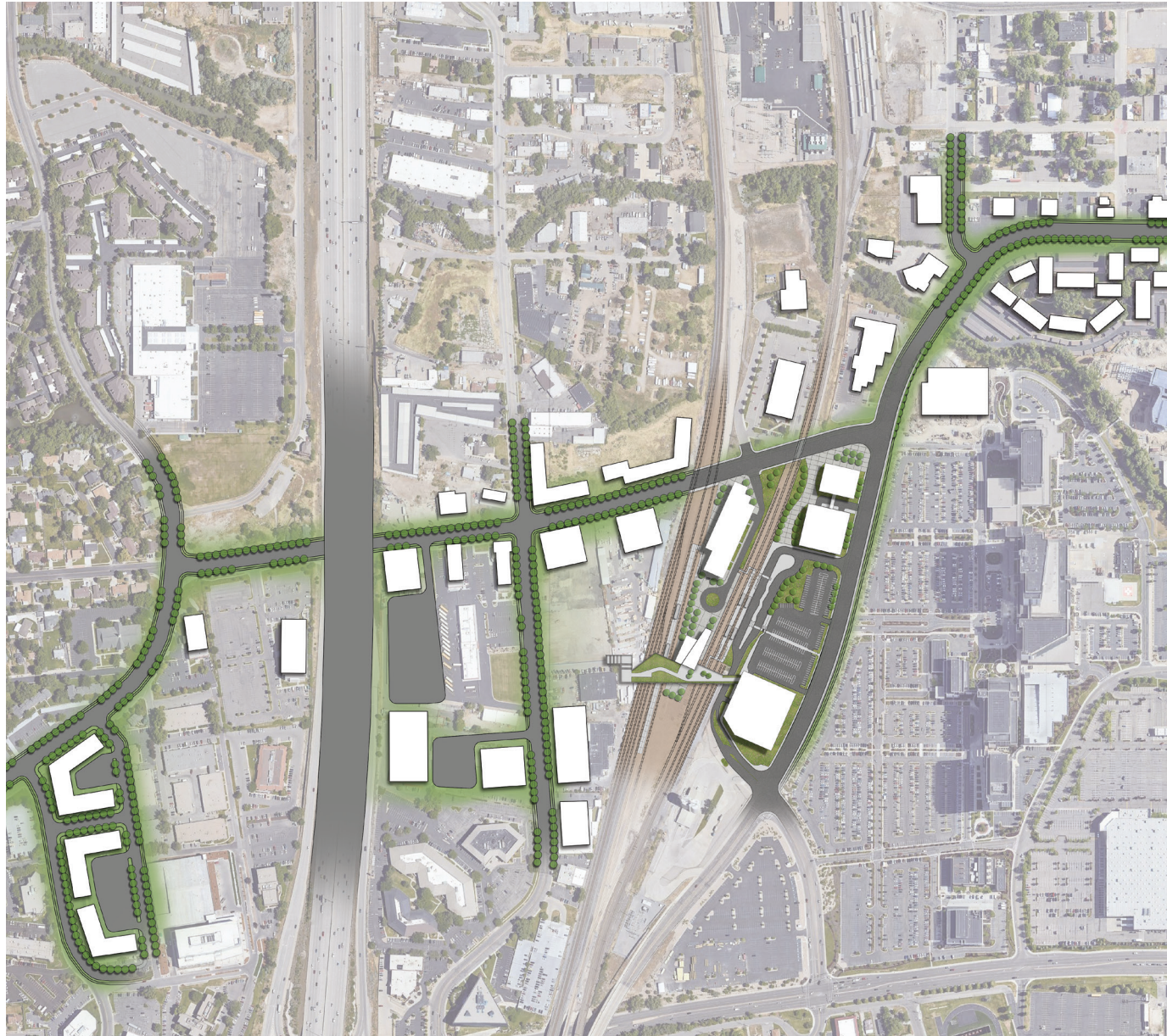




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INTRODUCTION

Background, Setting and Purpose

The Murray Central Station is a place of connections and linkages, where people arrive and depart on their way to destinations near and far. Located in the heart of the Salt Lake Valley, the station and surrounding area is undergoing major transformation and development pressure.

Situated adjacent to the flagship hospital of Intermountain Healthcare and next to downtown Murray, the station is a place where patients, caregivers, business operators, shoppers and residents come together, all in the context of superlative transit opportunities. In fact, the Murray Central Station Area is the only rail location outside of downtown Salt Lake City where TRAX and Frontrunner trains meet, providing unparalleled opportunity to create a superlative transit and mixed-use place. Development interest is spreading from downtown and the fringes of the station area to the center of the district, hinting at the rich role the area will play in the ongoing transformation of the city center.



A general vision for the area was established through recent planning efforts, most notably the recently-adopted *Murray City General Plan (2017)*. This plan embraces the work and vision underlying those efforts while digging deeper to ensure that future development is matched to the opportunities, needs and constraints of the site and its surroundings. This was achieved through detailed research and analysis, as follows:

- Assessment of the study area's built environment, current development patterns and growth potential;
- Understanding of the underlying physical and environmental implication of the area's location within the Smelter Site Overlay District (SSOD), including clarification of the opportunities, constraints and impacts that these conditions have on the potential locations and types of development;
- Clarification of the market potential of the station area, including the synergies of commercial, mixed-use and residential uses as part of creating a viable mixed-use transit district within a redeveloping urban center; and
- Understanding the connections and access to and from the station area for vehicles, transit, pedestrians and cyclists.



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Overview of Planning Process

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This plan is focused on answering three primary questions:

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How do contaminated lands affect the Central Station Area?

What are the market potentials of the area?

4

How do you create a great station area with the best possible transportation and land use conditions?

Answers emerged through a process that began by documenting existing conditions, focusing on establishing environmental, economic, transportation and land use conditions and needs. Since a specific area describing the planning area had not been determined, initial research addressed a relatively large area that extended well beyond Murray Central Station (see Figure 1). This area was later reduced, focusing on the Vine Street Corridor from State Street to Murray Boulevard.

Once existing conditions and opportunities were understood, a series of planning alternatives were developed and vetted. Initial outreach efforts focused on working with key stakeholders as part of Technical Committee and Steering Committees composed of city staff, local representatives, property owners, UTA and other project stakeholders. Interviews were also held with Intermountain Medical Center property managers, other key property owners, UTA staff, and local developers. Two alternatives with distinctly different station concepts emerged, each reflecting Planning and Development Principles identified earlier in the process. These were eventually detailed and refined as options to guide future development of the station area, and are both contained in the *Murray Central Station Master Plan* presented here.

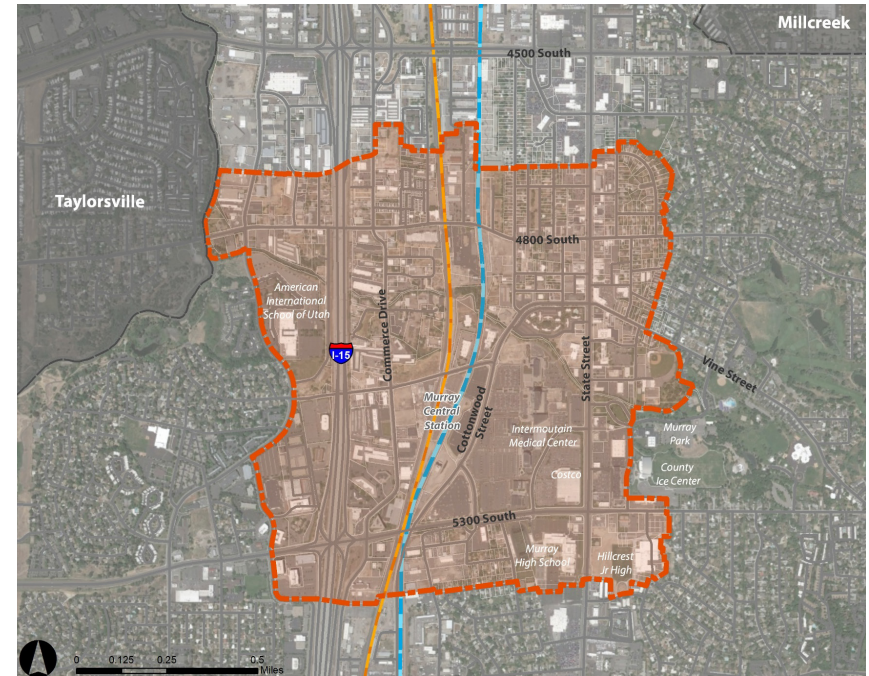


Figure 1 - Study Area Map

Planning and Development Principles

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General

- Align planning and design of the station and station area with the vision contained in the Murray General Plan.
- Balance the creation of a quality station with environmental constraints and other limitations.
- Transform the station from vehicle-oriented to human-oriented places.
- Leverage the power, reach, and investment of the station's transit service to create a vibrant hub.
- Encourage flexible interpretation of the plan to address emerging and unanticipated opportunities as they arise.

Environmental

- Protect human health and environment
- Accommodate human-scaled uses that are compatible with the environmental status of the site.
- Integrate decisions that were made 20+ years ago related to environmental mitigation and cleanup in the area

Economics

- Create value in the surrounding area by leveraging the enhanced station amenities with new development
- Leverage the existing public and private investment in the area.
- Take the long view when making decisions – not just from an economic perspective, but for all other aspects of the site,
- Create a flexible framework that is responsive to market changes and unforeseen futures.
- Work with development partners to create a funding methodology that works for all parties involved.

Transportation

- Connect the station to existing and proposed destinations in Murray and the surroundings.
- Create a new public realm that is inherently walkable and easy to navigate.
- Capitalize on the opportunity to transform Vine Street into an activated, multi-modal urban corridor.

- Reconfigure the station's circulation and operations to emphasize walkability and public space.

Land Use / Urban Design

- Acknowledge that the IMC properties are not necessarily aligned with the creation of a better station area.
- Facilitate market-driven changes from light industrial uses to more urban mixed-uses, with residential uses to limited areas outside the SSOD boundary.
- Acknowledge the zone of influence of the station and the need for transitions to adjacent neighborhoods and districts.
- Locate viable uses in the station areas that contribute to the creation of a new station district.
- Do it right – invest in high-quality buildings, pedestrian enhancements and urban spaces.
- Create a landmark station and associated great spaces to attract attention and help define the area.



Example of a landmark station entrance

EXISTING CONDITIONS, ANALYSIS & IMPLICATIONS

This section of the master plan documents and analyzes key conditions at the Murray Central Station and surrounding areas. **Environmental and Economic** conditions were assessed in the earliest stages of the planning process, providing a baseline of key opportunities and constraints to be considered when transforming the site. **Transportation and Land Use** assessments followed, clarifying current conditions and future opportunities to be considered as part of creating a different type of place.

Environmental

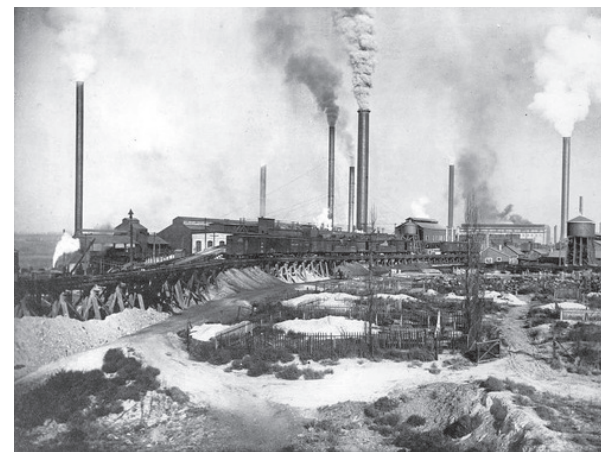
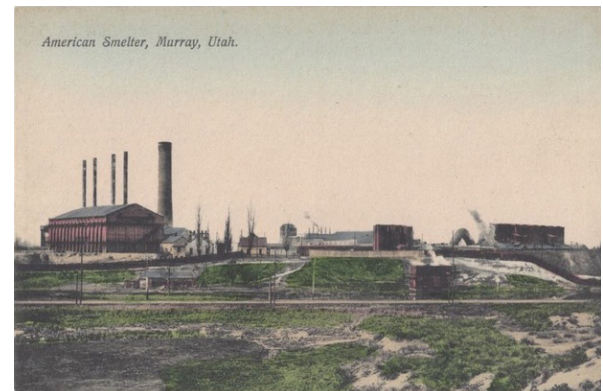
Environmental conditions at the former Murray Smelter Site were analyzed to help clarify the types of land uses and potential markets that can be supported in the area.

History

The Germania Smelter operated on the site from 1872-1902, processing 180 tons of material a day. The smelter was purchased by American Smelting and Refining Company (Asarco) in 1899 and operated until the Murray smelter began operations in 1902. The Murray Smelter processed 1,500 tons of lead and silver ores per day through 1949, eventually closing operations in the early 1950's. Much of slag was used as ballast for railroads and highways in the area. Operations facilities on site included an extensive network of railroad tracks, two smoke stacks, several blast furnaces, ore storage bins and other support facilities.

By the mid 1990's, on-site remnants of the smelter operation included two large smoke stacks, a foundation wall of one building, the old office building and the slag piles. In 1994 the U.S. Environmental Protection Agency (EPA) recommended that the Murray Smelter site be placed on the National Priorities List (NPL). This is the list of hazardous waste sites in the United States that are eligible for long-term remedial action (cleanup) financed under the federal Superfund program. The NPL listing was never finalized and the site was never designated as a Superfund site.

Several studies and site investigations were conducted between 1994 and 1997, describing site contamination. Site investigations noted that lead and arsenic were identified as primary contaminant of concern in soil. Shallow groundwater was also found to be contaminated with



Historic photos of the Germania / ASARCO Smelter

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arsenic and elevated arsenic concentrations were also measured in Cottonwood Creek. In 1996 the EPA and Murray City signed a Memorandum of Understanding (MOU), creating a formal role for Murray in the assessment of potential land uses, development of cleanup options, and implementation/enforcement of institutional controls. A working group was formed with Murray, EPA, UDEQ, Asarco, and land/business owners in the area.

2

In 1998 the EPA issued a Record of Decision (ROD) for the selected site remedial action, and Murray City passed an ordinance establishing the Smelter Site Overlay District, or “SSOD.” The establishment of these institutional controls were part of the selected remedial action. The actions were performed from 1998 to 2001, and in 2003 the first EPA 5-year review was performed and findings documented. The results indicate that the remedy is expected to protect human health and the environment, and immediate threats were addressed.

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In 2008 Asarco settled with the US government after filing for Chapter 11 bankruptcy in 2005, agreeing to pay \$1.79 billion for contamination at the various sites. The funds were allotted to the EPA for cleanup and monitoring at 26 sites around the country, including the Murray Smelter Site.

In 2009 the second EPA 5-year review was performed, which indicated that the remedy at the Murray Smelter Site is protective of human health and the environment, that source control measures continue to function, institutional controls are effective, and contaminant levels are consistent with expectations at the time of the ROD. The third and most recent EPA 5-year review was performed in 2014, with similar results to those conducted in 2003 and 2008. Annual monitoring is performed and funded by a trust set up by Asarco.

1998 Record of Decision (ROD)

The EPA issued a Record of Decision (ROD) for the selected site remedial action in 1998. The ROD is a document that describes site characteristics and contamination risks, alternatives for remediation, and the selected remediation strategy for cleanup. The goals of the selected remedy for the Murray Smelter Site are to protect the aquifer, restore the shallow groundwater, protect Little Cottonwood Creek, and remediate surface soils to levels that are protective of the reasonably anticipated future land use.

A critical piece of the ROD includes a summary of site risks and corresponding Remedial Action Objectives (RAOs). A baseline risk assessment was performed and used to characterize the current and potential threats to human health and the environment as a result of contamination. The baseline risk assessment was used to determine the RAOs which establish the acceptable levels of contamination that protect public health and the environment. The RAOs were determined based on the assumption that future land uses will be commercial and/or light industrial.



Figure 2 - Smelter Site Boundary

The selected remedy for cleanup was described in the 1998 ROD and was subsequently performed between 1998 and 2001. As indicated in the most recent EPA 5-year review, the selected remediation strategy has been effective in meeting the RAOs.

Smelter Site Overlay District (SSOD) Site Overview

The SSOD was established as part of the remedial action described in the 1998 ROD. The SSOD is bounded by 5300 South Street to the south, State Street to the East, Little Cottonwood Creek to the north, and railroad tracks to the west (see Figure 2). The total site is 142 acres.

The purpose of SSOD is to ensure appropriate uses and redevelopment on site as well as protection of the cap and barrier system. The SSOD includes zoning to prevent residential and contact-intensive industrial uses within the former smelter operational areas and to require maintenance of the barriers, caps, and controls on excavated subsurface material within this area. Zoning allows for commercial and light industrial land uses. The SSOD also prohibits construction of new wells or use of existing wells. All current and future redevelopment activities in the SSOD must conform to requirements described in Chapter 17.25 of the Murray Municipal code in addition to the overlying zoning which is C-D, a commercial development mixed use district described in Chapter 17.160 of the code.

The four categories of materials defined by the 1998 ROD and referenced in the SSOD development regulations are described below and illustrated in Figure 3. For each category, a description of contamination, remediation, site location of materials, and relevant SSOD regulations on development are provided. In addition, contamination of shallow groundwater and surface water are discussed.

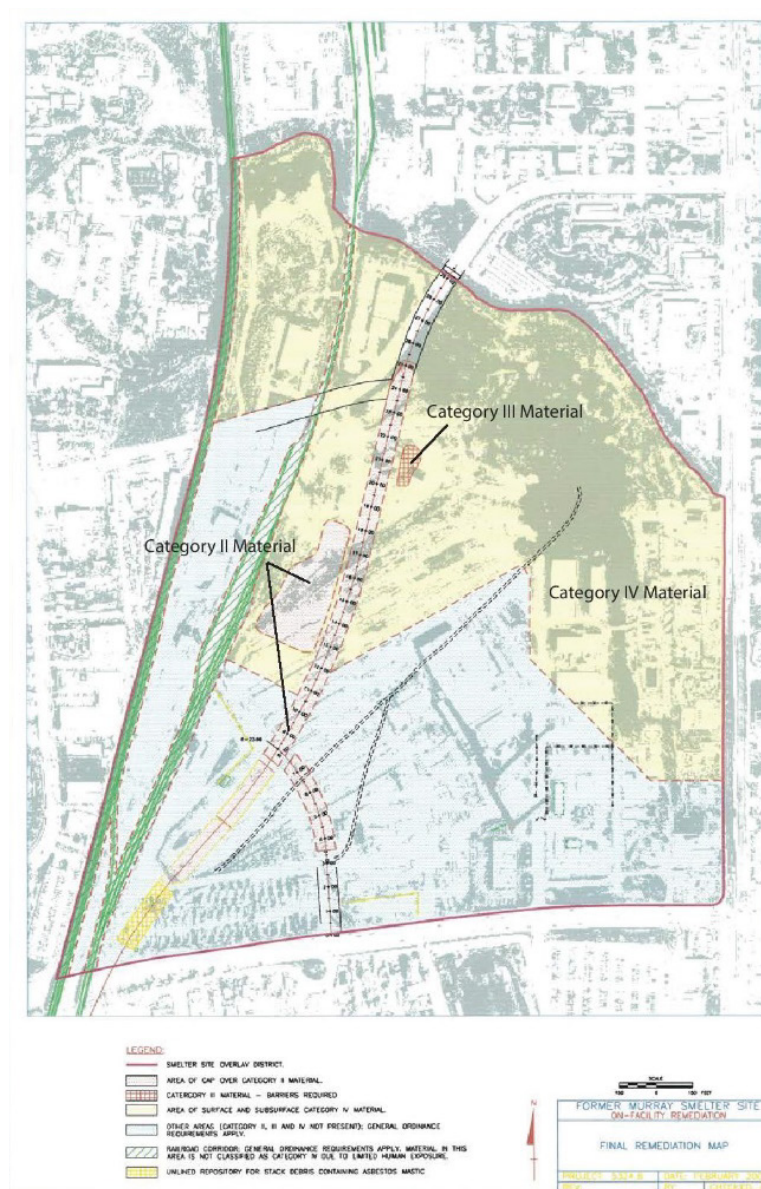
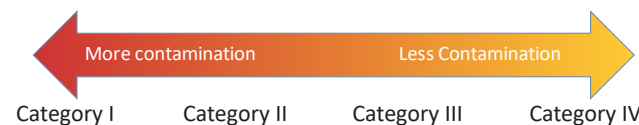


Figure 3 - SSOD Remediation Map



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Category I Materials

Description of Contaminated Materials: Residual smelter materials associated with the arsenic trioxide process and considered undiluted flue dust. This material contained the highest arsenic concentrations (average approximately 140,000 mg/Kg). Identified as a potential health risk and as being a major source of arsenic to shallow groundwater.

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Remediation Performed: Excavation and removal of material (580 tons) to an off site permitted hazardous waste treatment, storage, and disposal facility.

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Current Location of Category I Materials: There are no Category I materials on site.

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SSOD Regulations on Development: N/A.

Category II Materials

Description of Contaminated Materials: Residual material associated with smelter flue dust operations (blast furnace flues, bag-house, roasting plant flues and Cottrell electrostatic precipitator) and consisted diluted flue dust. Contains lower arsenic concentrations (average approximately 9,000 mg/Kg) and a total volume of 90,000 cubic yards (from 5-year review; ROD says 68,000 cubic yards). Identified as a potential health risk and as being a source of arsenic to shallow groundwater.

Remediation Performed: Excavation and on-site consolidation of material with screening, crushing, and blending prior to placements in an on-site facility repository system. Cap over Category II materials at fully-encapsulated and lined with geo-membrane. Designed as the base for a new access road. Subsequent, site development (UTA parking lot; road) has occurred over the repository.

Current Location of Category II Materials: Under the length of Cottonwood Street between Little Cottonwood Creek and 5300 South and Woodrow Lane from Cottonwood Street to 5300 South. Also underlies the southern end of the UTA parking facility on the west side of Cottonwood Street.

SSOD Regulations on Development: Excavation or breaks in the cap over Category II materials is prohibited.

Category III Materials

Description of Contaminated Materials: Residual smelter material and contaminated soils that contained arsenic or lead above levels that posed a potential health risk to site workers (arsenic > 1,200 mg/Kg or lead > 5,600 mg/Kg), but were not sources of arsenic to groundwater. Once Category II materials were removed, it was found that relatively small amounts of Category III were present; approximately 600 cubic yards of Category III materials were removed from the rail line area to the west and relocated to the central portion of the on-facility area.

Remediation Performed: Removed materials from the western portion of the site and place in a then undeveloped area with access controls in place. Barrier was placed over Category III materials to prevent direct contact. Material was covered with subsequent redevelopment in 2008 (IMC hospital parking).

Current Location of Category III Materials: East side of Cottonwood Street in an area that currently serves as parking for IMC hospital.

SSOD Regulations on Development: No subsurface soils identified as Category III materials shall be disposed of off site unless a party complies with the appropriate off site rule as set forth in the code of federal regulations.

Category IV Materials

Description of Contaminated Materials: Smelter slag has relatively high levels of lead (8,000 to 16,000 mg/Kg), but is present in a physical form (vitrified iron silicate) that limits the release of metals. Slag was therefore not identified as a source of metals to groundwater or surface water and was not a current human health risk. The slag may have the potential to release metals over the long term if the vitrified materials breaks down due to weathering. Human health risks associated with exposure to slag under a commercial/light industrial scenario were predicted to be within EPA acceptable risk range.

Remediation Performed: Material to be eventually covered as site is redeveloped in the future. Site development resulted in the construction of barriers over the slag ensuring no exposure to slag in the future.

Current Location of Category IV Materials: Largely on the northern and eastern end of the SSOD. See Figure 2. SSOD Regulations on Development: No category IV materials shall be deposited on the surface of the ground.

Description of Contamination: Groundwater is comprised of three distinct aquifers: shallow aquifer, intermediate aquifer, and deep aquifer. Shallow groundwater was found to be contaminated with arsenic and selenium.

Remediation Performed: Monitored natural attenuation to address the residual groundwater contamination within and down-gradient of source areas. Natural attenuation to continue until shallow groundwater achieves Average Contaminant Level (ACL) for dissolved arsenic of 5.0 mg/L. The intermediate aquifer to be monitored to demonstrate continued compliance with the Maximum Contaminant Level (MCL) for dissolved arsenic of .05 mg/L (MCL changed to .01 mg/L in January of 2001).

SSOD Regulations on Development: Construction of new wells prohibited.

Off-Facility Areas

Off-facility areas were established in the 1998 ROD as those residential and commercial areas that surrounded the smelter site where airborne emissions from the smelters impacted the environment or where contamination in shallow ground water may be transported in the future. The off-facility area is comprised of approximately 30 acres to the west of the SSOD, 106 acres to the south and southeast, and a small area to the east of the SSOD.

The RAO for off-facility soils were established as <1,200 mg/kg (range 630-1260) for lead and there was no RAO established for arsenic. For offsite areas where soil RAOs are not met, remediation was performed. Remediation consisted of excavation of the top 18 inches of soil and replacement with clean fill. There are currently no restrictive development regulations in the off-facility areas.

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ENVIRONMENTAL PLANNING AND DEVELOPMENT PRINCIPLES

- Protect human health and environment
- Accommodate human-scaled uses that are compatible with the environmental status of the site.
- Integrate decisions that were made 20+ years ago related to environmental mitigation and cleanup in the area

What Does this Mean for Future Development?

Based on the 1998 ROD, development is limited to commercial and light industrial within the SSOD. Outside of the SSOD, general zoning applies.

The EPA and UDEQ has indicated that in order to redevelop the site for any land use other than commercial and light industrial, the 1998 ROD must be amended. The 1998 ROD established remediation based on future commercial and light industrial uses. In order to allow other uses (i.e. residential) an updated risk assessment must be performed and new RAOs must be established through the ROD amendment process. Murray does not support residential or other uses that require additional assessments.

Economics

The following summarizes existing and projected economic and demographic conditions in the Murray Central Station Small Area Planning area.

Current Demographics & Employment

The planning area is the area surrounding the Murray Central Station of the TRAX Blue Line and Frontrunner commuter rail. Figure 4 provides current population for the planning area, Murray and Salt Lake County. The study area represents less than ½ half of 1 percent of County-wide population and 8 percent of Murray population. Households in the study area are smaller than those in the County as a whole and the rest of Murray.

Figure 4: Current Demographics - 2018 Estimated

	Population	Households	Employment
Study Area	4,096	1,715	17,332
Murray City	49,295	19,742	54,763
Salt Lake County	1,114,711	390,334	764,669

Source: WFRC/MAG Demand Model V 8.1 - March, 2017

The most important current demographic indicator is employment. The study area is a job rich area of Murray and Salt Lake County. The ratio of jobs to population in the study area is 4.23. By contrast the jobs to population ratio in Murray is 1.11 and 0.69 County-wide. The study area represents 32 percent of Murray City jobs and 2 percent of County jobs.

According to 2015 data, 99 percent of the jobs in the study area are filled by people who live elsewhere either in Murray or other parts of the Wasatch Front. For Murray City as a whole, 93 percent of the jobs are filled by people who live elsewhere. Five percent of the jobs in Murray are filled by people who live in Murray. For the study area, less than 1 percent of the jobs are filled by people who live in the study area.

Figure 5: Worker Profiles Study Area & Murray 2015

	Jobs in the Area	Employed in Area / Live in Area	Employed in Area / Live Elsewhere	Live in Area / Employed Elsewhere
Study Area	12,298	66	12,232	1,386
Murray City	40,803	2,954	37,849	20,416

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015)

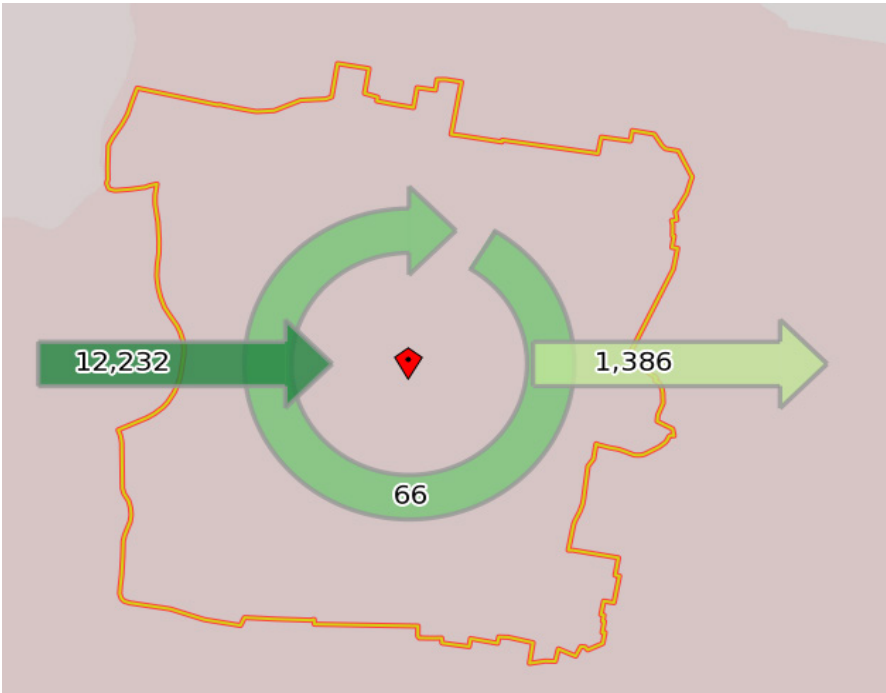


Figure 6 - Live / Work Patterns - Study Area

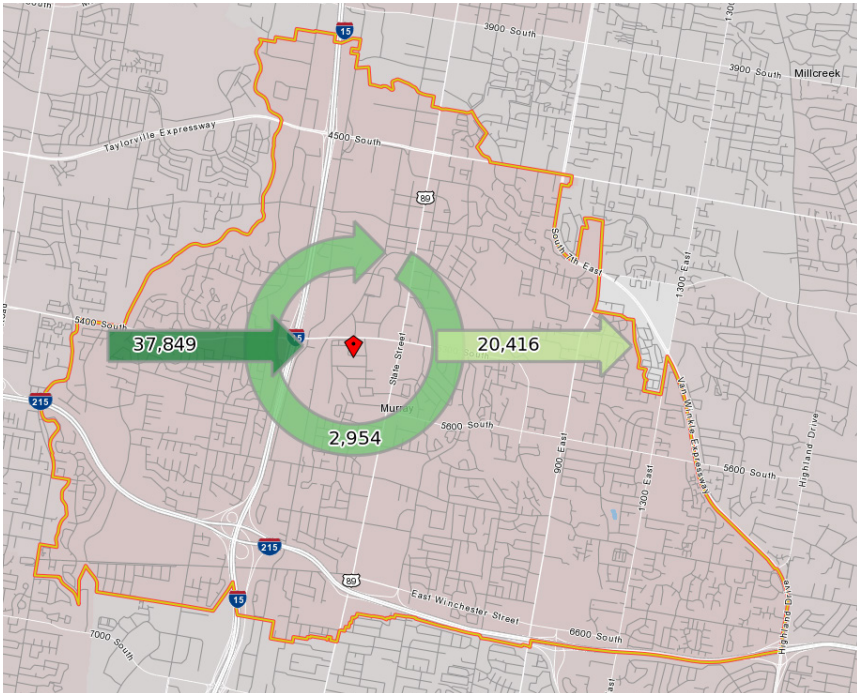


Figure 7 - Live / Work Patterns - Murray

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Figure 8: Jobs by NAICS Industry Sector Study Area & Murray 2015

	Study Area	% Of Study Area	Murray	% of Murray	Study Area as % of Murray
Agriculture, Forestry, Fishing and Hunting	0	0%	2	0.005%	0%
Mining, Quarrying, and Oil and Gas Extraction	46	0%	49	0.12%	94%
Utilities	50	0%	103	0.25%	49%
Construction	469	4%	2,861	7%	16%
Manufacturing	300	2%	1,807	4%	17%
Wholesale Trade	282	2%	1,807	4%	18%
Retail Trade	985	7%	6,087	15%	16%
Transportation & Warehousing	38	0%	393	1%	10%
Information	192	1%	783	2%	25%
Finance & Insurance	1,777	13%	3,667	9%	48%
Real Estate, Rental & Leasing	280	2%	933	2%	30%
Professional, Scientific, & Technical Services	1,093	8%	3,580	9%	31%
Management of Companies & Enterprises	2	0%	293	1%	1%
Administration & Support, Waste Management & Remediation	690	5%	2,512	6%	27%
Educational Services	1,022	8%	2,002	5%	51%
Health Care & Social Assistance	4,482	34%	9,068	22%	49%

Arts, Entertainment & Recreation	78	1%	261	1%	30%
Accommodation & Food Services	446	3%	2,349	6%	19%
Other Services (excluding Public Administration)	321	2%	1,287	3%	25%
Public Administration	728	5%	1,209	3%	60%
TOTAL	13,281	100%	40,803	100%	33%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015)

Jobs in the health care and social assistance category represent a significant proportion of the jobs in the study area and in Murray. Figure 8 compares jobs by North American Classification Systems (NAICS) category in the study area and Murray as a whole. Although retail jobs represent the second highest category of job in Murray, only 7 percent of study area jobs are in retail. The second highest job category in the study area is finance and insurance, with 48 percent of Murray's finance and insurance jobs in the study area.

The study area is clearly an important jobs center for Murray.

Projected Growth

Salt Lake County's population is projected to grow to almost 1.5 million people by 2040, a 33 percent increase over today's population. The study area population is projected to grow by 75 percent in the same time period. Projected population in the study area represents 13 percent of Murray's projected future population. This is a 4 percent increase over the percent of current Murray population living in the study area. This means that 41 percent of Murray's population growth and 36 percent of new households are anticipated to occur in the study area. The projected growth will require an additional 1,500 households within the study area.

Figure 9: Projected Demographics - 2040 Projected

	Population	Households	Employment
Study Area	7,158	3,216	26,890
Murray City	56,786	23,931	70,565
Salt Lake County	1,477,873	572,823	989,728

Source: WFRC/MAG Demand Model V 8.1 - March, 2017

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Employment is also projected to grow in Salt Lake County, Murray and the study area. Thirty-two percent of Murray's jobs are currently located in the study area. This is expected to increase to 38 percent by 2040. This means 60 percent of Murray's projected 15,800 new jobs will be located in the study area. Figure 10 provides a breakdown of future jobs by NAICS category if the area adds jobs in the same categories as are currently found in the study areas.

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The study area plan will need to identify the appropriate balance of housing and employment to either capture the projected number of households and jobs or to determine the appropriate balance for the area.

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Figure 10: New Jobs by NAICS Category - 2040

	Study Area	Murray	Study Area as % of Murray
Agriculture, Forestry, Fishing and Hunting	0	1	0%
Mining, Quarrying, and Oil and Gas Extraction	33	19	174%
Utilities	36	40	90%
Construction	338	1,108	30%
Manufacturing	216	700	31%
Wholesale Trade	203	603	34%
Retail Trade	709	2,357	30%
Transportation & Warehousing	27	152	18%
Information	138	303	46%
Finance & Insurance	1,279	1,420	90%
Real Estate, Rental & Leasing	201	361	56%
Professional, Scientific, & Technical Services	787	1,286	57%
Management of Companies & Enterprises	2	293	1%

Administration & Support, Waste Management & Remediation	497	973	51%
Educational Services	735	775	95%
Health Care & Social Assistance	3,225	3,512	92%
Arts, Entertainment & Recreation	56	101	56%
Accommodation & Food Services	321	910	35%
Other Services (excluding Public Administration)	231	498	46%
Public Administration	524	468	112%
TOTAL	9,558	15,802	60%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015)



Area Ownership & Parcels

Figure 11 identifies parcels or groups of parcels in the study area of five acres or greater in single ownership. Much of the area is dominated by small lots with fragmented ownership but there are several areas with the larger developer parcels. The locations outlined in red are currently under development or are in the planning and development pipeline.

The large purple parcel east of the station is owned by Intermountain Health Care and is the location of the Intermountain Medical Center and related medical office and support buildings. IHC's long-term plans for the area will impact the overall station area.

In addition to parcel size and consolidated ownership another factor in redevelopment opportunities is the current status of the parcel, i.e. vacant or underutilized. Figure 12 is a graphic representation of the building to land ratio on parcels in the study area. Lighter colors indicate land values that are equal to or greater than the value of buildings on the property. The darker colors indicate building values higher than the underlying land values. If a parcel is light green, yellow or white it is ripe for reinvestment or redevelopment.

Of the approximately 920 acres in the study area, 53 are identified as vacant by the Salt Lake County assessor. Figure 14 is a breakdown of vacant acreage by property type. Figure 14 illustrates the properties in the study area with building to land value ratios of 1.0 or lower (light green or yellow properties in Figure 12.)

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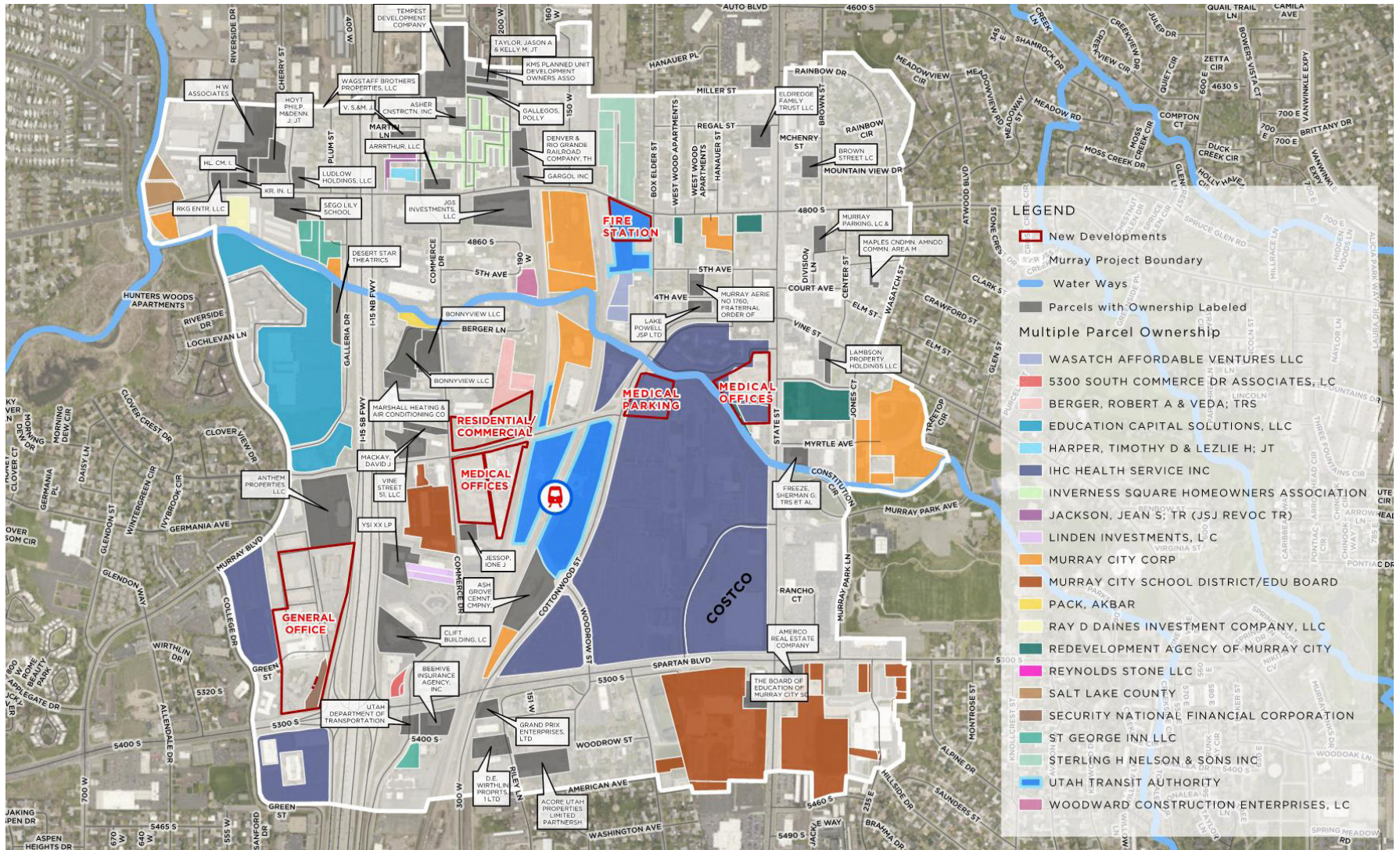


Figure 11 - Murray Central Station Area Property Ownership Map

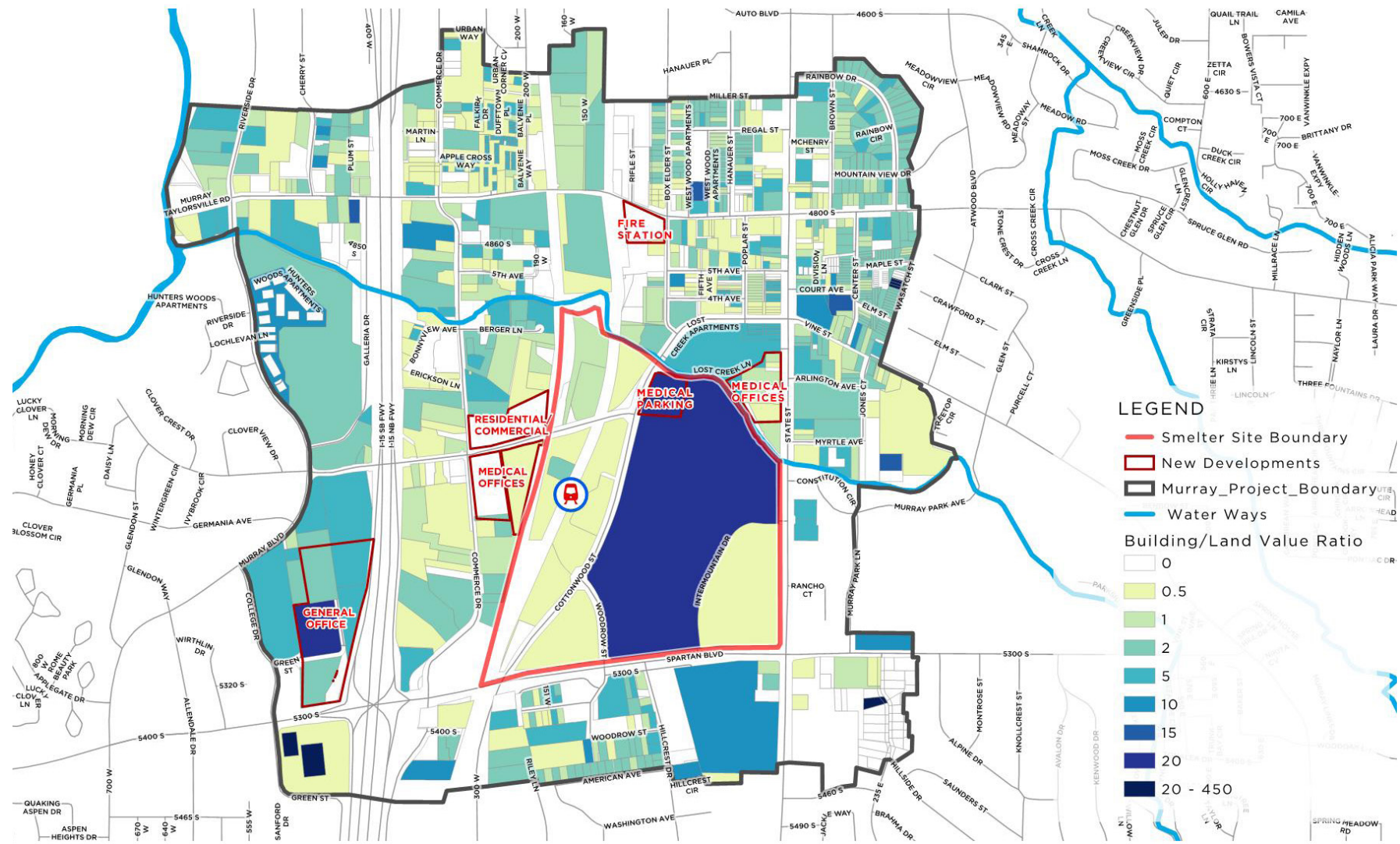


Figure 12 - Murray Central Station Area Underutilized Properties Map

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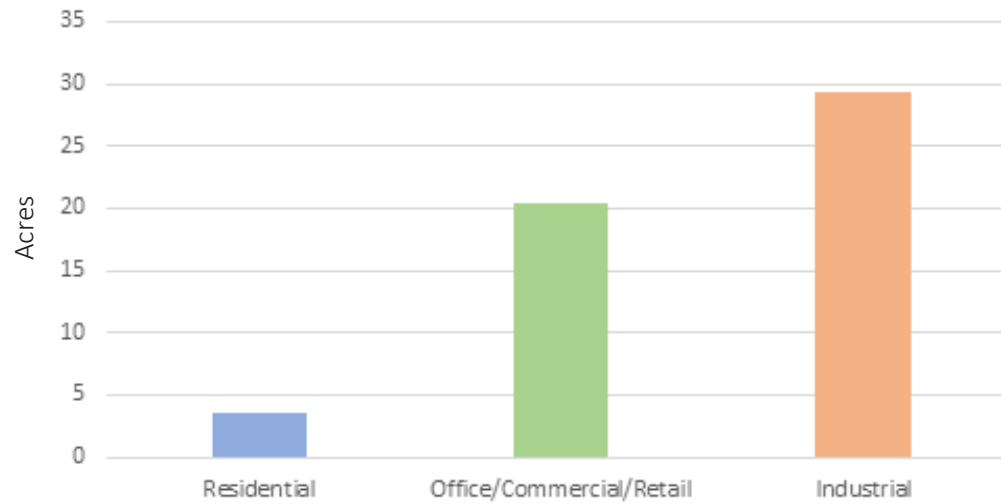


Figure 13 - Murray Central Station Area Vacant Property by Type

Under-Utilized Properties by Type

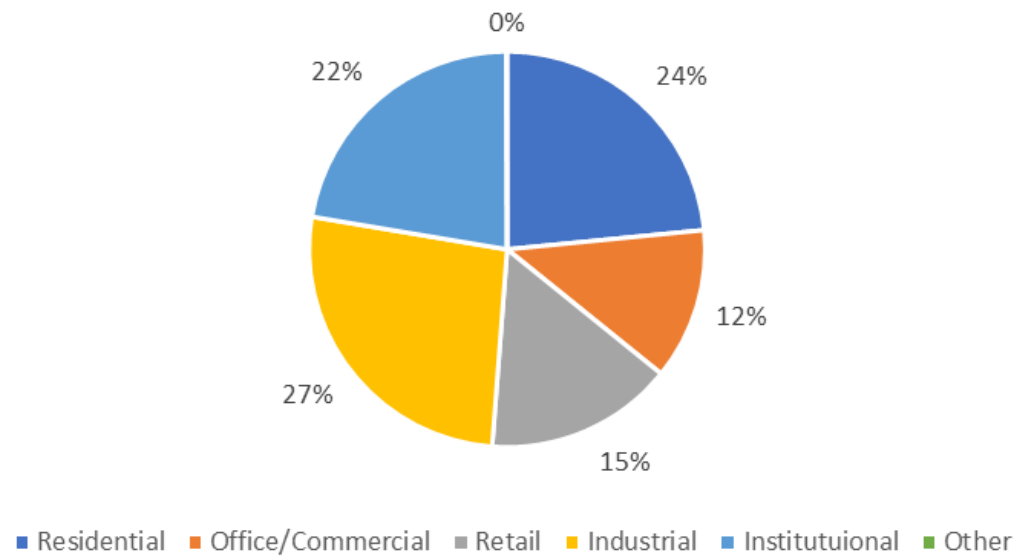


Figure 14 - Murray Central Station Area Under-Utilized Property Type

The vacant and underutilized properties in the area include almost 20 acres that are owned by UTA. Most of UTA's properties are adjacent to the TRAX and Frontrunner stations. Vacant and underutilized properties represent 42 percent of the 920-acre study area. The current count of vacant and underutilized properties does not include parcels with large parking fields that can be redeveloped into higher performing office, retail and residential buildings.

Real Estate Market

The Murray Central Station area current land uses include residential, institutional, office, medical, retail and industrial.

Residential

The residential market in Salt Lake County has been strong for several consecutive years. All indicators predict that it will continue strong for the foreseeable future. Statewide growth and the related strong household formation has resulted in a housing shortage across most product types and price classes.

Murray is projected to grow by almost 4,200 households by 2040. The study area is projected to capture 1,500 of those units, or 36 percent of the projected new households. County-wide household growth in the same time period is projected to be more than 180,000, meaning Murray City can expect to capture 2 percent of new housing development in the period 2018 through 2040.

Residential property represents 29 percent of the acreage in the study area as of 2017. Of the approximately 268 residential acres, three acres are currently vacant and 80 are undervalued. This provides limited opportunity to develop the needed 1,500 new housing units on existing residential property.

Office

There are a total of 92 acres of commercial office property in the study area. An additional 323 acres are dedicated to institutional uses, including a hospital, schools, and governmental offices. Office-based employment in the study area is estimated at 8,554 in 2015, or 64 percent of the total.

The Intermountain Medical Center (IMC) is the flagship hospital of intermountain Health Care (IHC). The IMC is the primary employer and anchor use in the study area. Its campus is immediately east of the TRAX and Frontrunner stations, creating a natural market for medical office development. The majority of new medical office development is anticipated on the IMC-site although related medical office development will occur in surrounding areas. Currently, there are approximately six acres of medical office development in the study area, almost half of which is owned by IHC Medical Services for a dialysis center.

Office-based employment in the study area is projected to grow by 6,156 jobs by 2040, a 72 percent increase. This will require additional office square footage to accommodate the additional activity. At an average of 200 gross square feet per employee an estimated 1.2 million square feet will be needed, 52 percent of which is anticipated to be medically related.

The Salt Lake County office market averages just under 1 million square feet net absorption annually. The geographic submarket in which the study

1

area is located captures approximately 35 percent of the Salt Lake County total. This means an average of 330,000 square feet is absorbed in the central submarket annually. The study area would need to capture approximately 17 percent of the submarket net absorption to meet projections. Future office demand will require between 22 and 46 acres of property, depending on whether structured or surface parking is used.

2

There are currently 20 acres of vacant property identified for commercial office or retail development and an addition 42 acres of undervalued commercial office property.

3

Retail

The retail real estate market is in flux as a result of online shopping and changes in shopper behavior. More emphasis is put on restaurants, entertainment and experiential retail as the key attractors for retail formats. The study area currently represents 16 percent of Murray's retail jobs and is projected to grow by 72 percent by 2040. At current ratios this represents an additional 56 acres of retail space by 2040. Some of this retail space will come from ground floor retail in mixed use buildings and some will come from stand alone retail development. As indicated above, there are 20 acres of vacant property in the study area identified for commercial office and retail development. In addition, there are approximately 52 acres of undervalued retail property in the area.

4

Opportunities

Although the study area is currently a high-performing area of the City, there are additional opportunities within walking and biking distance of the TRAX and Frontrunner stations. There is also an opportunity to increase the value of existing development through the development of "human-oriented" space such as trails, plazas and gathering places in the vicinity of the two transit stations. Figure 15 illustrates future development opportunities that have emerged as part of the preliminary analysis.

To capitalize on the total opportunity, repurposing approximately 324 acres of current uses is needed. Much of this can occur on UTA-owned "institutional" property immediately adjacent to the TRAX and Frontrunner stations, with the medical office opportunity occurring on IHC Health Services property or other nearby locations.

Figure 15: Study Area Development Opportunity - 2018-2040

Land Use	Current Acres	2040 Acres	New Acres
Residential	268	502	235
Office / Commercial	110	144	34
Retail	78	134	56
Industrial	157	157	0
Institutional	306	306	0
Other	0	0	0
TOTAL	919	1,243	324

Source: WFRC/MAG Demand Model V 8.1 - March, 2017

ECONOMIC PLANNING AND DEVELOPMENT PRINCIPLES

- Create value in the surrounding area by leveraging the enhanced station amenities with new development
- Leverage the existing public and private investment in the area.
- Take the long view when making decisions – not just from an economic perspective, but for all other aspects of the site,
- Create a flexible framework that is responsive to market changes and unforeseen futures.
- Work with development partners to create a funding methodology that works for all parties involved.

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Transportation

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The following summarizes the existing conditions for transportation and streets in the Murray Central Station Plan area, analyzing the following conditions:

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- Transportation context
- Modal networks – transit, pedestrian, bicycle, and vehicle
- Street network
- Public space
- Transportation demand management

4

The analysis concludes with a discussion of major assets, challenges, and opportunities for transportation and streets in the station area.

Context

The transportation context of the Murray Central Station is defined by four main aspects:

- **Existing destinations:** The station is surrounded by many existing (and planned) regional and city-level destinations. It is important to understand how well the station is connected to them, and how well they are connected to one another.
- **The potential for the future fabric of the area:** Much of the station area is likely underutilized in terms of land use when one considers the power of the station – Murray Central provides one-seat, high frequency trips to the major centers of the region, including the three largest downtowns, the state’s two largest universities, other colleges, and many other employment centers. An important transportation consideration is how these underutilized/re-developable areas of the station area can change into urban fabric that complements its destinations and leverages the station investment and power.
- **Two networks:** The interplay between two transportation networks that create two “worlds” – the auto network and the “rideable” network of transit, walking, bicycling and other non-single occupant vehicle modes.
- **The station itself:** There are many elements in play at the station and the configuration of the station itself strongly influences the station area.

These elements set the stage for understanding the best opportunities for a sustainable transportation network in the Murray Central Station area.

Destinations and connections

In many ways this plan is about making quality connections from the station to the many community and regional destinations within a half-mile of it. There are multiple destinations important to the region and the city of Murray within this relatively small area, such as Intermountain Medical Center, Downtown Murray, Murray Park, a major big box/retail area, and Murray High School. Figure 16 identifies these destinations.

These destinations represent thousands of jobs and high visitation rates. This plan aims to strengthen connections to these destinations, especially for active transportation.

Observations:

- Space between the destinations is largely filled with parking lots.
- There are multiple destinations within ½ mile, but only the medical center within ¼ mile.
- Several new projects are creating new destinations in the area west of the station.
- There are major barriers in the area, although there are relatively good connections across them (see pedestrian network section for details).



Figure 16 - Murray Central Station Area destinations within 1/4 and 1/2 mile radii.

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Future Fabric

As previously established, the Murray Central Station area contains a wide array of uses that are of regional and citywide importance. The station is also important for how it connects people around it with destinations throughout the region.

Figure 17 demonstrates the area that is accessible in a one-seat (direct, no transfer) ride from Murray Central within the Salt Lake Valley. Several destinations in Davis, Weber, and Utah counties are also accessible via a direct FrontRunner ride.

It is vital to reconsider the use of much of the land in the station area that appears to be underutilized. While the study area contains many existing and planned destinations, it also encompasses a lot of area with vacant land and lower-intensity land uses that could likely be redeveloped.

Key questions encountered are what will this underutilized area be and how will it be connected. Answers to these questions rests on the ability of the land to be redeveloped within the area of environmental constraints.

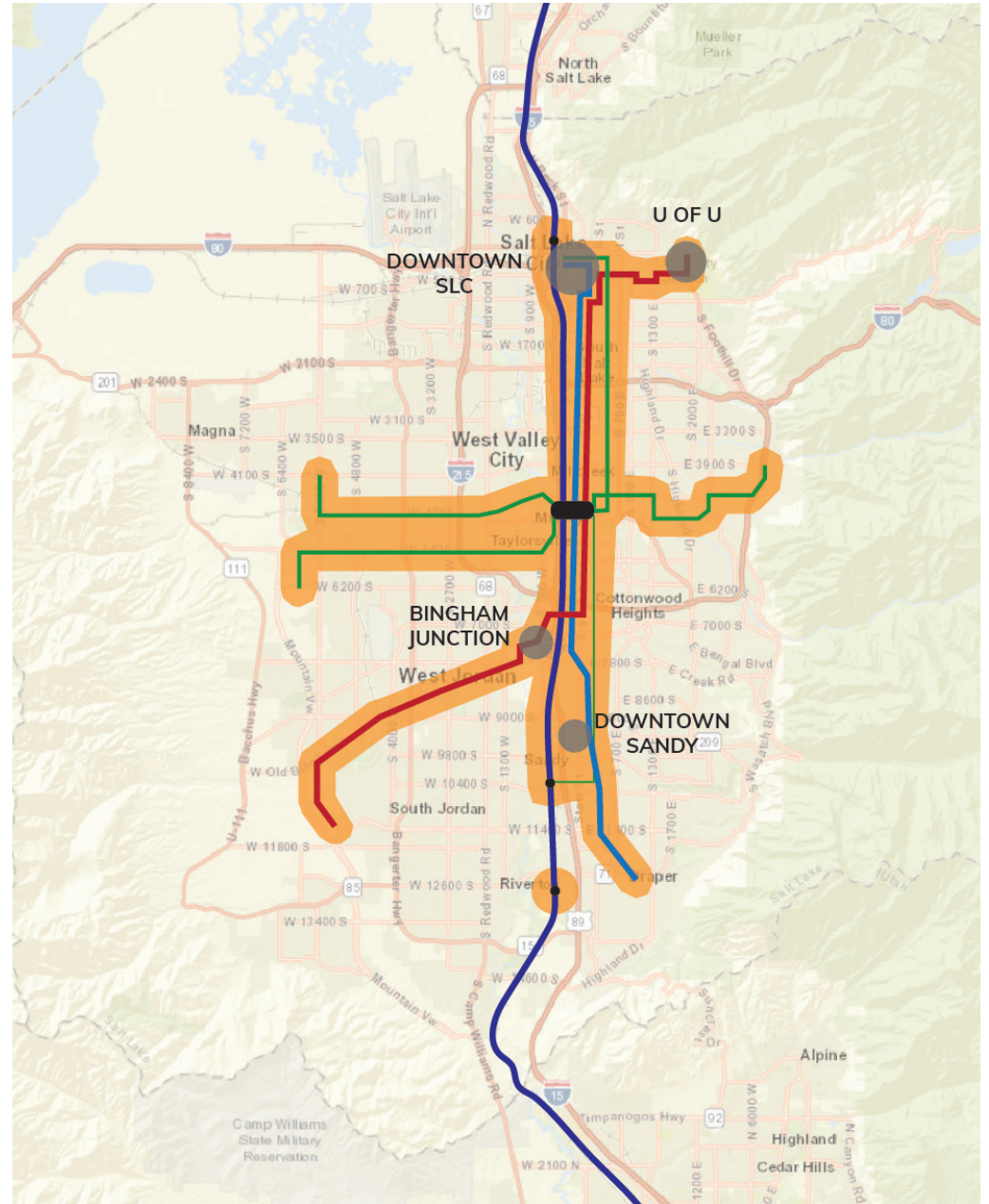
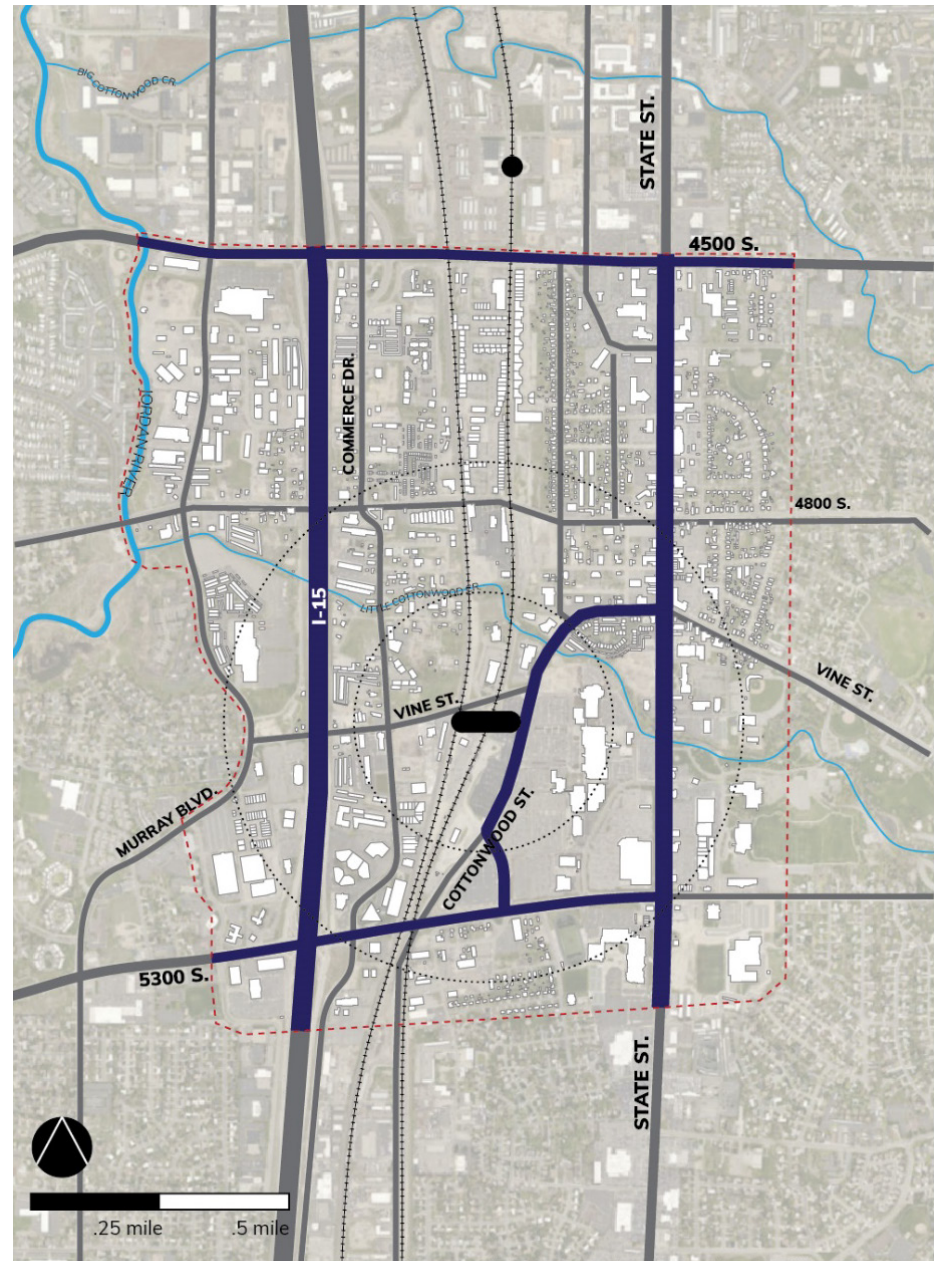


Figure 17 - Area in Salt Lake Valley reached by direct, one-seat ride from Murray Central Station Area and a short (1/2 mile) walk.

Two Networks

When considering how to access the destinations outlined above, redevelop other areas in the station area into complementary urban fabric, and leverage the value of transit station, it is useful to think about two parallel networks functioning in the study area.

The auto network is dominated by single-occupant vehicles driving to destinations in the study area and parking to access their destinations. Since the station area contains the link between the regional freeway network it will remain vital to the conventional auto network. Streets that make up this network are I-15, 5300 South, 4500 South, State Street, and Cottonwood Street and other accessways to IMC.



REGIONAL TRAFFIC NETWORK

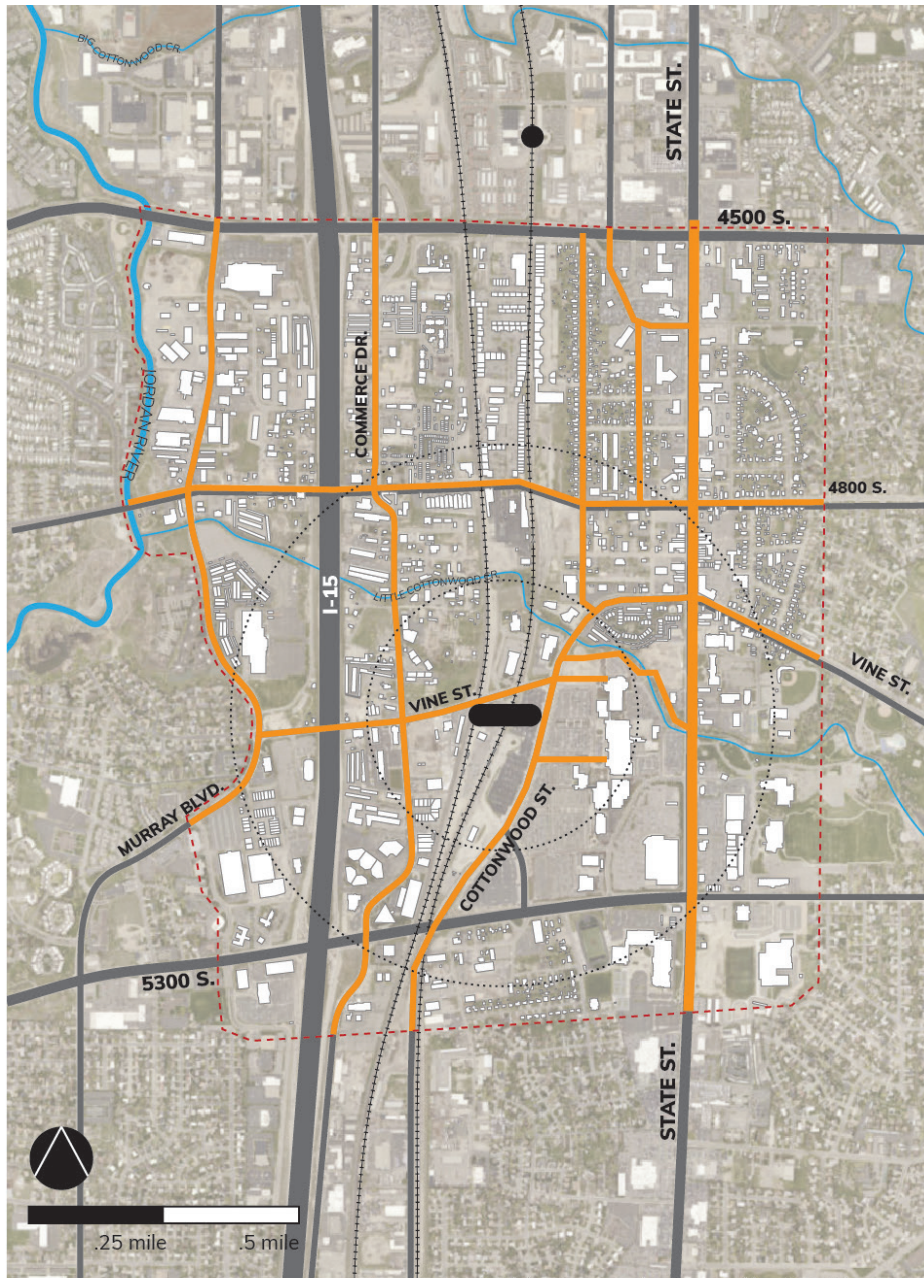
Figure 18 - Regional Traffic Network

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POTENTIAL RIDEABLE NETWORK

Figure 19 - Potential rideable network of streets in Murray Central Station Area

The station area also contains the potential for another network to complement the auto network: the rideable network (see figure 19). In the station area, there is a large space where the regional auto-focused network is not prioritized. One of the major assets of the station area is a set of collector-level streets that are secondary to the regional auto network. These include 5100 South/Vine Street; Commerce Drive; Murray Boulevard; and 4800 South. This rideable network also needs to include Cottonwood Street and State Street, which are also major auto network priorities.

This idea of a rideable network is critical to this plan as it leverages the station investment and the power of the Murray Central Station by complementing trips to the station with attractive options for connecting trips to area destinations.

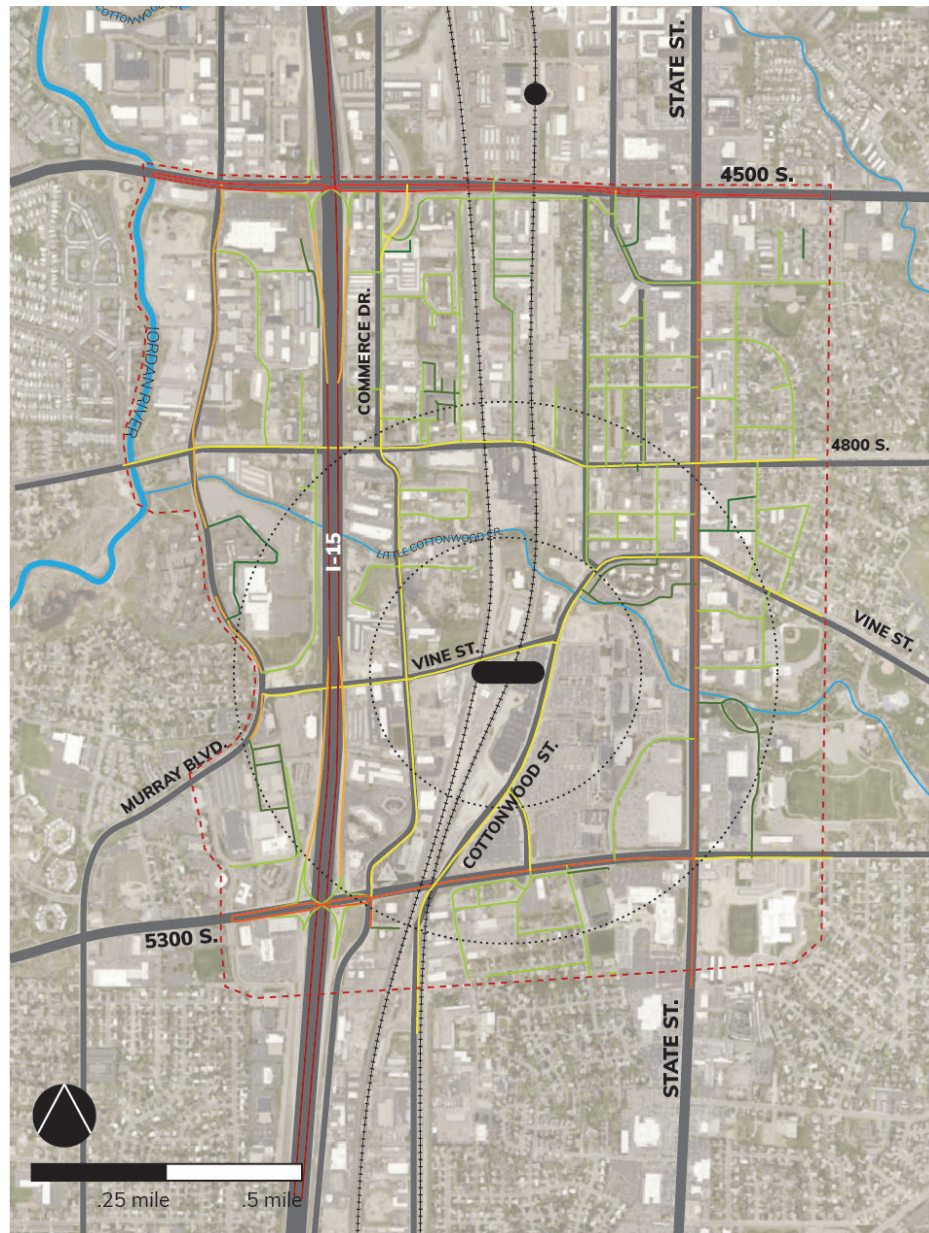
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The speed limits provide an idea of the distinction between these two networks. Figure 20 shows the speed limits of station area streets and how many of the collector-level streets have 30 m.p.h. or below speed limits that could be conducive for a slower environment.



SPEED LIMITS

10 mph 15 mph 20 mph 25 mph 30 mph 35 mph 40 mph 45 mph 65 mph

Figure 20 - Speed Limit of Streets in Murray Central Station Area

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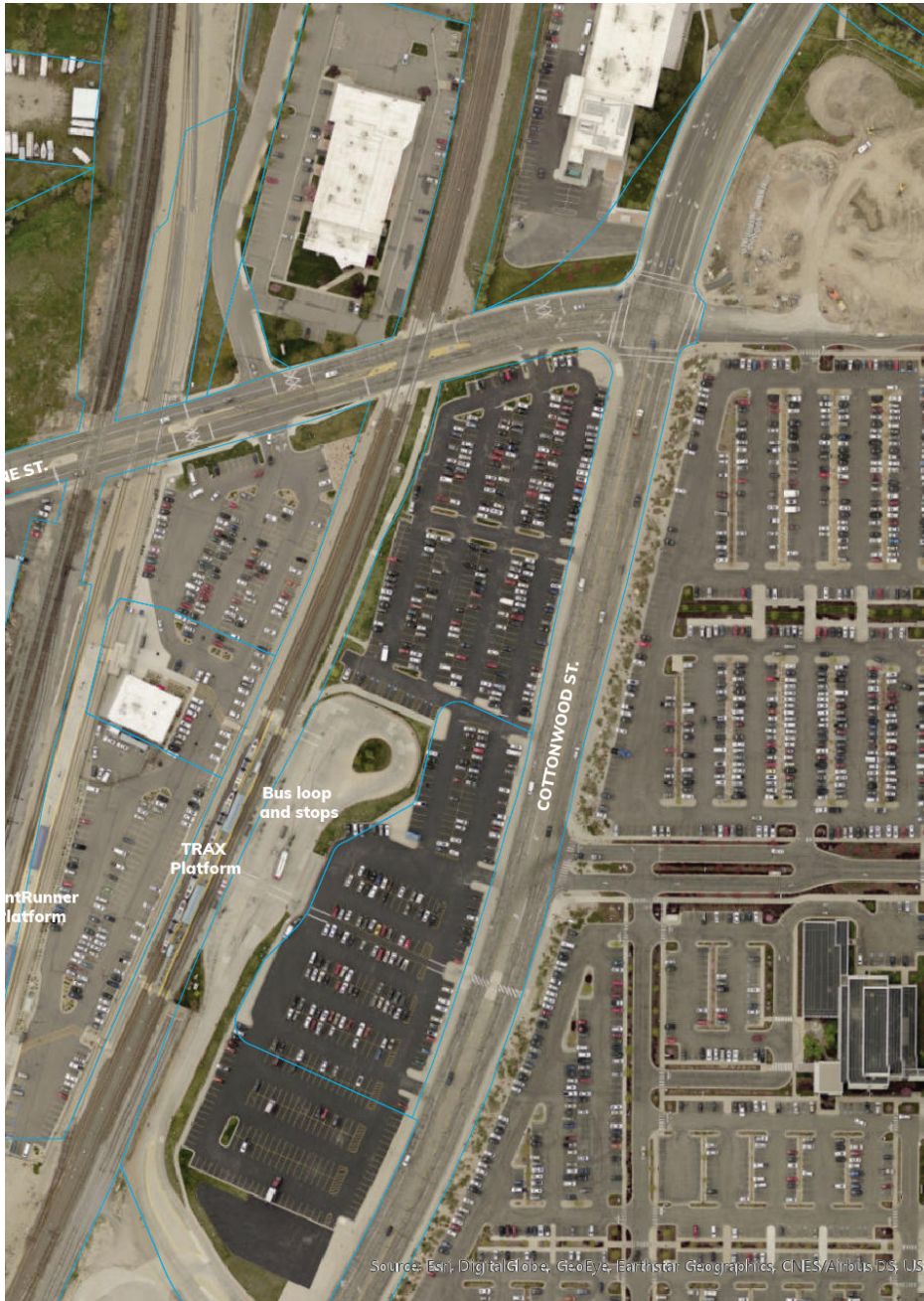


Figure 21 - Murray Central Station

Murray Central Station

Murray Central Station has developed in a patchwork fashion over time, the result of different transportation projects. It is a highly utilitarian place, focused on the narrow mission of people boarding and disembarking the train or bus, parking, and vehicle and pedestrian circulation.

This plan helps clarify the role of the Station in 1) reimagining it as a civic centerpiece and 2) streamlining its overall transportation function and 3) laying the groundwork for a good relationship to transit oriented development around it.

Mode Networks

In order to understand the opportunities related to the fabric, networks and station, it is important to understand the networks for the individual modes: transit, pedestrian, bicycle, and vehicle.

Transit

Station Overview

The Murray Central Station was developed through a series separate actions by UTA. The first was a TRAX stop on the Blue Line. When the TRAX stop was built, a bus loop was added. When UTA acquired the Union Pacific right-of-way, it built the FrontRunner stop here, due in part to the hospital bus system and because this is one of the rare places where the two mainline tracks are close enough for easy transfers.

When UTA built the FrontRunner station, it built a surface parking lot on the triangular piece of land between the FrontRunner and TRAX stations. As illustrated in Figure 22,, the station is now served by two TRAX lines; FrontRunner (running north to Ogden and south to Provo); and several local bus routes heading west (54 and 47); east (45); north (200); and south (201). A bus rapid transit (BRT) line is being planned and designed to connect Murray Central Station with Salt Lake Community College and the West Valley City center via the Taylorsville corridor and 2700 West.

These connections provide the station with significant transit power. A one-seat ride on a frequent (15 minute) service and standard half-mile walk, for example, provides access to much of the region, specifically the key job centers and educational institutions. This means that people living here can access jobs and schools as part of an easy and frequent ride. Conversely, people living on the Wasatch Front can easily access jobs around the Murray Central Station.



Figure 22 - Transit network of Murray Central Station Area

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As a result, this is one of the busiest stations in the UTA rail system. Approximately 8,500 TRAX/FrontRunner riders use the station each day.

2

UTA on-board survey data indicates that the Murray Central is an attractive choice for accessing key regional jobs and destinations. Riders at Murray Central Station are about 25 percent more likely to commute to work than the average systemwide rider (51 percent compared to 40 percent). Riders at Murray Central Station are about 33 percent more likely to be “choice” riders (having access to using a car) than systemwide riders (60 percent compared to 46 percent).

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Connecting Bus Lines

The station is served by five bus lines: the 200, 201, 54, 47, and 45. A few observations about these connecting routes follows:

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- The bus routes are almost evenly distributed in all cardinal directions. The eastward connection to Taylorsville and Kearns (Route 54) and the westward connection to Holladay (Route 45) provide important connections to places not otherwise served by high frequency transit. The north and south connections (200 and 201) somewhat mimic the service areas of TRAX but are enough removed that they serve a separate corridor along State Street.
- Almost all are high-frequency (15 minute) routes. This means there are high-quality transit connections in all directions.
- No flex/circulator routes serve the station. Considering the number of destinations in the station area, a local circulator could be an opportunity to consider.

Station Program and Design

The station is comprised of two center platforms (one for TRAX, one for FrontRunner), a bus loop with bus waiting and boarding areas, and two parking areas (1,070 stalls) – one to the east of the station (100 stalls are currently being leased to the IMC) and one in between the two platforms. This parking area also includes a UTA police station.

UTA has identified the following issues with the current and future function of the station:

- The triangle parking lot has circulation challenges. There is only one entry / exit point to and from the triangular parking area between the two platforms. This is located on the south side of 5100 South. This lack of multiple ingress/egress causes circulation challenges for people parking, pulling out and dropping off passengers.
- There is a lack of connectivity to the west: The Union Pacific tracks to the west of the FrontRunner tracks form a major barrier to connections westward of the station.
- UTA recently built a pedestrian crossing of the TRAX rails on the south end of the station – the north side crossing was getting congested and the agency wanted to provide another option.
- UTA has identified a need for additional park-and-ride spaces at this station.
- It is unclear how the Taylorsville-Murray Bus Rapid Transit (BRT) line will come into the station and pick up and drop off passengers.
- UTA sees an opportunity to build a TRAX side platform that could be shared with buses on the east side. This could also be a good way to integrate the new BRT line into the station.

Future BRT

The Taylorsville – Murray Bus Rapid Transit (BRT) project is in preliminary design for Phase 1 (from Murray Central Station to Salt Lake Community College). Phase 2 (from the community college to West Valley City Center) is in the planning Stage 1.

Key aspects of the BRT line for this plan is how the line comes into the station area (route, transit priority features, stop locations, and stop design) and 2) how the line terminates at the Murray Central Station (circulation, location and design of stop).

Other Transit Opportunities

In addition to the existing and planned transit, the presence of numerous employers and destinations creates the potential opportunity for a privately run shuttle providing first/last mile connections to these destinations.

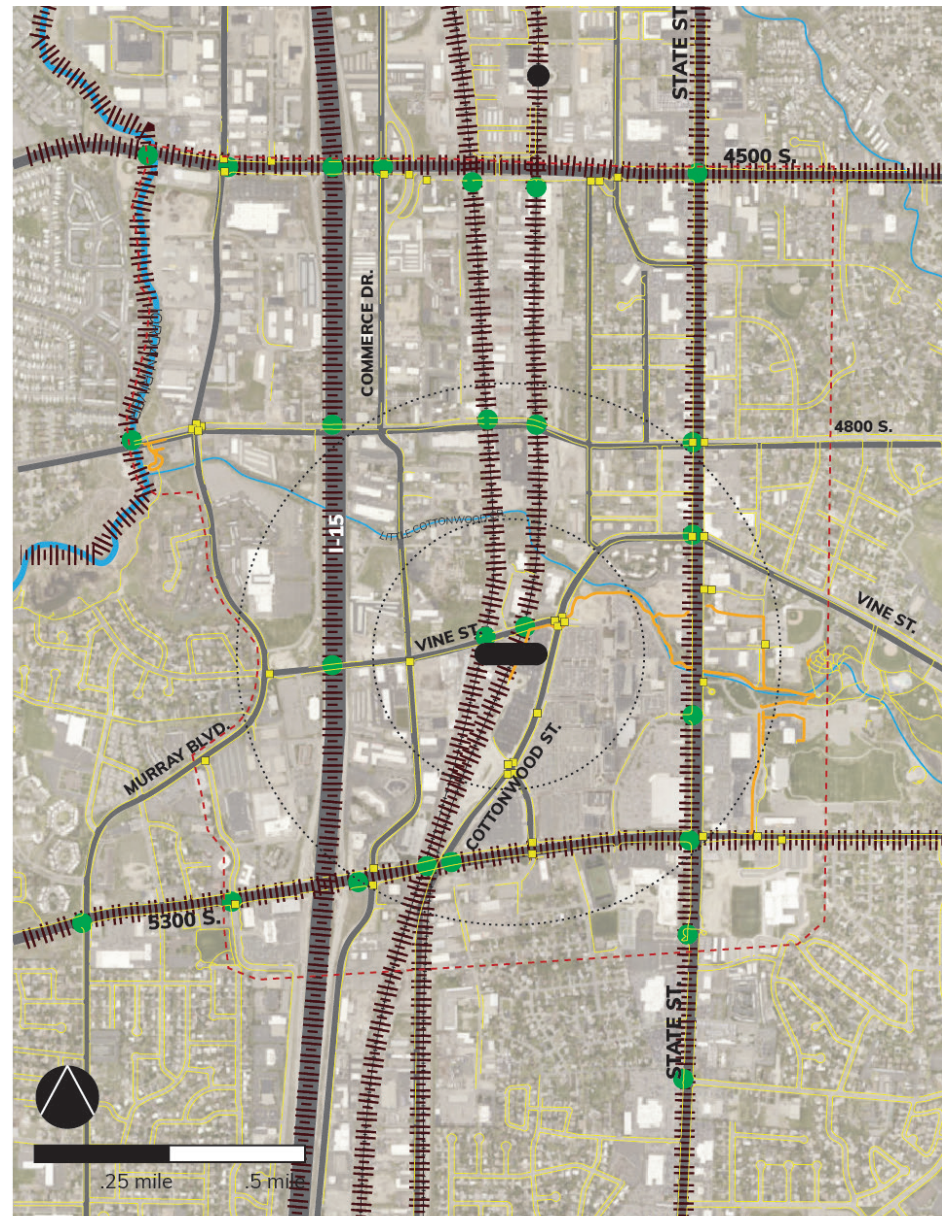
Pedestrian

Being able to walk to, from and around the station is generally the most important transportation aspect of a station area. Approximately 55 percent of people accessing Murray Central Station walk to it.

The Murray Central Station area presents some unique and extreme pedestrian conditions, including large uses not built for pedestrians, major parking lots, and industrial areas built without pedestrians in mind.

Pedestrian Environment Quality

This describes the quality of the areas dedicated to pedestrians, such as sidewalks and paths, buffers from moving traffic, and the character of adjacent areas. While the adjacent parking lot is in opposition to a quality pedestrian environment, the best pedestrian environment in the area is actually on the IMC parking lot drive aisles.



PEDESTRIAN NETWORK



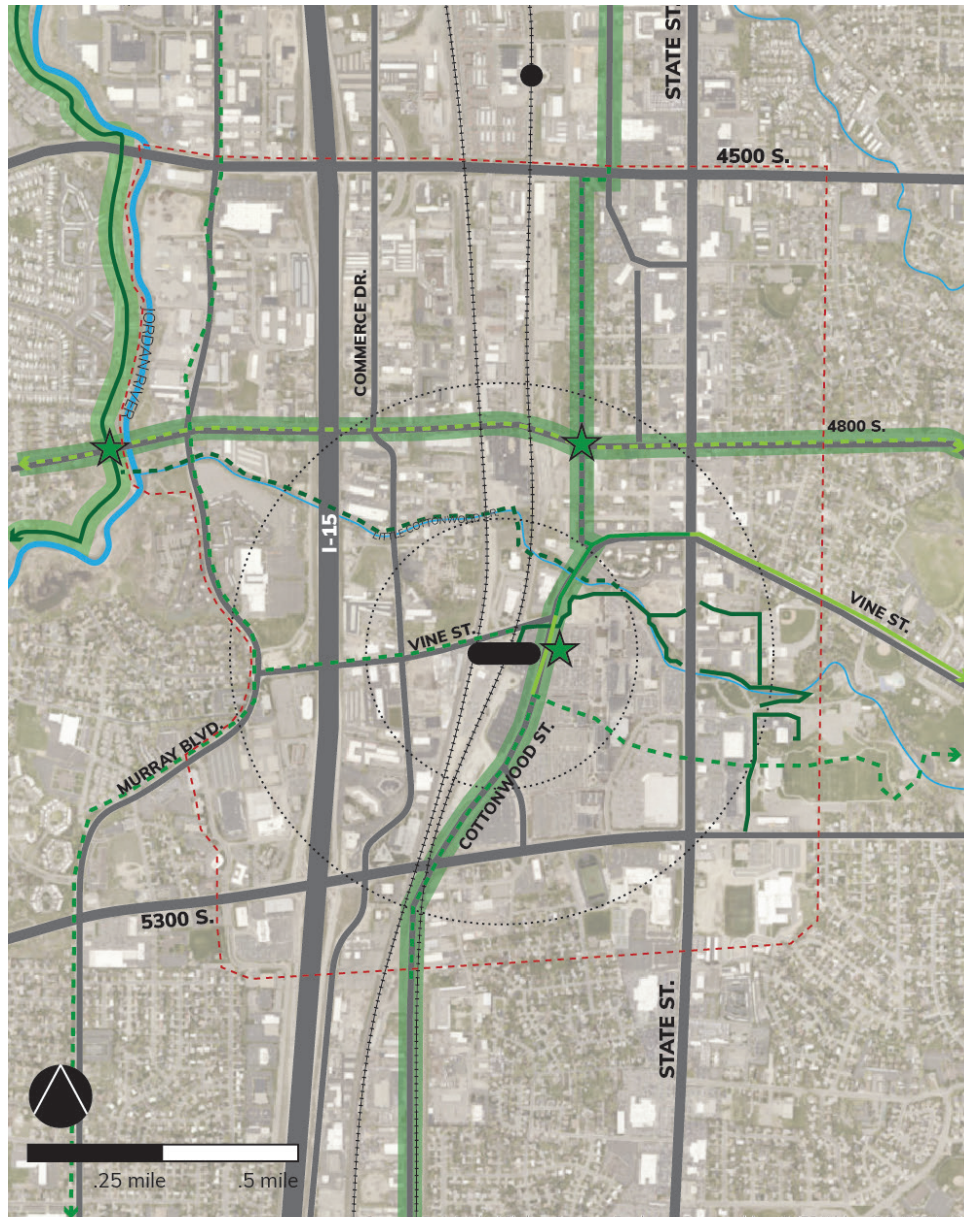
Figure 23 - Existing pedestrian network of the Murray Central Station Area

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BICYCLE NETWORK

Existing Class I Path
Existing Class II Bike Lane
Existing Class III Bike Route
Planned pathway
Planned Bike Lane
Planned Bike Route
Regional Bikeway
Regional Bike Node

Figure 23 - Existing and planned Bicycle network of the Murray Central Station Area

In the potentially rideable network, there is potential to improve the pedestrian realm, since large rights-of-ways and multiple redevelopment areas provide opportunities to create a better pedestrian environment.

Street Crossings

The pedestrian crossings of major streets fall into the following key categories:

- **Station crossing of Cottonwood Street:** This is a high-quality midblock crossing on the direct path from the station to IMC. The crossing includes a high-visibility crosswalk, a median refuge, and flashing beacon.
- **Other Cottonwood Street crossings:** At traffic signals - 5100 South/Vine Street and 100 West, which have standard crosswalk markings.
- **West side crossings:** Pedestrian crossings of streets such as 5100 South/Vine Street and Commerce Street. While relatively lightly trafficked streets with short crossings, these have poor markings and corner environments.
- **Arterial crossings:** Pedestrian crossings of State Street and 5300 West traverse long distances and have relatively minimal pedestrian infrastructure. There is one unsignalized pedestrian crossing of State Street in downtown Murray.

Barriers and Across Barrier Connections

Murray Central Station lies amid major north-south regional transportation facilities, including I-15, State Street, the U.P. rail line, FrontRunner, and TRAX. This creates major barriers for people walking and bicycling in the area.

Bringing this regional network down to the scale of the pedestrian is necessary for connectivity. A key concern is the balance or decision between improving existing streets as connections to long-term major destinations or addressing pedestrian issues as part of a new type of urban place.

Bicycle

Network

The Murray Central Station is important to the bike network at multiple levels – both regionally and locally. About seven percent of people access the station by bike, more than twice the system average.

Figure 23 indicates the important bike network links running through the plan area. First, the station provides a nearly unparalleled opportunity to connect local cyclists with distant regional destinations. Also, a number of existing and potential regional bike corridors run through and around the station area:

- Main Street/Box Elder/Cottonwood Street corridor, which is an important regional north-south corridor and runs directly to the station.
- The Jordan River Parkway, which runs within $\frac{3}{4}$ to a mile from the station.
- The 4800 South corridor, which connects to Taylorsville in the west and Holladay to the east and runs within about $\frac{1}{2}$ mile of the station.

The corridors above connect with key regional bike nodes, as follows:

- 4800 South/Jordan River Parkway
- 4800 South/Box Elder Street
- Cottonwood Street/Murray Central Station

In addition, both Murray City and the Regional Transportation Plan identify planned bike routes on plan area streets and corridors:

- Cottonwood Street
- Box Elder Street
- 5100 South/Vine Street (West)
- Vine Street (East)
- Murray Boulevard
- Little Cottonwood Creek
- Murray Park

While not identified in plans, Commerce Street presents an opportunity for north-south connectivity between the barriers of I-15 and the rail tracks. Currently, the only routes in the immediate station area with marked and/or dedicated facilities are Cottonwood Street between the intersection with 5100 South and State Street and the pathway along a short segment of Little Cottonwood Creek. However, there are clear ways to connect bicyclists with the station with dedicated facilities and/or marked routes. The local routes can combine with the regional corridors to create a regional bicycle hub that is also useful at the local level.

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Bicycle Environment Quality

The streets in the station area include few dedicated bike facilities. As noted above, the only marked and/or dedicated facilities are a bike lane along Vine Street from Cottonwood Street to State Street and shared lane markings on Cottonwood Street. However, many of the station area streets are lightly trafficked and can provide decent bike environments. Additional planning will need to take place to formalize these street environments.

2

Street crossings

Similar to the area's pedestrian crossings, there are major active transportation barriers in the area.

3

Amenities

The station contains some bicycle amenities to note. For example, both bike racks and bike lockers are available, as is a bike station with a pump and tools.

4

Vehicle

Serving auto traffic is a critical function of the area around the Murray Central Station. This is especially true for the area east and south of the station, the major destinations of IMC, the big box retail cluster and Murray High School. A series of routes in the area are critical links for auto traffic such as I-15, State Street, 5300 South and 4500 South, all of which provide access to most of the destinations. The network of collector-level streets is also important to linking IMC traffic from these arterial streets to the medical center's parking areas.

Driving is also an important aspect of station access – about 37 percent of station users access it by car, although nearly half of those are dropped off, which is much higher than system-wide. The station has a higher (yet still low) rate of carpooling than the system-wide rate of five percent. Based on nine parking utilization surveys conducted by UTA, the 1,070 stalls in the park-and-ride lot are 67 percent full on average.

Traffic volumes

Figure 24 illustrates traffic volumes for most major streets.

Street network

Connectivity

Street connectivity in the Murray Central Station area is inconsistent. On one hand, streets are connected to one another and lead to the station, forming the “bones” of a connected network. Even in the hospital parking area surrounding the IMC, the drive aisles/streets form a connected network around the barrier of the hospital complex. However, the area suffers from two related issues. First, the network has a low density; there are not many streets in the area. Second, the area is dominated by large land uses that, in part, create low density.

In the future, lack of network density should be able to be corrected if new streets can fill in the large areas without streets. Some of the problem will remain because of the number of barriers such as I-15 and the Union Pacific tracks.

Figure 24: Traffic Volumes in Murray Central Station Area

Street Segment	2016 AADT	Estimated Daily Capacity Used at LOS D
State Street	39,000	85%
State Street	36,000	78%
State Street	30,000	65%
5300 South	28,000	61%
4800 South	10,000	89%
Murray Blvd.	9,200	82%
Vine Street	7,700	68%
Commerce Street	4,000	36%
Cottonwood Street	2,100	19%

Source: UDOT

Rideability

Rideability describes the quality of having an attractive choice to the single-occupant vehicle. Rideability is achieved through a rideable network, which leverages and connects several different modes, such as transit, walking, bicycling, private shuttles, ridesharing and connected and autonomous vehicles.

As established, Murray Central Station and the surrounding area has enormous potential for enhancing its rideable network. The station itself creates the foundation for regional rides to and from the study area. This plan can help extend those non-SOV ride trips to and from existing, planned and new destinations in the station area and beyond .

Several existing streets create the structure of a rideable network: Cottonwood Street, 5100 South/Germania, and Commerce Street. These are the primary major streets within ¼ mile of the station and are also critical to the rideability for different reasons. Cottonwood Street provides access to the station from the east side, to transit and to the IMC. 5100 South/Germania provides access to the station across the major station area barriers, to transit trunk lines from the east, and to future redevelopment opportunity. Commerce Street provides north/south connectivity, and redevelopment opportunity.

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Each of these key links were assessed at a broad level to determine their rideability. This assessment considered a number of factors that generally provide a slower, more human-scaled environment with the service and infrastructure of other modes. Other factors assessed include:

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- vehicle speed
 - space allocation for other modes
 - pedestrian environment quality
 - pedestrian crossing frequency and quality
 - transit service and infrastructure
 - travel demand management practices
- The results are as follows:
- Cottonwood Street: 45/100 points.
 - Vine Street/5100 South (west of station): 31/100 points
 - Commerce Street: 14/100 points

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Results indicate that there is significant opportunity for improvement on each of these streets. While the speeds on these roads are relatively slow and demonstrate a high level of transit service, they are not designed as a pedestrian environment. They have poor transit waiting environments and poor land use frontage.

Public Space

The station area contains very little public space. The FrontRunner drop-off area and at the bus loop are the main public spaces in the area and both are utilitarian in nature. They have very few pedestrian amenities such as benches and street trees.

IMC is surrounded by parking which challenges the idea of human-scale public space. There are some plaza/garden areas but they are largely inside the medical campus. The major public space in the greater station area is Murray Park. However, opportunities to connect the park with newer retail/food development have been missed and it is quite distant from the station. Other, smaller public spaces include the pathway along Little Cottonwood Creek which is blocked by roads at several locations.

Travel Demand Management (TDM)

Intermountain Medical Center (IMC) has some travel demand management (TDM) in place. These include a discounted transit pass program and a shuttle that runs throughout campus and stops at Murray Central Station.

Transportation and Urban Design Assets, Challenges, and Opportunities

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Destinations and connections

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Assets

- IMC – approximately 20 percent of employees use transit to get work.
- Wide range of diverse uses and destinations
 - Office uses
 - Murray civic uses – park, ice skating, pool, City Hall
 - Murray downtown
 - Big box/major retail – Costco, Best Buy
 - Emerging complementary medical uses
 - Educational uses
 - Murray High School
- Little Cottonwood Creek trail – does not exist west of State Street and is highly fragmented
- Nice infrastructure to connect directly to IMC from the station – crossing, streetscape in parking lot
- Direct line of 5100 South/Vine to west from station
- Network within the area is relatively connected – crossings over barriers, such as I-15 and rail lines, are in the right places
- Signalized intersection at State Street to IMC
- Bus lines provide additional connections to destinations, within the study area

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Challenges

- Destinations tend to be farther than ¼ mile (walking distance) from the station
- Parking lots are a major use within ¼ mile of station, especially to the east
- Difficult to incorporate crossings to rail tracks
- Little Cottonwood trail only extends for short segments
- IMC is an east-west barrier to pedestrian movement
- Topography, north of the station physically separates the two areas
- Most street connections have poor pedestrian qualities
- The street network is low density
- Parking is free for IMC employees, patients, and visitors, which does not incentivize transit use
- The most desired IMC parking spaces are concentrated in lots in north and east, creating congestion.

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Opportunities

- Extend Little Cottonwood Creek trail west to the Jordan River – though challenging considering the blockages that will need to be overcome
- Improve crossings on State Street for pedestrians/cyclists
- Leverage Cottonwood, Vine, and Commerce Street as a rideable street network and improve accordingly
- Create transit/shuttle options for first/last mile/longer distance destinations from station
- TDM for large entities – consider the establishment of a single Transit Management Association (TMA)
- Grade-separated, active transportation crossing of tracks from the south end of station
- Explore ways to better overcome topographic challenges at the north end of the area
- Encourage IMC to provide a public connection across State Street to the park and surrounding civic district

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Future Fabric**Assets**

- Underutilized land uses west of the station
- Cottonwood, Vine, and Commerce as the basis for a connected, urban street/block network
- Little Cottonwood Creek as a placemaking asset

Challenges

- Environmental conditions/contaminated land
- The IMC's parking area is a contingency/reconfiguration zone for the future – not an explicit place for new development
- The area to the west of I-15 is disconnected from the station area
- Rail tracks – Vine Street is the only connection

Opportunities

- Create better urban fabric off of Cottonwood, Commerce, and Vine Street that is denser, better connected and has walkable streets.
- Transit (bus) corridor along 5100 South/Vine
- Consider making quality connections to existing neighborhoods if new station area provides attractive dining/shopping/restaurant destinations
- IMC is expanding vertically; they could provide opportunity to modify parking to create complementary uses and a more active streetscape
- Potential for a great public space by connecting the station with IMC.

Two Networks**Assets**

- Key auto links (apart from I-15) appear to be under-capacity
- The inherent strength of Murray Central Station to reach regional destinations
- General separation of auto streets and potentially rideable streets
- Connected network of streets not very important to autos – specifically, Vine and Commerce
- High levels of bus transit

Challenges

- Multiple demands on Cottonwood Street from IMC vehicle access and part of rideable network
- State Street is important auto corridor but also has vision for BRT, is key part of Downtown Murray, and needs better pedestrian crossings
- Potential backbones of rideable network are not very rideable

Opportunities

- Improve key links of potential rideable network for riding
- Create a creative complete street design for Cottonwood Street
- Explore ways to have State Street continue to move traffic while also becoming better for downtown Murray, pedestrian crossing, and future BRT access

The Station Itself

Assets

- High frequency service that provides direct access to a very large part of the region, including the largest job centers and entertainment destinations
- TRAX, FrontRunner and buses are close together geographically

Challenges

- Connections between TRAX, frontrunner and bus are somewhat clumsy
- Parking between TRAX and FrontRunner has circulation/speed issues
- Parking lot between TRAX and FrontRunner precludes opportunity for great people space in this part of the station
- Buses must take a circuitous route to get to the bus drop off loop, especially from the west and north
- UTA believes it needs more parking in the future
- People getting off the train first see a mass of parking
- Institutional materials contribute to lack of sense of place – chain link, etc.
- The Union Pacific rail line to the west of the station is a formidable barrier

Opportunities

- Better use of the area between the stations
- A great public space – possibly between the stations
- Better drop off area for TRAX and FrontRunner
- Grade-separated link across the tracks on south end of station?
- More direct/elegant/connected bus circulation, especially for planned BRT
- Potential to have a shared platform with bus and TRAX to make for more elegant transfers
- Create better view/character than so much parking when one gets off the train.

TRANSPORTATION PLANNING AND DEVELOPMENT PRINCIPLES

- Connect the station to existing and proposed destinations in Murray and the surroundings.
- Create a new public realm that is inherently walkable and easy to navigate.
- Capitalize on the opportunity to transform Vine Street into an activated, multi-modal urban corridor.
- Reconfigure the station's circulation and operations to emphasize walkability and public space.

1

Land Use

A thorough Site Analysis was conducted to ensure the planning and design concepts that emerged are aligned with the opportunities and constraints that currently exist. As illustrated in Figure 25 – Station Area of Influence and Site Analysis Diagram, several conditions were considered as part of understanding the structure and relationships of land uses in the study area.

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Existing Land Use

Land uses in the area are predominantly light industrial north, south and west of the station, with a mix of commercial and public service uses to the east. The station area is dominated by large parking lots, which serve the station and IMC to the east near State Street. Discussions with representatives of IMC indicate that the large, sprawling campus is controlled by a separate master plan, and that any changes for improving the relationship between the station and medical campus will be determined outside of this planning effort.

Natural Features

The primary natural features found in the area are Cottonwood Creek, an east-west waterway that joins the Jordan River near the western extents of the study Area. In contrast to several of the other seven waterways associated with the Salt Lake Valley section of the Wasatch Mountain canyons, the creek has not been piped and has open flow conditions at the surface. Unfortunately, the waterway is highly segmented by roadways, rail embankments, the freeway and other blockages, resulting in limited opportunity as a continuous greenway or trail corridor.

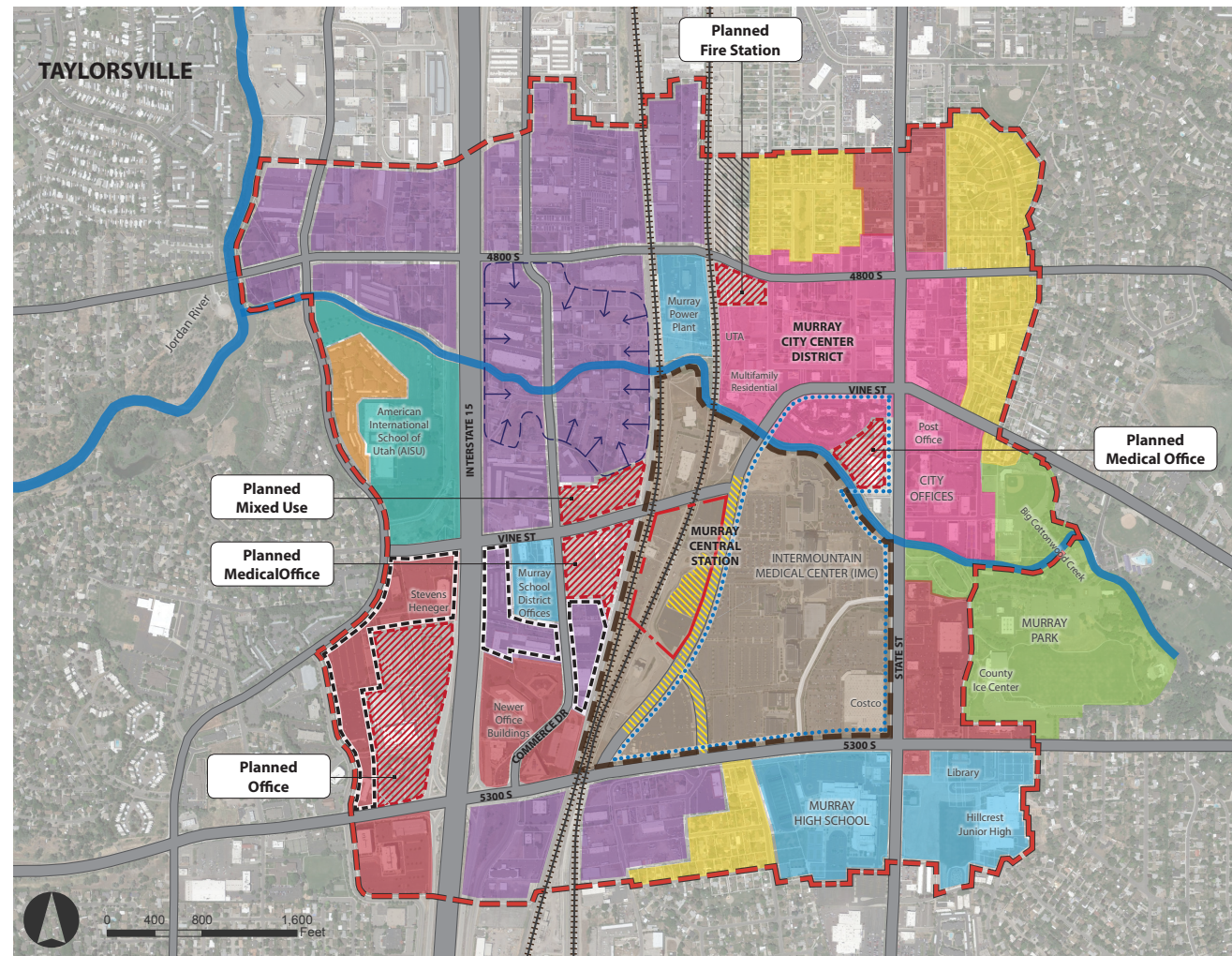
Man-made Features

This includes the station itself, a range of buildings and structures of various forms and heights, roadways of different sizes and diverse functions, large and small parking lots, two rail lines and associated embankments, in addition to frequent subsurface infrastructure and utility lines.



MURRAY CENTRAL STATION MASTER PLAN

Central Station Area of Influence and Site Analysis



EXISTING LAND USE & ZONING

Commercial/Office	Single-Family Residential
Light Industrial	Institutional
Murray City Center Mixed Use District	AISU Campus
Multifamily Residential	Parks and Open Space

OTHER KEY CONDITIONS AND CONSIDERATIONS

Remediation Zone - Contaminated land impacts opportunity to change or modify uses	"Gully" / Topographic Depression
Remediation Zone - No change or disturbance	Planned Development
Vacant Land	IMC Boundary
Central Station Study Boundary	

Figure 25 - Central Station Area of Influence and Site Analysis

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OVERVIEW

A thorough Site Analysis was conducted to ensure planning and design concepts are aligned with existing opportunities and constraints.

The Site Analysis investigated the physical structure of the study area, as follow:

- **Land Use and Zoning**
- **Natural Features** such as creeks and open space corridors
- **Man-made Features** such as buildings and structures, infrastructure and utility lines, roadways and railways
- **Environmental Conditions** with particular emphasis on acknowledging the limitations of contaminated lands and remediation strategies, plans and requirements that are in place
- **Planning and Design Concepts for Adjacent and Outlying Areas** were documented to understand the influence of the Murray Central Station Area and how it relates to adjacent districts
- **Site Impediments and Blockages** such as rail embankments, freeway, fences and steep slopes

Key Findings/Considerations

- Murray Central Station is the heart of the project. Redevelopment of the station area is essential for creating a superlative Central Station District
- Contaminated lands have been remediated according to specific agreements. Change and modification is controlled by those decisions.
- No residential development is allowed in the remediated areas.
- Redevelopment with non-residential uses is possible in much of the remediated area, although it will come at higher costs than at clean sites.
- Specific segments of the remediated land cannot be modified or disturbed and must be incorporated into the planning and design concepts for the area.
- The IMC properties are controlled by a separate planning process. The master plan should maintain positive and mutually-beneficial relationships with the IMC properties as feasible.
- Significant projects have been developed or are planned in proximity to the station. Coordinating these projects and others yet to come is essential for creating a unified station district.
- Vine Street plays a critical role for linking Murray Central Station and the surrounding areas together as part of a discernible district.
- Adjacent neighborhoods and districts have significant residential and mixed use redevelopment potential

1

Environmental Conditions

Environmental conditions associated with the contaminated lands and existing remediation statutes, plans and requirements define the station area and immediate environs. The affected area extends eastward from the TRAX line and station area to encompass the IMC campus, and from Big Cottonwood Creek in the north to 5300 South.

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The light industrial neighborhood north of the station is located in a low-lying area associated with the Big Cottonwood Creek. The neighborhood is surrounded by high embankments of I-15 to the west, a tall rail embankment to the east, and new buildings and development areas to the south, which effectively creates the sense of disconnection and isolation from the station and other nearby uses. The area is indicated as a future mixed-use neighborhood in the Murray General Plan.

Planning, Zoning and Design Districts

Planning, Zoning and Neighborhood Districts have been established in the existing Murray City General Plan, each with a particular purpose, vision and function. These include the Murray City Center District northeast of the station, the Murray Park/Civic Center District east of IMC, an educational campus west of I-15 between Vine Street and Big Cottonwood Creek, a mixed-use district northwest of the station, and a small office district west of I-15 and north of 5300 South. Determining where these stop and the station area begins is not clear in many cases.

Site Impediments and Blockages

I-15, the two rail lines and State Street are key physical impediments, effectively limiting connections on either side with access limited to the primary east-west road system. The light industrial neighborhood northwest of the station is located in a low-lying area associated with Big Cottonwood Creek. This area is surrounded by high embankments of I-15 to the west, a tall rail embankment to the east, and new buildings and development areas to the south, resulting in an isolated and disconnected feeling.



Summary of Findings

- Murray Central Station is the heart of the project. Redevelopment of the station area as part of creating a superlative station district is essential for if change is to take place.
- Contaminated lands have been remediated according to specific agreements. Change and modification is controlled by those decisions. As a result, opportunities for modifications and enhancement are limited and highly controlled.
- No residential development will be allowed in the remediated areas. Redevelopment with non-residential uses is possible in much of the remediated area, although it will come at higher costs and is likely to take more time than non-contaminated sites.
- Smaller portions of the remediated land cannot be modified and must be incorporated into the planning and design of the site.
- The IMC properties are controlled by a separate planning process. This master planning effort should maintain positive and mutually-beneficial relationships with the IMC properties as feasible.
- Significant projects have been developed or are planned in proximity to the station. Ensuring that these projects are aligned with this effort is essential for creating a unified station district.
- Vine Street plays a critical role in linking Murray Central Station and the surrounding areas together as part of a discernible district.
- Adjacent neighborhoods and districts have significant residential and mixed use redevelopment potential

LAND USE PLANNING AND DEVELOPMENT PRINCIPLES

- Acknowledge that the IMC properties are not necessarily aligned with the creation of a better station area.
- Facilitate market-driven changes from light industrial uses to more urban mixed-uses, with residential uses to limited areas outside the SSOD boundary.
- Acknowledge the zone of influence of the station and the need for transitions to adjacent neighborhoods and districts.
- Locate viable uses in the station areas that contribute to the creation of a new station district.
- Do it right – invest in high-quality buildings, pedestrian enhancements and urban spaces.
- Create a landmark station and associated great spaces to attract attention and help define the area.

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MURRAY CENTRAL STATION MASTER PLAN

Introduction

The opportunities for significant modification and redevelopment are relatively limited due in large part to the decisions that were made more than twenty years ago related to environmental mitigation and cleanup in the station area. Based on the 1998 ROD, future development within the SSOD is limited to commercial and light industrial. The challenges posed by those decisions are further reinforced by other conditions that are beyond the reach of this plan, including the fact that planning of the extensive IMC campus is controlled by independent planning policies that are not necessarily aligned with the creation of a better station area.

As illustrated in Figure 26, the challenging site and management conditions in this area are demonstrated by a Planning Concept that links a redeveloped and intensified Murray Central Station with other contributing uses along Vine Street as part of a Station Boulevard. According to this concept, redeveloping **Murray Central Station** into a landmark destination is essential for creating a superlative station district. Beyond the station, **Vine Street** is transformed into a linear boulevard, linking the station with supportive uses along the roadway from State Street to the west side of I-15. Supporting development efforts along this route will take place as **Primary, Secondary and Tertiary** projects, the hierarchy indicating proximity to the corridor and the relationship each zone has with the corridor and station area.

Since Vine Street links the various uses into a discernible linear district, it is essential that the roadway be planned and designed to support **TOD development and multi-modal traffic movements**, with a distinct shift toward the creation of a pleasant and safe pedestrian and cycling environment. It is assumed that there will be a distinct focus on higher-density residential uses along the street, compensating for the lack of residential development in the environmentally-challenging portions of the site.

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Examples of superlative pedestrian environments that are envisioned along a re-imagined Vine Street Boulevard

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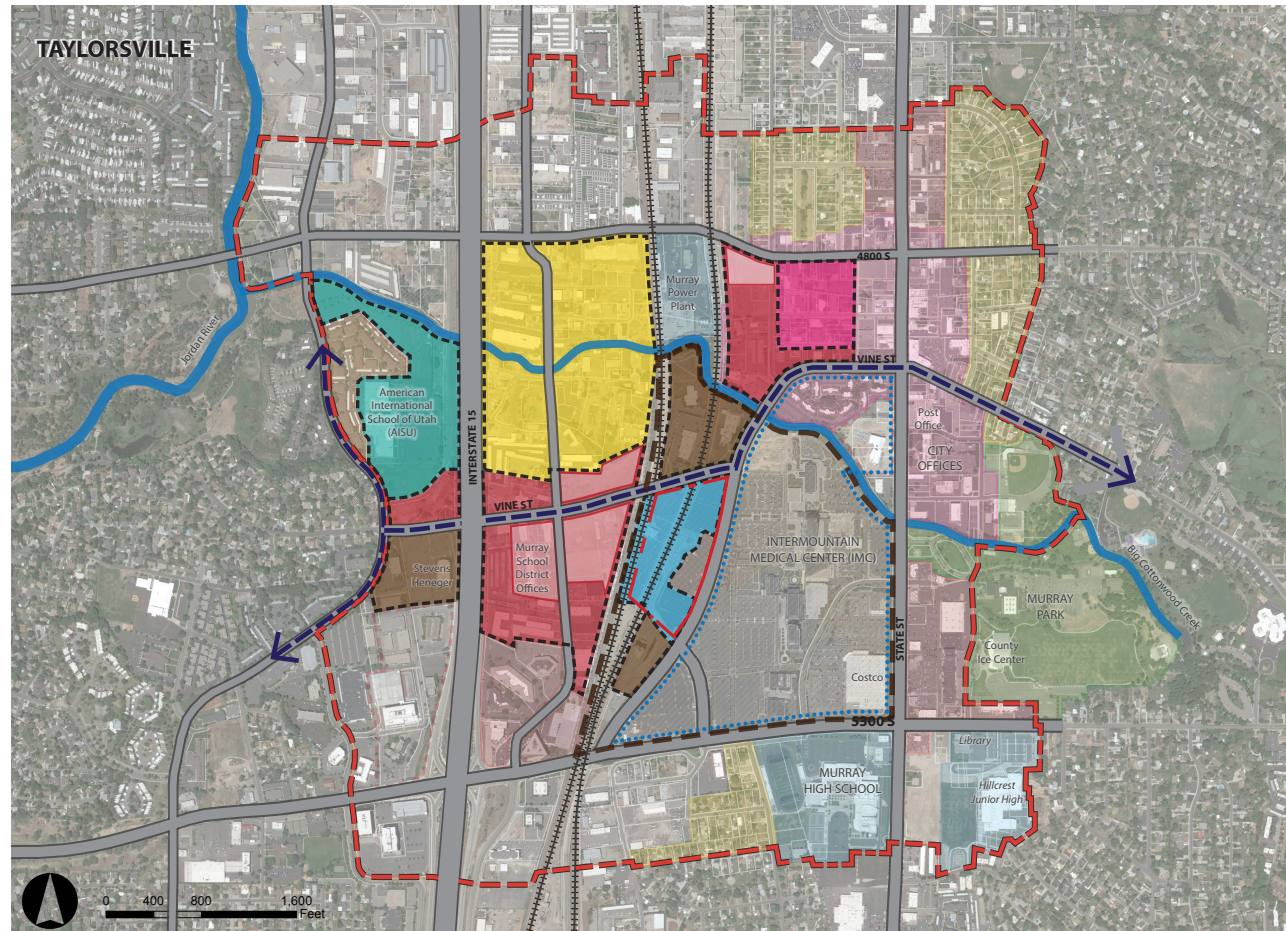
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MURRAY CENTRAL STATION MASTER PLAN

Areas of Focus and Planning Concept Diagram



DEVELOPMENT ZONES

- Murray Central Station Redevelopment Area
- Primary Redevelopment Area - Vine Street frontage properties and/or sites with a strong relationship to Murray Central Station
- Secondary Redevelopment Area - Sites in the Murray City Center District adjacent to Vine Street should merge the planning and design principles of both areas
- Secondary Redevelopment Area - Mixed use development area with a focus on higher density residential uses and transit-oriented development
- Secondary Redevelopment Area - AISU campus. Possible intensification of the campus and large parking lot for transit-oriented development
- Tertiary Redevelopment Area - Future development to be aligned with the Murray Central Station District principles

OTHER KEY CONDITIONS AND CONSIDERATIONS

- Projects Currently Planned or Under Development
- Vine Street - Links Murray Central Station and uses fronting the roadway to create a pedestrian friendly boulevard
- Central Station Study Boundary
- IMC Properties - Planned and developed according to a long-term IMC Site Master Plan. The Murray Central Station Master Plan should strengthen and acknowledge the relationship that exists between the IMC site, the station and surrounding uses

OVERVIEW

After thoroughly analyzing the site and surroundings and determining the opportunities and challenges that presently exist, a preferred planning concept emerged that links a redeveloped and intensified Murray Central Station with other contributing uses along Vine Street as part of a Station Boulevard.

The following diagram illustrates this concept and identifies Areas of Focus for realizing the vision.

Key Concepts:

- Murray Central Station is the heart of the project. Redevelopment of the station area is essential for creating a superlative station district is at the core of this study.
- Vine Street is transformed into a linear boulevard, linking the station with supportive uses along and immediately adjacent to the roadway
- Realization of the vision will occur as part of Primary, Secondary and Tertiary projects.
- Because Vine Street links the various uses into a discernible linear district, it is essential that the roadway be planned and designed to support transit-oriented development and multi-modal traffic.

Figure 26 - Areas of Focus and Planning Concept

Detailed planning and design ideas for the Vine Street Corridor and Murray Central Station follow. These include two distinct Station Concepts, each providing achievable redevelopment and implementation ideas.

1

Vine Street Corridor Concept

2

As the central connective corridor for the Murray Central Station area, Vine Street plays a critical role for creating a multi-modal station area. While many of the major streets surrounding the station are high-volume, high-speed arterials important to the regional traffic network (such as 5300 South, State Street, and I-15), Vine Street is the single corridor with good potential to connect through the entire station area in a pedestrian-supportive way. It connects directly to the station and has redevelopment opportunities along it. The main issues along Vine Street are the same that emerge at the station: pedestrian design, public space, connections to existing destinations, cyclist comfort and safety, facilitation of new walkable urban fabric, bus circulation and transfers, bus rapid transit (BRT) station interfaces, and private vehicle drop off and parking.

3

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Walkable Street Concept

Figure 27 illustrates a generalized concept of a walkable street for a collector-level street such as Vine Street, identifying many of the elements that need to be integrated together if a walkable environment is to be achieved. Transforming Vine Street into a truly walkable street corridor is a complex endeavor, and will require careful design and political-will to be achieved.

Strategies for Vine Street

Figure 28 illustrates the transportation context of the Vine Street corridor, which runs from the historic east side neighborhoods of Murray through Downtown Murray, past the northern edge of the Intermountain Medical Center campus, along the north side of Murray Central Station and across the rail tracks and Interstate 15 to the west side neighborhoods of Murray and the Jordan River Parkway.

The corridor runs through an array of destinations of citywide and regional significance, intersecting with important regional streets such as State Street, encompassing a series of regional bicycle routes and transit routes along the way. The Vine Street Corridor also includes the planned Mid-Valley connector bus rapid transit route.

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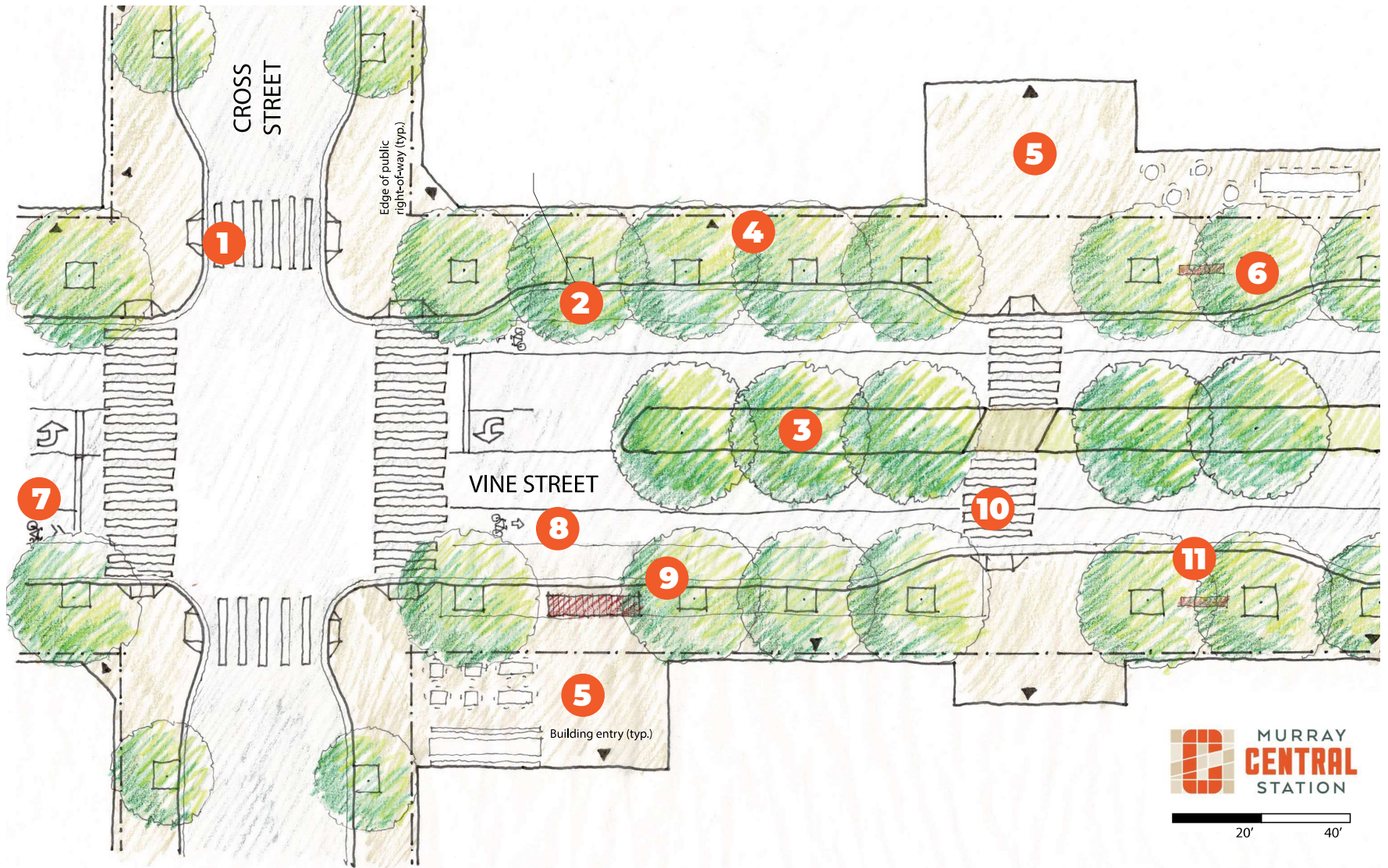


Figure 27 - Vine Street: Strategies to create a walkable corridor

1

Pedestrian-oriented intersection design

Vine Street's intersections can support pedestrians with short crossings, bulb-outs when possible, high-visibility crosswalks, and directional or full-corner curb ramps.



2

On-street parking

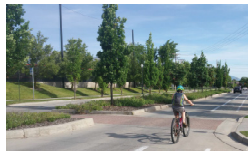
An essential ingredient for walkable streets and should be alternated with bulb-outs, transit stops, and shared mobility zones (see item #9).



3

Planted median

Where practicable, include a planted median to reduce the scale of the street and add life to it.



4

Walkable frontage

Property frontage is walkable when buildings meet the sidewalk with windows, frequent entries, outdoor dining, and entry courts.



5

Small patios, plazas, and other public/semi-public spaces

Vine Street can create opportunities for small, dining and gathering spaces in front or to the side of buildings along the street.



6

Street trees

Regularly spaced street trees provide shade, greenery, and help create outdoor "rooms."



7

Right turns/Queue jumps

Allow for places for a right-turn lane or bypass of traffic by buses in a "queue jump" lane; it can also be marked for shared use with cyclists.



8

Design for cyclists and mid-speed mobility

Vine Street can support bicyclists and others traveling in the 5 to 25 mile-per-hour speed range. In this corridor's busy, multi-modal, constrained environment, these users can best be supported by requiring and designing for slow speeds of autos, increasing motorist awareness of these users, marking conflict areas, and, where possible, designating bicycle lanes.



9

Transit and shared mobility zones

Consider curbside for high quality bus stops and pick-up and drop-off of shared mobility options, including shuttles, shared bikes and scooters, and transportation network companies such as Lyft and Uber.



10

Mid-block crossings

Look for opportunities to connect across the street at key mid-block points, aligned with entries with median pedestrian refuges.



11

Streetscape and pedestrian amenities

Streetscape amenities provide places for seating, bike racks, maps and signs, public art, lighting, and other elements to make the street hospitable.



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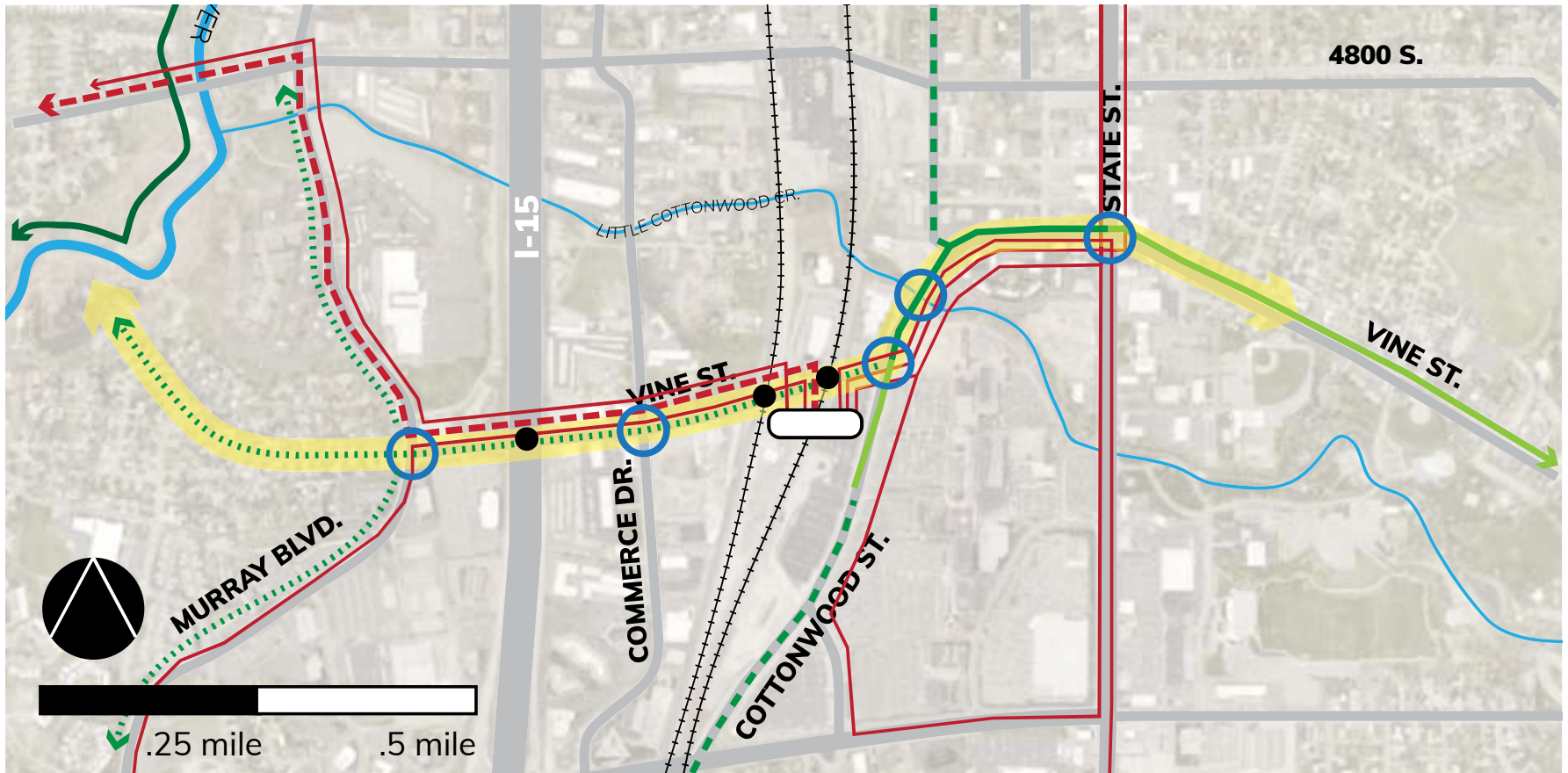


Figure 28 - Vine Street Transportation Concept

Key intersections



Places where Vine Street crosses major barriers such as Interstate 15 and rail tracks



Multi-modal networks

- Existing transit route
- - - Planned Midvalley Connector bus rapid transit
- Existing bike lane
- Existing bike route
- - - Planned bike lane
- . . . Proposed bikeway (lane or route)
- ➡ Connection westward: Through neighborhood; to Jordan River Parkway.
- ➡ Connection eastward: Through downtown and historic Murray neighborhoods.

Proposed Vine Street Segments and Roadway Sections

The mile-long stretch of Vine Street between State Street and Murray Boulevard is envisioned to become a parkway that connects the station to other destinations in the region. At present the Vine Street right-of-way width varies significantly and is generally quite limited. Murray City intends to achieve a future right-of-way width of 90 to 95' throughout the mile-long corridor which will help ensure all movements are met.

The following **segment concepts** illustrate how Vine Street can be modified to transform the corridor into a unified and walkable street environment. Since this short length of roadway is marked by a range of conditions, it is divided into four separate segments that indicate characteristics related to right-of-way width, redevelopment opportunities and traffic conditions along the route. They are presented consecutively from west to east, beginning at Murray Boulevard and concluding at State Street.

SEGMENT 1: Murray Blvd. to Commerce Dr. SEGMENT 2: Commerce Dr. to Murray Central Station

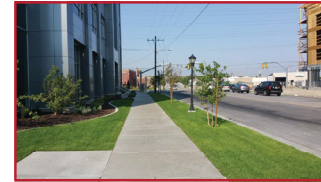
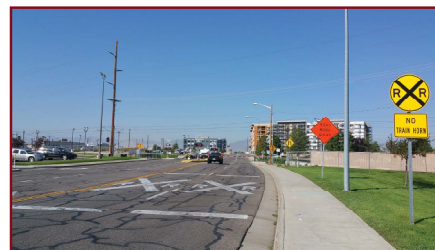


Figure 29 - Proposed Vine Street Segments

SEGMENT 3: Murray Central Station



SEGMENT 4: Cottonwood St. to State St.



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Segment 1: Murray Boulevard to Commerce Drive

Constraints: Existing I-15 bridge restricts this segment to three general purpose lanes

Opportunities: Redevelopment opportunities on both sides of I-15 could create section shown below

Existing right-of-way: 45' - 60'

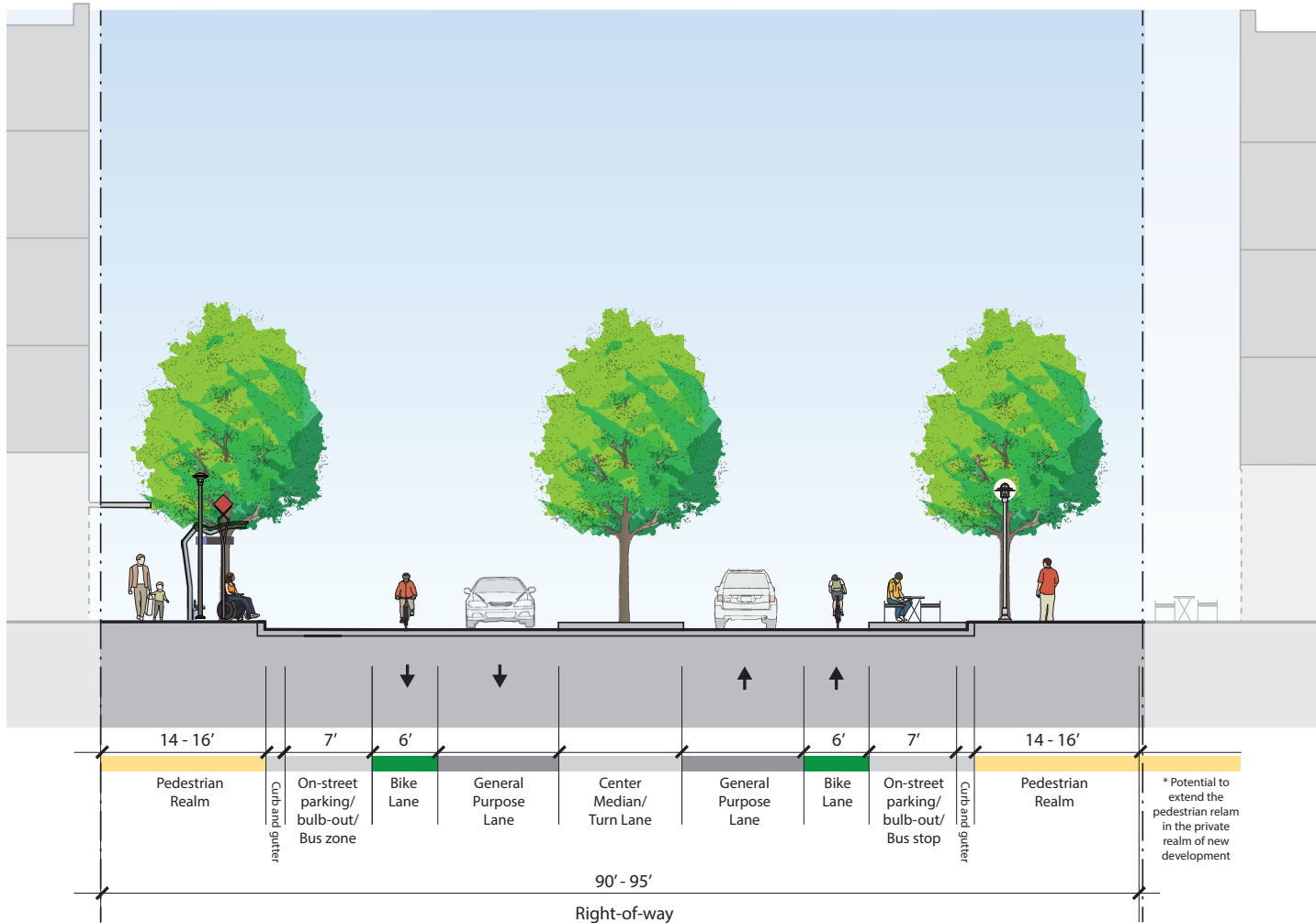
Potential cross section for Vine Street between Murray Boulevard and Commerce Drive



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Segment 2: Commerce Drive to Murray Central Station

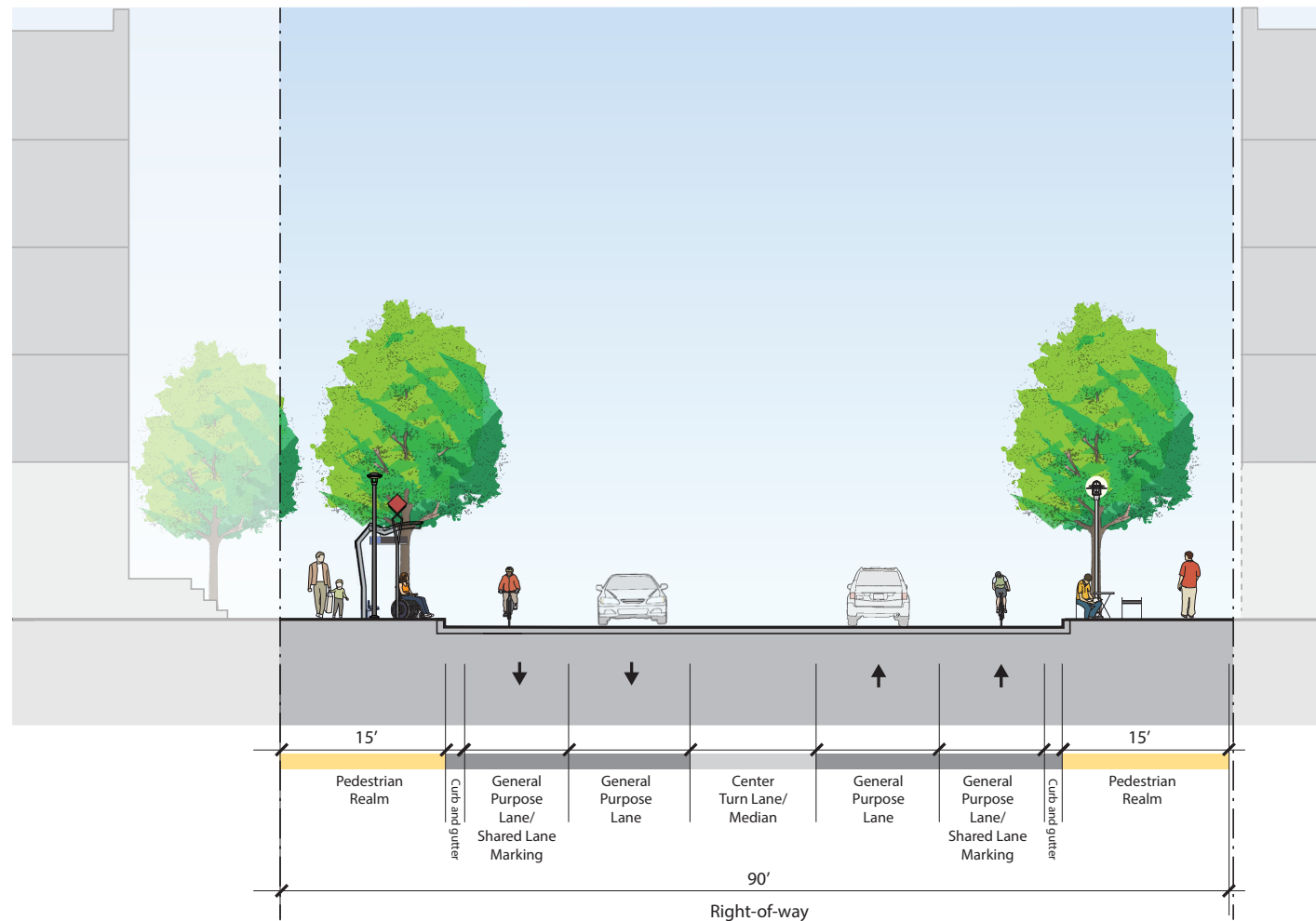
Constraints: High traffic pressure because of Vine's crossing of rail tracks; Vine Street currently being reconfigured to 5 lanes and 90-foot right-of-way between new Murray Crossing and EMI developments with the cross section below

Opportunities: Within 5-lane configuration shown below, can add streetscape amenities and quality transit stops

Existing right-of-way: 60' - 70'



Potential cross section for Vine Street between Commerce Drive and Murray Central Station



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Segment 3: Murray Central Station

Constraints: Need to stack autos between and on either side of the rail tracks necessitates 4 general purpose lanes. Need for bicyclist access to station and safety as well as pedestrian space and vehicle drop-off creates more elements than there is space for

Opportunities: Increased presence and pedestrian orientation of station on Vine Street creates directive for high quality pedestrian space where station meets street, with complementary pedestrian space on the north side of the street (would happen with redevelopment). Pedestrian space would have to occur on UTA property

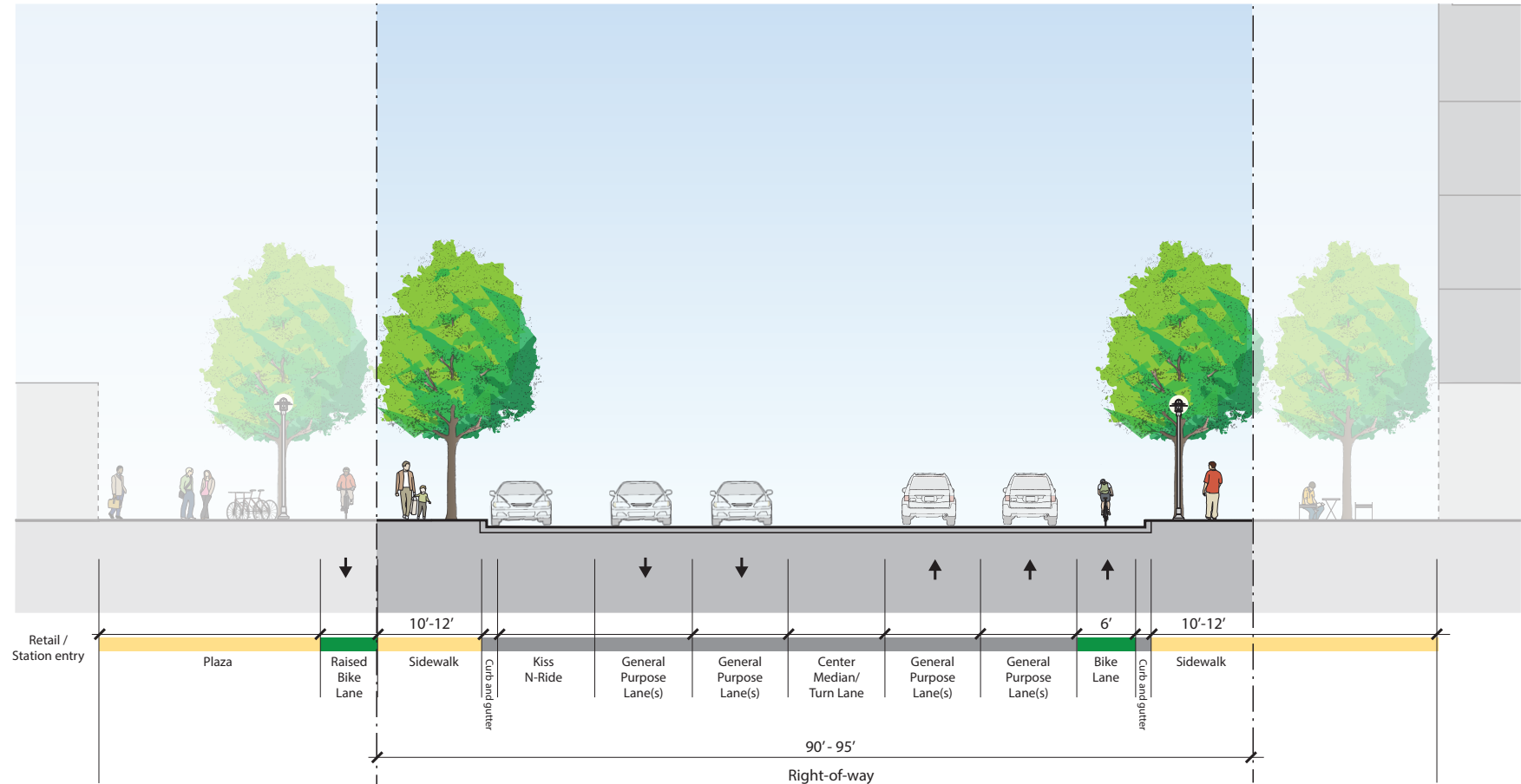
Existing right-of-way: 70' - 85'

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Potential cross section for Vine Street at Murray Central Station



Segment 4: Cottonwood Street to State Street

Constraints: Desire to maintain flexibility in existing asphalt width

Opportunities: Amount of traffic projected for this segment would allow a reconfiguration to three general purpose lanes, bike lanes, and a parking lane with occasional bulb-outs, within the existing asphalt. Future redevelopment along this segment could help implement a wider, high quality pedestrian realm, which would need an expansion to a 90' - 95' right-of-way

Existing right-of-way: 70' - 90'



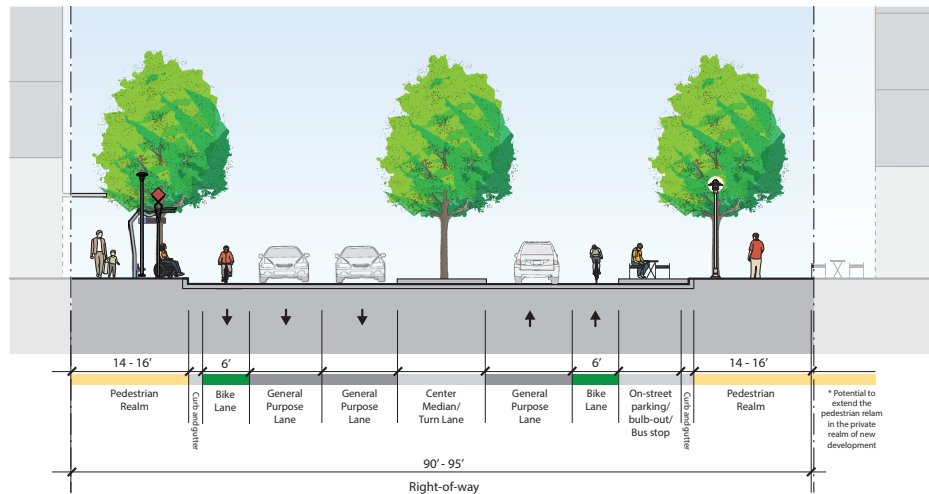
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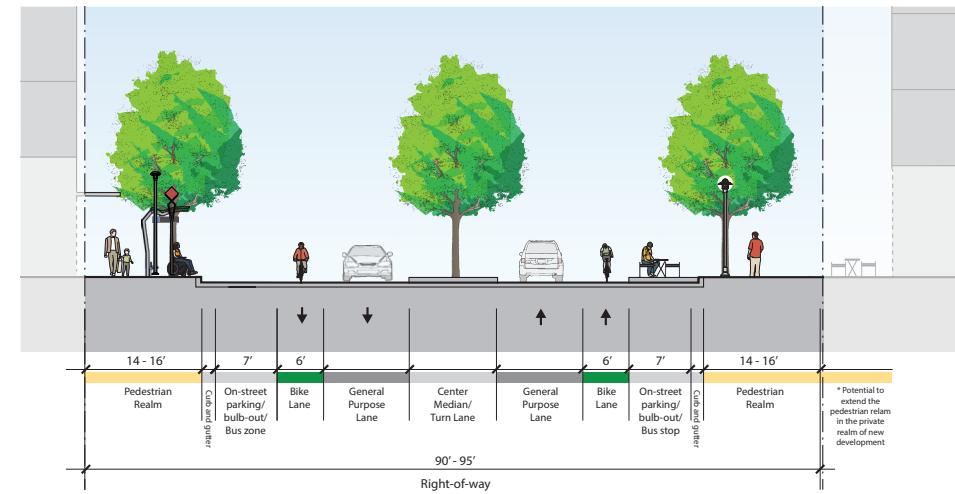
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Cross section options for Vine Street between Cottonwood Street and State Street



Cross section options for Vine Street between Cottonwood Street and State Street



1

Vine Street Corridor Transit Treatment

2

One reason Vine Street is such a good opportunity for the station area is it is the only corridor where a range of bus routes connecting to the station merge – making it a high-frequency transit corridor with connections nearly as diverse as the station itself. In order to meet the intensive transit needs of this area, transit treatments should include:

3

- Upgraded stops
- Bus pullouts in parking lane
- Strategic intersection operational treatments such as transit signal priority or queue jumps
- The incorporation of micro-transit

4

Vine Street Corridor Bicycle Treatment

While most of Vine Street is not a designated as a regional or local bicycle corridor, it is crossed by and links with several important bike corridors, including those on Cottonwood Street/Box Elder Street, Vine Street east of State Street, and along the Jordan River Parkway.

Due to the need for seamless and safe bicycle environment in the area, the Vine Street bicycle treatment should include the following:

- Application of a consistent bike treatment wherever possible, despite the range of conditions and opportunities within each segment of the corridor
- Trade-offs of bike lane on Vine versus shared lane markings (assuming a slow enough traffic speed), with space savings
- Wayfinding for connections to Jordan Parkway and Cottonwood/Box Elder corridor
- Potential bike station/hub near Little Cottonwood Creek

Vine Street nodes

The Vine Street corridor passes through a series of street intersections which are characterized here as “nodes” because of their potential to become integrated places and hubs of activity. Each node presents very different opportunities – the following is a summary of the recommended strategies for each node.

Murray Boulevard

- Bike wayfinding/conflict marking
- District gateway
- Convenient transit stops
- Explore smaller curb radii

Commerce Street

- Major transit stops
- High visibility crosswalks on all segments
- Shorten pedestrian crossings

Cottonwood Street

- Intersection/gateway improvements to emphasize unified Vine
- Consider creation of and IMC Gateway District
- Bike node for north-south regional bicycle corridor

Little Cottonwood Creek

- Connection to IMC path to west
- Consider crosswalk here
- Potential extension of path to west/north

State Street

- Reinforce pedestrian crossings
- Major transit stops

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General Design and Redevelopment Strategies

Pedestrian Circulation

Pedestrian circulation should be the centerpiece of a re-developed Murray Central Station. Currently, pedestrians must find their way between the motor vehicle parking and circulation areas – both within and adjacent to the station, and extending between the platforms for the two rail services. A new station is envisioned which is predicated on the design of great pedestrian spaces that are generous in scale, comfortable, convenient, and which provide safe connections and clear wayfinding clues for all users.

A Central Plaza and Connections to Platforms

One of the most important transformations envisioned is the creation of a pedestrian space in the wedge-shaped area between the TRAX and FfrontRunner platforms. This area is currently used for parking, vehicle circulation, drop-off, and the UTA police, and should instead become a central meeting place for the range of users and visitors passing through the area.

Pedestrian bridges

Crossing the rail track barriers is a challenge for existing station users. While costly, pedestrian bridges are essential infrastructure to safely and elegantly move people to and from the station. Pedestrian bridges can help unify both rail systems to the station itself. The most critical pedestrian bridge connection is over the Union Pacific tracks at the south end of the station. Providing a crossing in this location would help provide a missing link to the emerging employment uses southwest of the station.

1

Connections to Vine Street

As part of a vision focused on transforming the Vine Street Corridor into a special parkway that links the station to destinations near and far, it is important that a re-designed station includes high-quality pedestrian connections to Vine Street. These should go well beyond utilitarian sidewalks, emerging as linear plazas and pathways with active frontage with new buildings that are emerging and planned for the area.

2

Rail Transit

Rail transit will likely remain relatively unchanged at the re-imagined Murray Central Station. The platforms should remain in the same places, and there is the potential for a second TRAX platform that would be shared with the BRT service. Instead, access to the rail transit and places in and around the station that should change.

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Bus Transit

Murray Central Station is a busy bus terminal, with five routes reaching all corners of Salt Lake Valley. Bus service is expected to increase in the future. The station's bus hub is currently conveniently located immediately on the east side of the station. The Plan's concepts for a re-designed station area maintains the bus area in the same general location, although it is recommended that some small refinements to bus circulation be made. Currently, buses must run circuitously south to Cottonwood Street to get out of the station. Direct connections to either Vine Street or Cottonwood Street would reduce transit travel times in a way that would not likely overburden those streets. A re-built bus loop should also provide for more bus active bay and layover bay capacity.

Mid-Valley Connector Bus Rapid Transit (BRT)

The most important near-future programmatic change at Murray Central Station is the arrival of the Mid-Valley Connector bus rapid transit (BRT) service, which is anticipated to be implemented in the upcoming years and will terminate at the station. The BRT route links destinations to the west through Taylorsville and the Salt Lake Community College Redwood Road Campus and will eventually link with West Valley City center.

The way the Mid-Valley Connector integrates with Murray Central Station is critical to both the BRT service and to the station. From the perspective of this Plan, the BRT station should be well-integrated into both the bus and TRAX rail areas of the station. With BRT often acting as a light rail emulation service, the BRT could benefit from sharing a second TRAX platform with the rail service – this would be the ultimate integration of the BRT into the station.

Vehicles – drop off and parking

Since it is recommended that pedestrian circulation and public space take the central role in Murray Central Station, the following strategies are proposed for reconfiguring parking, circulation and drop-off areas:

- Keep convenient drop-off space and provide an adequate amount of parking
- Transition to structured parking
- Formalize drop-off within the station “wedge”, including looping systems to facilitate access to the station plaza
- Consider moving private vehicle drop-off area to east side of station, next to (but separated from) the bus area
- Consider a small, supplemental drop-off area on Vine Street near the station frontage

As illustrated in more detail for the two station concepts that follow, each drop-off and parking concept should be implemented in a way that complements and does not intrude on the pedestrian circulation and public spaces that will be the centerpiece of a re-designed station.

Shared mobility

Shared mobility refers to the provision of a range of transportation services that offer rides on shared vehicles and infrastructure, which typically include bike share, electric scooter, car share modes. At transportation centers like Murray Central Station, shared mobility can provide critical “first-last mile” links between the station and ultimate origins and destinations. It is critical for a re-designed station to provide places for shared mobility in convenient, integrated ways. In order to enable the widest range of trips through Murray Central Station without a private vehicle, shared mobility infrastructure should be located at different areas of Murray Central Station.

Murray Central Station Concept 1

As illustrated in Figure 30 (Station Concept 1 - Concept Illustrative), Murray Central Station is marked by a new station building near the southern extents, which is linked with a landmark pedestrian bridge structure that links the station to surrounding businesses and pedestrian traffic. The figure also illustrates plan details for the station and surrounding Vine Street Corridor, as well as precedent images for the pedestrian bridge. The design includes a formalized drop-off within the station “wedge”, is supported with structured parking garages skinned with new office and retail buildings, links with buses from Cottonwood Street, and includes small public spaces along the Vine Street interface and near the pedestrian bridge.

Figure 31 (Massing and Square Footage) illustrates the general heights and massing of the various buildings, in addition to square footage that can be supported and the parking that results. It should be noted that both concepts maintain the total number of parking spaces required by UTA through structured parking. A schematic illustration from the pedestrian bridge (Figure 32) indicates the envisioned activities that might occur at the pedestrian bridge, and the forms and the relationship to the surrounding buildings and uses that will result.

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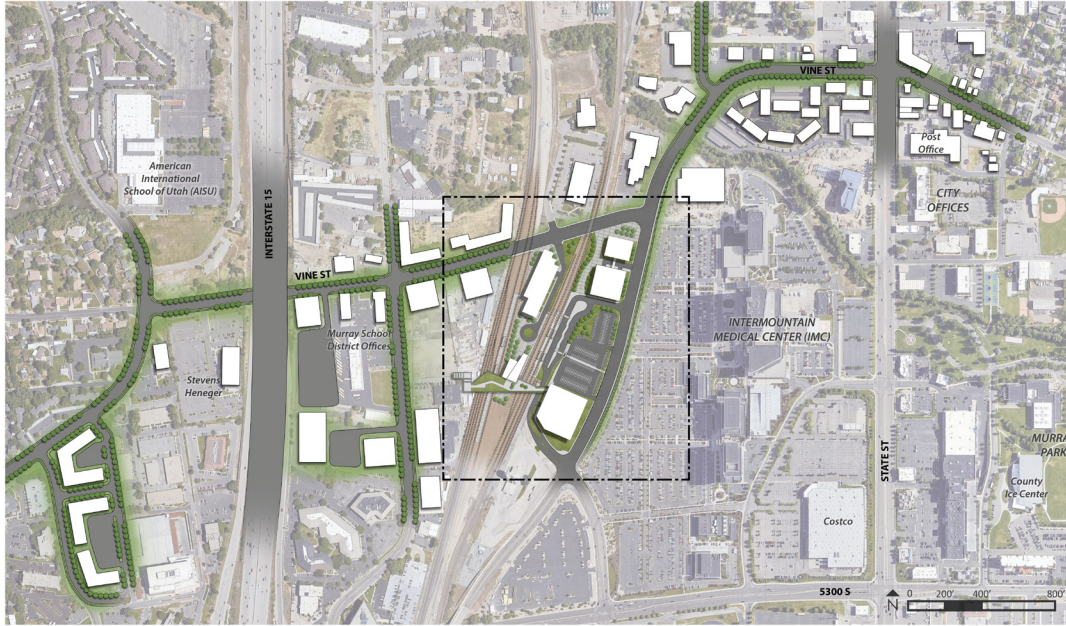
MURRAY CENTRAL STATION MASTER PLAN

Station Concept One - Concept Illustrative

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PRECEDENT IMAGES

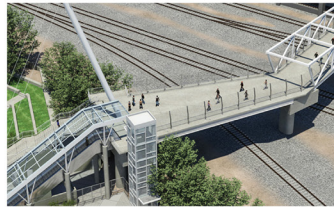
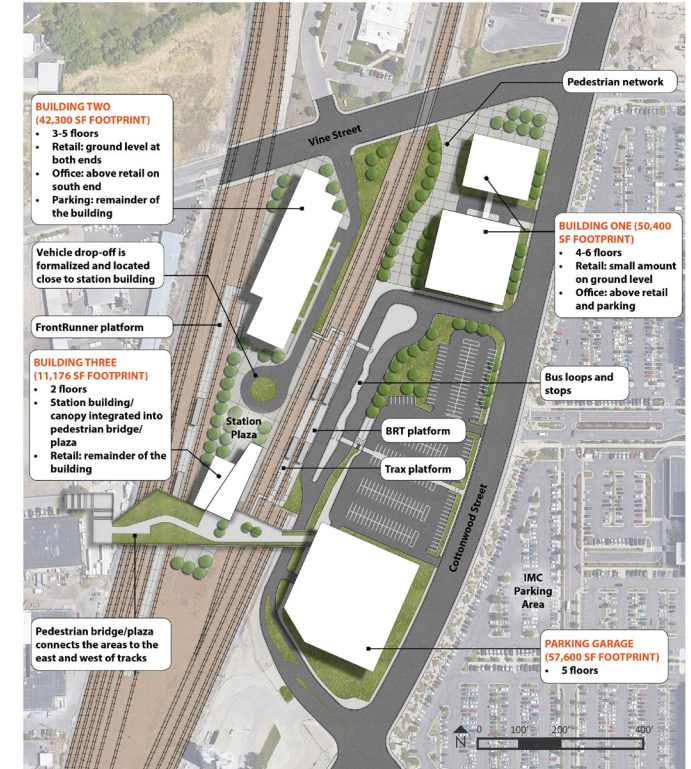


Figure 30 - Murray Central Station Concept 1

STATION CONCEPT ONE - DETAIL

Major pedestrian bridge/plaza with station building | Formalize vehicle drop-off in station wedge | Link bus access to north | Infill station wedge with parking structure skinned on north and south



MURRAY CENTRAL STATION MASTER PLAN

Station Concept One - Massing and Square Footage

MAJOR PEDESTRIAN BRIDGE/ PLAZA WITH STATION BUILDING | FORMALIZE VEHICLE DROP-OFF IN STATION WEDGE | LINK BUS ACCESS TO COTTONWOOD | INFILL STATION WEDGE WITH PARKING STRUCTURE SKINNED ON NORTH AND SOUTH

PARKING ASSUMPTIONS

1/1	MAINTAIN EXISTING
1/1	UTA PARKING REPLACEMENT
3/1000	RETAIL/COMMERCIAL
3/1000	OFFICE
3/1000	STATION
350	SQFT PER PARKING SPACE

BUILDING FOOTPRINT (sqft)

BUILDING ONE: 50,400
 BUILDING TWO: 42,300
 BUILDING THREE: 11,176
 PARKING: 57,600

TOTAL SQUARE FOOTAGE PER CONCEPT (sqft)

RETAIL/ COMMERCIAL: 32,475
 OFFICE: 131,000
 STATION: 4800
 POLICE: 14,400
 PARKING: 525,600

LEGEND

■	RETAIL - COMMERCIAL (R)
■	OFFICE (O)
■	POLICE (PO)
■	STATION (S)
■	PARKING (P)
■	REPLACEMENT PARKING
---	ENVIRONMENTAL AREA

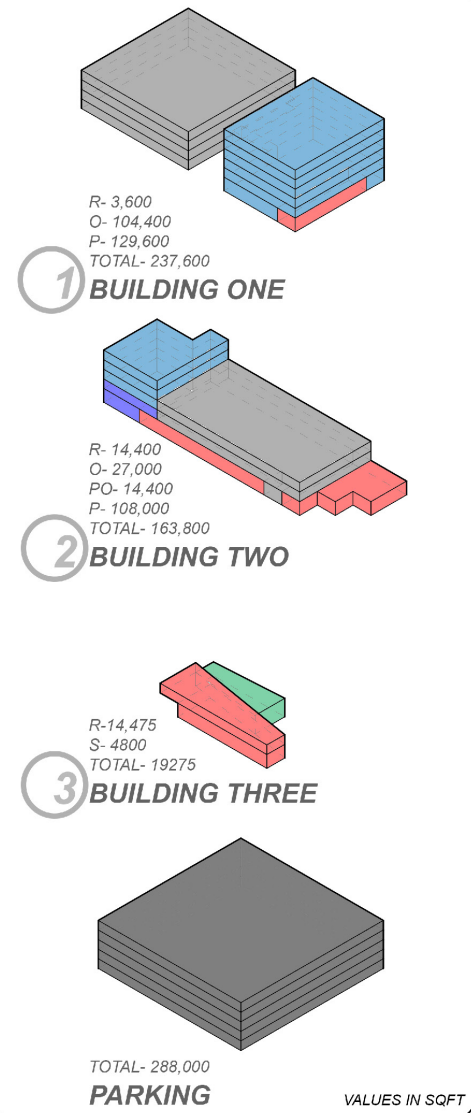
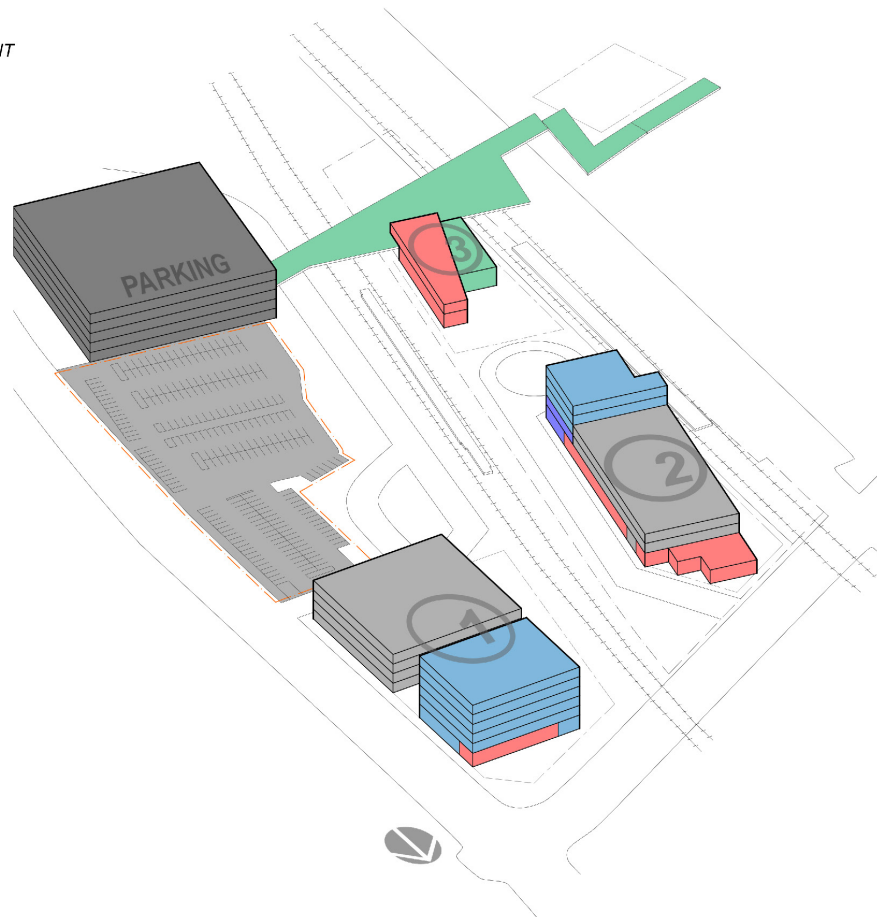


Figure 31 - Murray Central Station Concept 1 - Mass & Square Footage

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Figure 32 - Murray Central Station Perspective - Concept 1: View to West from Pedestrian Bridge

Murray Central Station Concept 2

Figure 33 (Station Concept 2 – Concept Illustrative), conceptualizes the function of a re-imagined station. In contrast to Concept 1, the station building is moved toward Vine Street, providing a direct link with the parkway environment of the roadway and a streetside entrance and drop-off plaza. A landmark canopy links the pedestrian bridge structure, extending the reach of station and related office/retail uses to the east and merging the tracks and lanes as part of a unified station destination. The figure also illustrates plan details for the station and surrounding Vine Street Corridor, as well as precedent images for the pedestrian bridge.

The parking garages and other buildings located on the east edge of the station area are similar to those in Concept 1, with the exception that the parking garage on the south end of the site is shorter and the police station is incorporated into the station building rather than the garage. A utilitarian bridge links the station to the surrounding businesses and pedestrian traffic flows to the south and west. The design includes a formalized drop-off within the station “wedge”, which is supported with structured parking garages “skinned” with new office and retail buildings. Links with buses from Cottonwood Street are also incorporated, in addition to small public spaces along Vine Street that link the streetside plaza with the pedestrian bridge.

Figure 34 (Massing and Square Footage) illustrates the general heights and massing of the various buildings, in addition to square footage that can be supported and the parking that results. It should be noted that both concepts maintain the total number of parking spaces required by UTA as currently exist.

Figure 35 is a perspective concept of the station and surrounding Vine Street Corridor, providing a view from the Vine Street Plaza toward the station. The strong presence of the building, the positive plaza spaces near the street, and the unifying effect of the large canopy combine to create a landmark destination.

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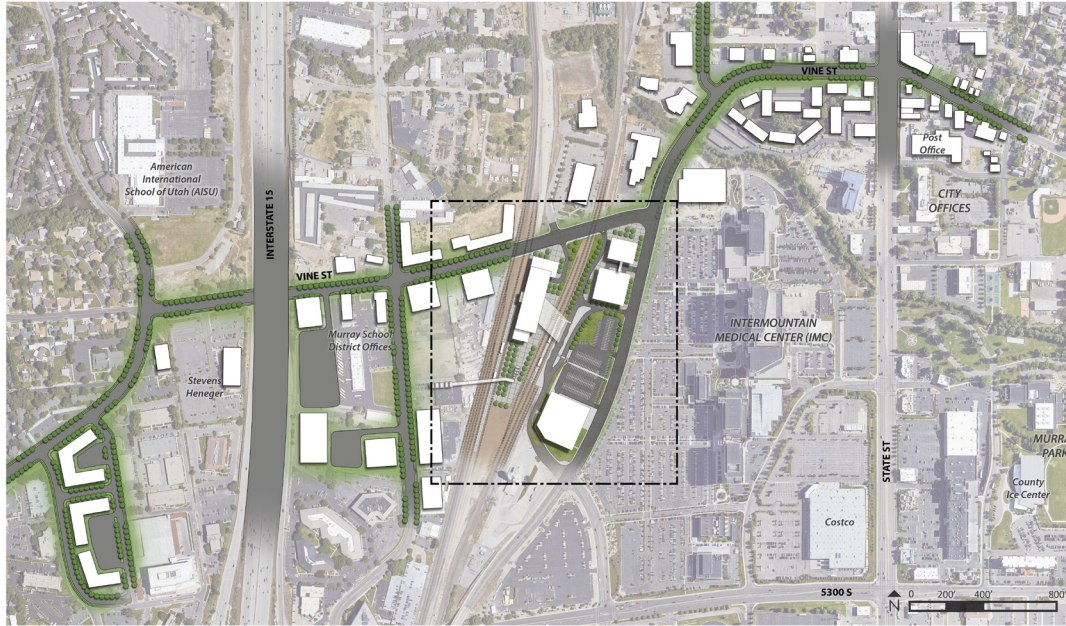
MURRAY CENTRAL STATION MASTER PLAN

Station Concept Two - Concept Illustrative

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PRECEDENT IMAGES

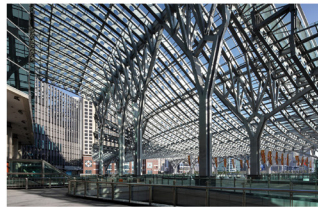
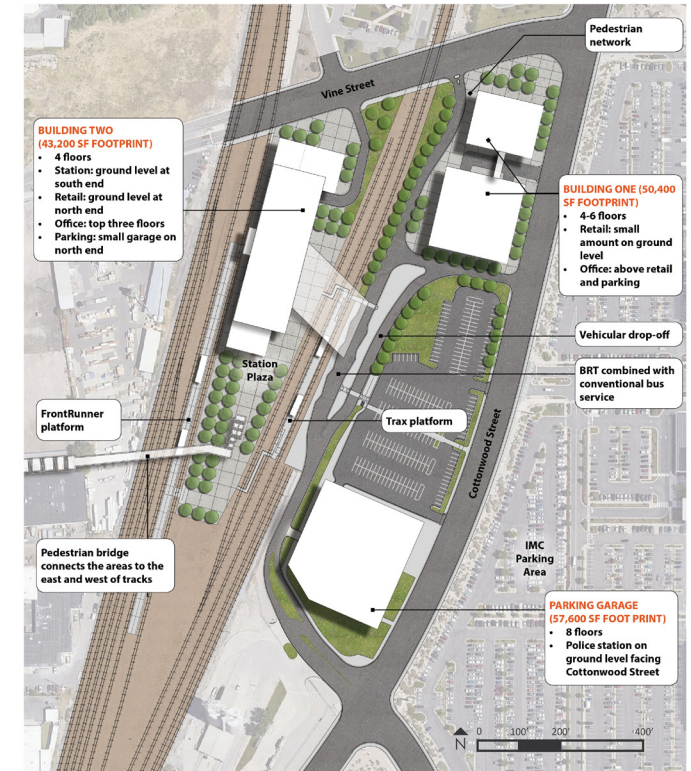


Figure 33 - Murray Central Station Concept 2

STATION CONCEPT TWO - DETAIL

Bus loop in station wedge | Vehicle drop-off/parking structure on east |
New buildings oriented to Vine



MURRAY CENTRAL STATION MASTER PLAN

Station Concept Two - Massing and Square Footage

BUS AND VEHICLE CIRCULATION ON EAST, IN SEPARATE DRIVES | STATION ORIENTATED TO VINE WITH NEW BUILDING AND PLAZA | CANOPY SYSTEM OVER TRACKS/LANES UNIFYING STATION | PARKING STRUCTURE TO THE SOUTHEAST.

PARKING ASSUMPTIONS

1/1	MAINTAIN EXISTING
1/1	UTA PARKING REPLACEMENT
3/1000	RETAIL/COMMERCIAL
3/1000	OFFICE
3/1000	STATION
350	SQFT PER PARKING SPACE

BUILDING FOOTPRINT (sqft)

BUILDING ONE: 50,400
BUILDING TWO: 45,000
PARKING: 57,600

TOTAL SQUARE FOOTAGE PER CONCEPT (sqft)

RETAIL/ COMMERCIAL: 27,900
OFFICE: 234,000
STATION: 7,200
POLICE: 14,400
PARKING: 589,500

LEGEND

■	RETAIL - COMMERCIAL (R)
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■	POLICE (PO)
■	STATION (S)
■	PARKING (P)
■	REPLACEMENT PARKING
---	ENVIRONMENTAL AREA

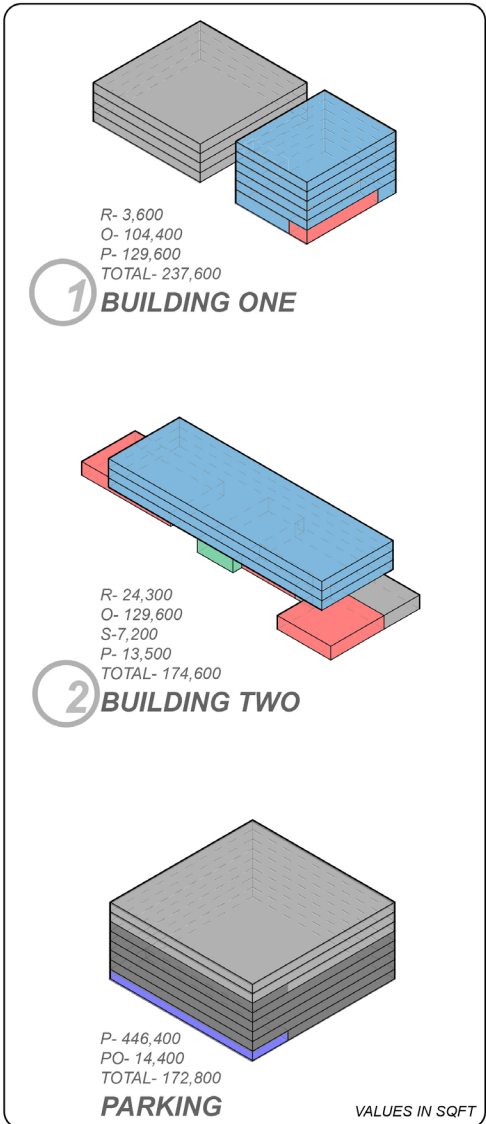
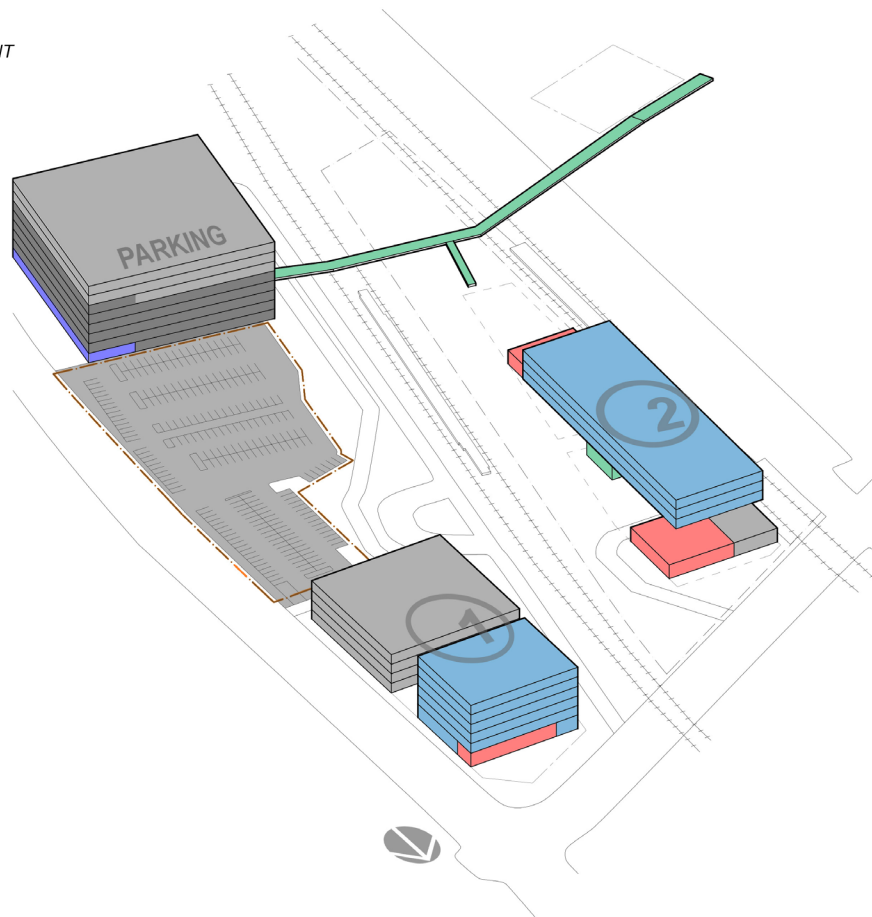


Figure 34 - Murray Central Station Concept 2 - Mass & Square Footage



Figure 35 - Murray Central Station Perspective - Concept 2: View from Vine Street Plaza to South

DESIGN & IMPLEMENTATION GUIDELINES

Introduction

Murray Central Station area has been influenced and defined by the industry in the area. It was the site of a major smelting operation in the Salt Lake valley, and in 1994 the area was identified by the U.S. Environmental Protection Agency as contaminated at a level requiring remedial action. In 2001 appropriate remedial action was completed in the area for redevelopment into a commercial area.

The Murray Central Station area is now a major medical employment area and the home of Intermountain Health Care's flagship medical facility and related services. The area's environmental past will continue to influence the urban form and redevelopment in the station area, as follows:

- Residential development is not allowed in the immediate station area (as defined by the Murray City's SSOD zoning designation)
- Contaminated materials capped beneath roads and parking lots must be handled in accordance with EPA and UDEQ approved guidelines
- Cottonwood Street and an the existing TRAX station parking lot cannot be disturbed

Within this context there are opportunities for enhancing the Murray Central Station area by providing employment, retail, public space and residential (outside of the SSOD) uses. Developing a new urban district around the existing transit amenities can prioritize the pedestrian experience and provide visual and aesthetic interest. The combination of transportation and employment destination already in place within the Murray Central Station area provides an opportunity to create a landmark station and destination unlike any other within the current transit system that is:

- A regional transit hub bringing together FrontRunner, TRAX and BRT in the center of the valley
- A destination for medical services
- A lively neighborhood for locals and visitors

Future design and development in the Murray Central Station Area should improve the walkable and human scale of the area. Attention to the following design details will ensure that future development will foster pedestrian activity and increase the value of development within the station area.



Example of New Station Area Development

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Design Values

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In order for the Central Station area to meet its potential, it is critical to take advantage of community investments in transit and increase values and opportunities in the core of Murray City. The design should accommodate all travel modes, including pedestrian, bicycle, bus, and car. Development should focus on encouraging pedestrian traffic by creating multiple building entrances on the street level and minimize blank walls by including generous planes of glass.

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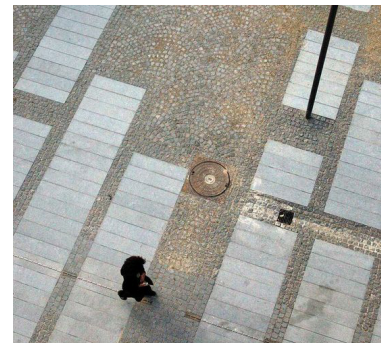
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All future developments and improvements in the Murray Central Station area should be based on solid urban design principles that create a welcoming pedestrian environment to the Station area. This should be a place designed for people, where uses foster activity on the street and create great and comfortable places. The presence of the FrontRunner and Trax stations, Intermountain Medical Center and nearby stable neighborhoods create a more varied destination. Human-scaled façades and building masses as well as street level interests should be the highest priority for the station area.



The guidelines that follow are intended to help establish the character of the Murray Central Station District as it is implemented. They provide references and ideas for the city, UTA and other stakeholders to consider as future designs, plans, projects and ordinances are developed and implemented. The guidelines provide direction for the treatment of the various buildings, built environments, landscapes, streetscapes and nodes to ensure the site is unified and coordinated.

A unified design and development strategy will enhance the special “sense of place” and character of the project. It should embrace what the existing site offers while incorporating anticipated uses as part of a coordinated plan. In general, the waterways and open spaces affiliated with Big Cottonwood Creek and the Jordan River should be enhanced so they can serve as places for recreation, as connecting greenways, and for visual relief within the intensely developed built environment.



Architecture and Built Form Guidelines

General guidelines and preferences for the architectural character of buildings constructed in the Murray Central Station area help establish a unified look and character for the station area. Well-designed buildings contribute to a “sense of place and arrival”. Key buildings include the new station building and bridge to connect the existing FrontRunner and Trax station area with new office and residential buildings along Vine Street and with activity zones to the east and west. Buildings in the Murray Station development area will reflect the distinctive requirements of that zone. Although specific buildings west and north of the station area are not addressed, it is assumed that they will reflect mixed-use and transit-oriented design principles, creating a transition from the landmark station area to existing neighborhoods and development areas in the west and northwest areas of the City.

Criteria for the station buildings include forms that:

- Create a sense of destination and are identifiable as unique to the station;
- Reflect connectivity of the three transit lines (FrontRunner, Trax & BRT);
- Are visible from beyond the station area;
- Enhance the functionality of the station area by seamlessly connecting the station areas, accommodating passenger flows, and creating new room for commercial spaces; and
- Reflect Murray’s role as a transportation hub in the Salt Lake Valley

New buildings within the station planning area should:

- Orient the front façade of all new buildings to Vine Street or Cottonwood Street;
- Locate parking and vehicle access away from entries, open space and street interactions;
- Create logical and intuitive access corridors for all modes of travel;
- Utilize simple and straightforward building forms and include practical, utilitarian use of space;
- Incorporate pedestrian scale lighting and amenities;
- Provide clear expressions as stand-alone structures surrounded by open space;
- Focus on street-level design and the creation of positive pedestrian connections;
- Incorporate versatile, durable, and long-lasting materials including metal, glass and stone;
- Reflect and respond to existing neighborhood context and vernacular expressions;
- Express an appropriate sense of scale, massing and form that matches the setting of the site; and
- Establish a design relationship with the adjacent medical center that enhances and frame view corridors to the landmark station building.



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Parking Structure Design

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These buildings should be skinned with pedestrian-friendly uses to create visual interest from a distance and close-up. Where possible, ground level office or retail uses should be adjacent to pedestrian ways, adhering to building permeability criteria, incorporating human scaled elements on façades and using stair and tower elements as landmark design elements.

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Miami, Florida Parking Structure



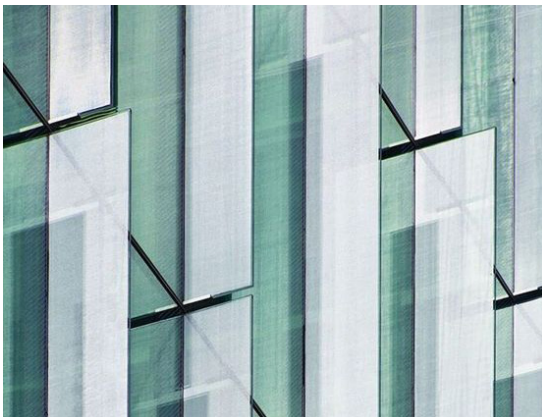
Columbus, Indiana Parking Structure



Santa Monica, California Parking Structure

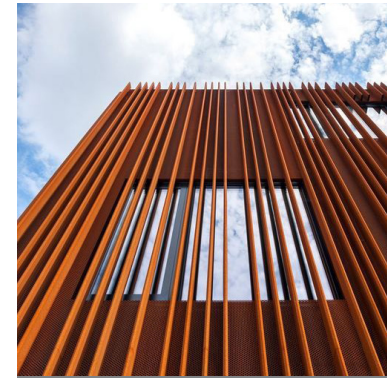
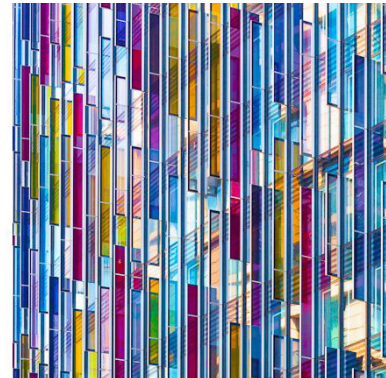
Building Permeability

Life on the street and a vibrant pedestrian environment depend on windows and doors at the street level. Building permeability connects businesses to pedestrians. Requiring new and redeveloped spaces to make interiors visible via doors, windows and wall openings significantly reduces the distinction between indoor and outdoor places and activities.



Materials

Materials should be versatile, durable, and long lasting, including metal siding and panels, horizontal and vertical metal siding patterns in prefinished colors, natural metal finishes, including weathered steel, in addition to exposed board-formed concrete, stone and glass.



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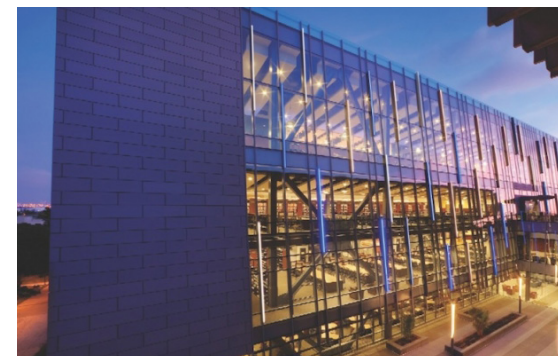
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Building Orientation

Building design and siting should consider solar orientation, climatic conditions, wind patterns, and other environmental conditions. Parking should be to the rear and between buildings or provided as part of screened and shared lots. The exterior of buildings should include windows and openings and architectural features that are coordinated on all sides of the building in order to achieve harmony and continuity.



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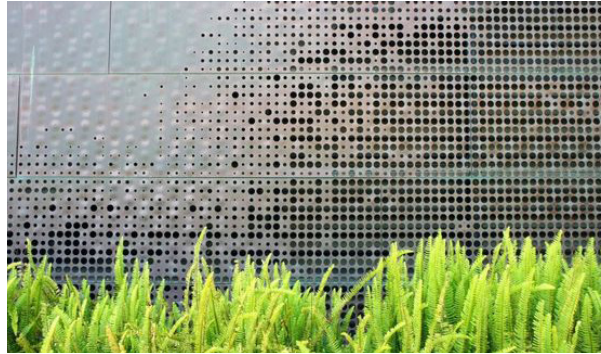
Architectural Screening

2

Roof top and ground level mechanical units, condensing units, electrical equipment and transformers, dumpsters, and service loading areas should be screened from view. Screening for all equipment and dumpsters should be integrated and complementary to the design of the site and buildings. Service and loading areas will need to be considered early on in the site planning process to accomplish effective screening.

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Architectural Signage

Building signage on office and landmark structures should create a sense of place and reflect the role of the station area as a regional transit hub. Street level signage plays a critical role in the human scale of an area. The locations and types of signs can establish the personality of an area in a way that will encourage people to return to discover new destinations each time they pass through Murray Central Station.

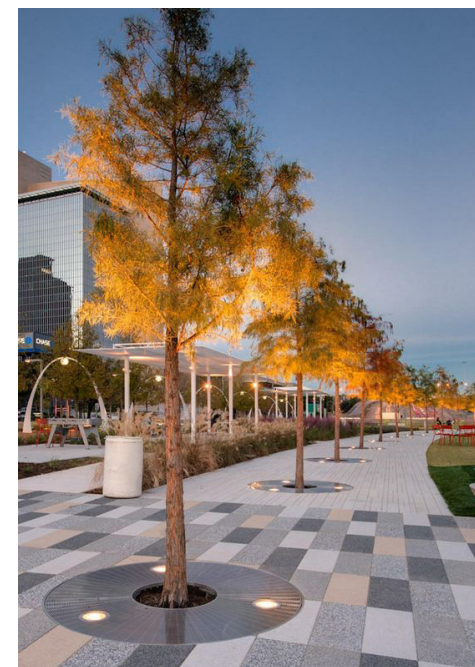
Correct signage placement is critical for orienting pedestrians, particularly in an area with competing pedestrian flows (like an area with multiple transit platforms.) Businesses need visibility and ease of customer access. Pedestrian focused signage should be scaled and reflect a pedestrian travel speed of approximately three miles per hour. Pedestrian focused signage can include building façade signs.



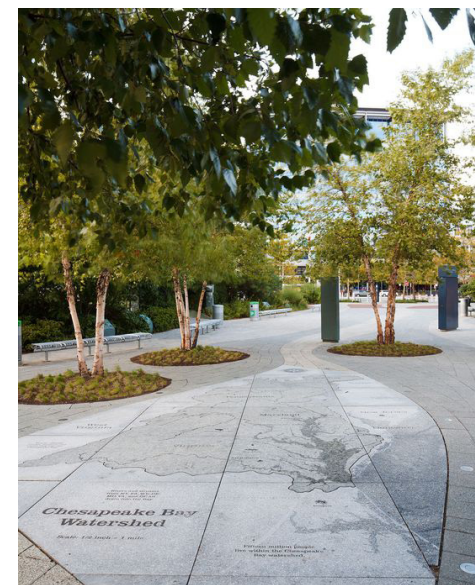
Public Realm Guidelines

The treatment of the areas surrounding the buildings – the streets, plazas, parking lots, pedestrian bridges and streetscape - should exude a contemporary and refined appearance, which is appropriate for such high activity areas. A limited palette of materials should be used, helping to merge the stations, buildings, plazas, paths, and parking lots into a singular place. Trees and vegetation, for example, should typically be laid out in geometric patterns, emphasizing the flow of circulation traffic and helping to direct motorists, pedestrians and cyclists to nearby locations. This will also help merge the landscape with the hard edges of adjacent buildings, providing visual relief while screening the adjacent parking lots and service areas. The use of manicured lawns and other environmentally-challenging and high-maintenance treatments are out-of-character and should be avoided. Shade trees should be located in proximity to sidewalks, and pathways, providing shade and shelter to cyclists and walkers.

Fences, walls and berms should be used sparingly. They should be limited to the edges of exposed parking lots and service areas where screening is desired. When used, they should complement the design concept for the station area as part of creating a unified appearance. Such features should only be as tall as necessary and installed in a craftsman-like fashion, using the palette of materials that matches the look of surrounding buildings and structures.



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Streetscapes

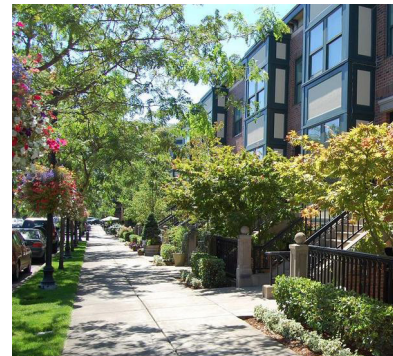
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The manner in which Vine Street is treated will have significant impact on the establishment of a unified look for the district. The edges of the streets should include a unified system of street lights, furnishings, and hardscape treatments and be generously landscaped with trees, vegetation and special landmark treatments at entrances and gateways. In recognition of the differences that exist along the length of the roadway, minor variations in the design, materials, colors and plant species should be encouraged to emphasize those distinctions rather than attempting to deny them. For example, rows of street trees should be planted within the park strips where possible, extending across the street and into the medians where they exist. This will help create a unified “allee” appearance from near and far. Trees and plants should be utilized that are well-suited to the local climate. They should be unified with the landscape treatments of surrounding private developments, and incorporate water-conserving design concepts as detailed in these guidelines.

While additional design input is necessary to determine the final configuration of specific edge treatments, the sidewalks and walkways along the street edge should be highly urban, matching the look and feel of the stations and adjacent plazas. They should be constructed of concrete, unit pavers or similar materials in accordance to specific design needs and functional requirements. Pavement colors should be carefully considered to ensure these facilities fit with the surrounding landscape.



Street Design

New or retrofitted streets in the Murray Central Station area should be carefully designed to be oriented to pedestrians and cyclists. Streets should accommodate motor vehicles as well, but pedestrians and other active modes are the top priorities. Most if not all new and retrofitted streets in the Plan area are expected to be “Local” level streets – with the exception of Vine Street, which is addressed separately.

The following are elements of new streets in the area:

- Comprehensive pedestrian realm: Streets should have foremost a generous, complete pedestrian realm, with:
 - A through zone where people walk;
 - A furnishings zone, for street trees, street furniture, pedestrian-scale lighting. This zone is also used as a buffer for pedestrians from moving traffic.
 - A frontage zone, where the land uses can “spill out” onto the street with outdoor dining, display, seating, plantings or other uses.
- A roadway designed for low vehicle speeds – 25 miles per hour or lower.
- The awareness of cyclists through on-street markings and signage, especially in conflict areas. For the local-level streets that these new streets will be, dedicated bike lanes will likely not be necessary if the traffic speeds of the street can be kept low.
- An on-street parking lane, with bulb-outs and other uses where appropriate, such as pedestrian crossings.
- Segments of curb dedicated to shared mobility such as micro-transit or transportation network companies.



FURNISHING ZONE:

Space acting as a pedestrian buffer from moving traffic and space for amenities such as benches and other street furniture and lighting and utility poles



THROUGH ZONE

Space for people to walk. The Through Zone should be able to accommodate wheelchairs passing, and, depending on the environment and amount of pedestrians, people or pairs of people walking past one another.



FRONTAGE ZONE

Space for things associated with the adjacent land use such as plantings, dining, seating or display.

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Intersection Design

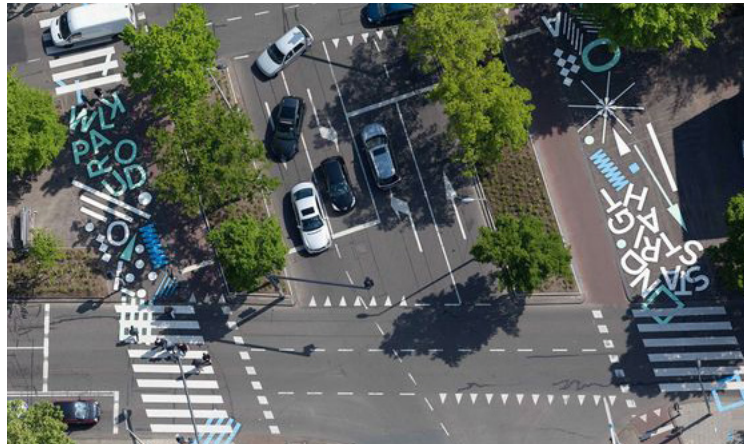
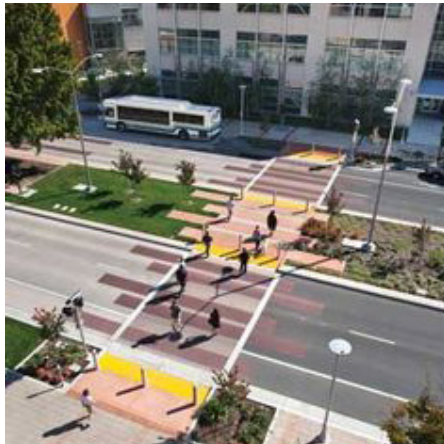
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Intersections are a special area of street design where conflicts between users are usually at their highest potential. Intersections in walkable areas need special design care. Intersections in the Murray Central Station area should emphasize:

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- Short pedestrian crossings
- Frequent pedestrian crossings
- High-visibility pedestrian crossings
- Areas with conflicts between bicyclists and motor vehicle traffic, such as right-turn lanes, identified with green paint
- Medians and refuges
- High-quality corner environments, with directional curb ramps

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Development Frontage

While streets can establish comfortable, convenient, and safe environments for pedestrians, the nature of the built environment on the adjacent blocks completes the pedestrian environment, especially to create places where people feel comfortable and want to be. In this way, the frontage of development forms a critical complementary piece of the pedestrian environment.

Creating pedestrian-supportive development frontage rests on establishing a human scale that is tailored all aspects of the urban environment. A human scale includes things like comfort, greenery, visual interest, and social encounters. These needs are addressed through elements like trees in the street, lots of windows in buildings, frequent building entries, small courtyards and plazas, places to sit, public art, and details on building facades.

The following are policy and design tools that can be used to create a walkable frontage for development – many, if not all, could be part of a form-based code:

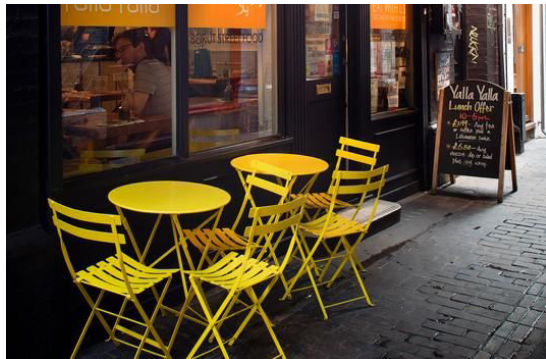
- Building placement guidelines and standards: These are design and policy mechanisms that require buildings to be built either directly along a street frontage property line or a maximum distance back of it. This approach is the exact opposite of the conventional building placement approach, which uses minimum distances back, or setbacks, from the street frontage property line. Usually, the requirement is that a minimum percentage of the street frontage property line be built to the build-to line.
- Active uses: promote uses on the ground floor of buildings that help to animate the pedestrian environment. These could be a range of uses, from shops to residences to offices. These active uses should extend into the pedestrian realm of the street as much as possible – in the form of dining, seating, goods display or other uses.
- Transparency and human-scale design: The facades of the buildings housing the active ground floor should be designed to be inviting, comfortable and interesting to people walking along the street. This means, for example, a minimum required frequency of entries, a minimum percentage of glazing on building facades. This sense of transparency and human scale should also include the spaces in front of and between the buildings.
- Frontage types: these which typically consist of a set of coordinated design standards for pedestrian-oriented site frontages for different contexts – such as a “Main Street,” an office environment, multifamily residential, or parks.
- Vehicular use area placement and design: The placement and design of vehicular use areas like parking lots can have a major impact on the character of walkable areas. Development standards should require that parking or other vehicular areas be located in the back or to the side of buildings, that driveway curb cuts be minimized on streets, and that street-side vehicular areas be buffered by an acceptable set of walls or landscaping.

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Lighting and Furnishings

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Streetlights and furnishings should be coordinated, providing a highly refined and unified look for the corridor while encouraging a sense of individuality at the station area and other destinations along Vine Street. Furnishings should be limited to a select range of benches, bollards, bike racks, trash receptacles, and other basic elements appropriate for the active setting. Street lights should complement the look and feel of the stations, with nighttime lighting concepts developed to help establish the station as the primary destination along the route. Specific light fixtures should be selected from a single model-line, the poles, bollards and fixtures complementing the feel of the district. All lighting and furnishing elements should be high quality and “Night Sky” compliant, with powder-coated steel, aluminum and similar durable materials preferred for poles and lighting housings.



Parking Lots and Service Areas

Parking lots and service areas are essential components of the project. The design of these areas should be treated with the same care as the adjacent streets. A well-conceived shading strategy should be developed that provides a level of order and structure that will help transform parking lots into a clearly articulated, safe, comfortable and visually interesting spaces. Wherever possible, parking lots and service areas should be landscaped with a mix of shade trees with heavy canopies to help provide good shade and filter pollutants. The trees and vegetation used in parking areas should be water conserving, avoiding root systems that are likely to heave paving or are otherwise difficult to maintain. Parking lot

vegetation are typically planted in rows within barrier islands, although clustered groupings of trees may be preferable under special conditions. Where parking is visible from Vine Street and adjacent pedestrian areas, trees should help buffer the visual impact of the parking lots. Lighting should be provided in all parking lots, utilizing poles and fixtures that complement the urban feel of each node.



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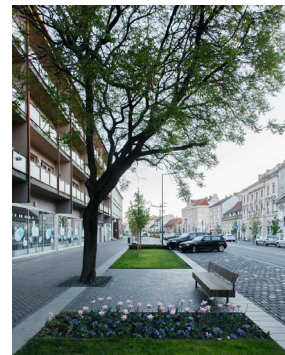
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Street Trees and Vegetation

A variety of shade trees should be used to transform the station district into a lush and inviting place. In general, shade and street trees should be selected that are large at maturity, since this will reinforce the formation of a pleasant and unified district character. Trees and other vegetation should be selected to meet the specific design and environmental intent of the area, reflecting regionally-appropriate water-wise design and implementation concepts. They should have a broad canopy that helps mitigate wind and summer heat.



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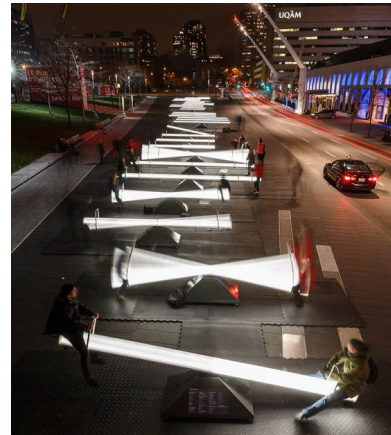
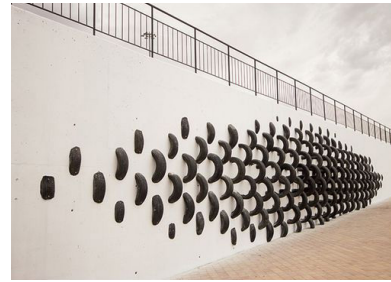
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Public Art

Public art brings an air of imagination and creativity to public spaces, encouraging curiosity and at times, interaction. Public art can also provide visual relief and lively energy to otherwise indistinct places. The metered use of public art can help create a unified station expression. It is assumed that such features will be focused at the station and surrounding plazas, at key intersections, corners and near entrances to station buildings as part of facilitating way finding. This will help establish a sense of entry and create a distinct look for the station district. If water features are utilized they should be simple and easy to maintain. Water features such as stylized springs, runnels and mist-producing nozzles can be highly effective and engaging.



Sustainability Goals

The responsible use of resources is an important consideration for this project. As the station area and Vine Street are modified and developed, changes should be made that will make the district a more sustainable place while improving the quality of life and well-being of the area. In order to ensure that design and development efforts are sustainable, it is recommended that an environmental evaluation and rating system be used to ensure implementation matches the environmental benchmarks established for the district and Murray City. Of the various “green building” evaluation and rating systems in use nationwide, two might be considered for the Murray Station Area: Leadership in Energy and Environmental Design (LEED) and the Sustainable Sites Initiative™ (SITES™), both of which are administered by the U.S. Green Building Council (USGBC).

LEED (<http://www.usgbc.org/leed>) has developed guidelines for a wide range of project types, including building design and construction, interior design and construction, building operation and maintenance, neighborhood development, and homes. The LEED system addresses the planning design, and construction process; the location of projects and transportation options; materials and resources; water efficiency; energy and atmosphere; sustainable sites; indoor environmental quality; innovation; regional environmental priorities; neighborhood pattern and design; and green infrastructure and buildings.

While LEED applies primarily to buildings and building systems, the SITES™ Rating System (<http://www.sustainablesites.org/>) focuses on sustainable land design and development. SITES™ is applicable to a full range of project types as well, and evaluates projects in ten categories, including site context; pre-design assessment and planning; water; soil and vegetation; materials selection; human health and well-being; construction; operations and maintenance; education and performance monitoring; and innovation and exemplary performance.

Applied together, the LEED and SITES™ rating systems form a comprehensive system of green development strategies which can help ensure that the Murray Central Station district evolves into a high-quality and attractive place with a thoughtful network of streets, pathways, open spaces, plazas, and corridors.

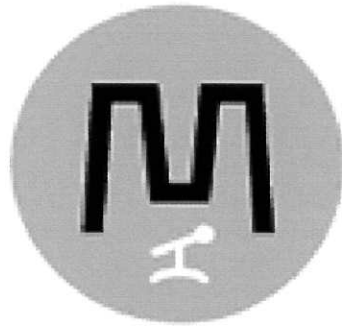


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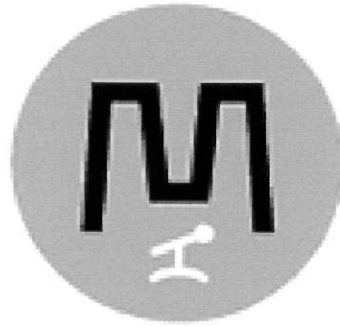
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Mayor's Report And Questions



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Adjournment