



**MURRAY CITY CORPORATION**  
COMMUNITY & ECONOMIC DEVELOPMENT

Melinda Greenwood, Director  
Building Division 801-270-2400  
Planning Division 801-270-2420

MCCD DESIGN REVIEW COMMITTEE  
4646 South 500 West  
Public Services Conference Room  
MURRAY, UT 84123

## Notice of Public Meeting

**PUBLIC NOTICE IS HEREBY GIVEN** that in accordance with Executive Order 2020-5 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 52-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Governor Herbert on March 18, 2020 and Emergency Executive Order 20-02 issued by the Mayor on April 1, 2020, the Murray City Center District Design Review Committee of Murray City, Utah will hold an electronic only regular meeting at 5:30 p.m., Thursday, July 30, 2020. **The Chair of the Design Review Committee has determined that due to the continued rise of COVID-19 case counts, meeting with an anchor location presents a substantial risk to the health and safety of those in attendance. No physical meeting location will be available.**

**To view or listen to the meeting electronically, please contact the Planning Division at 801-270-2420 or [planning@murray.utah.gov](mailto:planning@murray.utah.gov) so we can make arrangements to accommodate your participation.**

Meeting Date: July 30, 2020  
Meeting Time: 5:30 p.m.

### **AGENDA:**

1. Approval of Minutes from April 30, 2020 and June 25, 2020 meetings

### **DISCUSSION**

2. Review of draft Design Guidelines for the MCCD

### **ELECTION OF OFFICERS FOR 2020**


3. Election of Chair and Vice-Chair for 2020

### **OTHER BUSINESS**

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.

Committee members may choose to participate via telephonic communication or teleconferencing so that all other Committee members and all other persons present in the room will be able to hear all discussions.

On the 29<sup>th</sup> day of July 2020, before 5 pm, a copy of the foregoing Notice of Meeting was posted in accordance with Section 10-9a-201 through 209 and Section 52-4-202, U.C.A.

  
Jared Hall, Planning Division Manager

Minutes of the Design Review Committee meeting held on April 30, 2020, at 5:30 p.m. in the City Hall Council Chambers, 5025 South State Street, Murray, Utah.

Present: Andy Hulka, Chair  
David Hunter  
Daniel Hayes  
C J Kulp  
Jared Hall, Community Development Supervisor  
Zac Smallwood, Associate Planner

Excused: Ray Beck

Mr. Hulka welcomed all to the meeting.

### 1. APPROVAL OF MINUTES

Mr. Kulp made a motion to approve the September 26, 2019 minutes as discussed. Seconded by Mr. Hunter.

The minutes were approved unanimously (4-0).

### 2. Design Guidelines Workshop

Zac Smallwood said in November 2019, the Murray City Council adopted revisions to the MCCD (Murray City Center District) Zone. One of the revisions was a clarification of the role that Design Guidelines should play in the review of development applications in the MCCD. The guidelines should provide guidance, direction, and options that further the purpose of the MCCD. The Design Guidelines apply to the entire MCCD District which goes from approximately 4800 South down to Vine Street, over to Center Street and down to the west Trax line. Mr. Smallwood went through a few of the projects that have been done in the MCCD Zone, noting that the new City Hall will also be in that Zone.

Mr. Smallwood went over some of the proposed concepts. He said the District-Wide Guidelines for the MCCD include creating smaller block sizes, street walls and having green infrastructure. The Guidelines for Public Spaces and Streetscapes apply to plaza spaces and the street. Some of those concepts include providing open areas in the middle of a plaza, installing seating spaces in open areas, and providing some enclosed spaces as well. The Guidelines for Development Sites introduce guidelines that relate to the fabric of the city. Each property can support open space and circulate pedestrian traffic. The city would like development sites to be more people focused with on-street parking and crossings in the middle of the block. Parking for these sites would be in the middle of the block and the buildings pushed out to the street. The Guidelines for Buildings recommends that buildings be designed for change.

Mr. Hunter stated he has studied these concepts a little bit in the past. All of these concepts are valid because the issue is about scale and the sense of containment. Salt Lake City has huge blocks that are not pedestrian friendly. One of the things that makes developments and revitalizations successful is a sense of critical mass. Fireclay is visually successful because of the sense of scale, the street wall and the pedestrian layout. State Street is a wide road

with islands. Those islands are no longer green and are concrete now because maintenance was an issue.

Mr. Hulka asked if the City is getting rid of the existing guidelines and starting from scratch.

Mr. Hall replied yes. He explained that he and Mr. Smallwood have been looking at the guidelines the City currently has. Those guidelines are adjacent to the City Code. The City Council has asked staff to simplify and make those guidelines more user friendly because the MCCD Code now says the guidelines will be consulted during the application process. Simplifying the guidelines will also help staff better explain them to applicants. Staff is looking to have strongly written but simple guidelines so problems can be corrected as they occur. Staff has looked at the current guidelines and determined it may be better to create new guidelines instead of trying to update the existing ones.

Mr. Smallwood asked the Committee if there were things in the current guidelines that they liked or did not like that they do not want staff to look at.

Mr. Hunter asked Mr. Smallwood and Mr. Hall how successful they thought Fireclay was.

Mr. Hall replied esthetically, Fireclay is great. However, the Design Guidelines that were put in place for the Transient Oriented District (TOD), where Fireclay is, are about 50% as restrictive as the current Design Guidelines in the MCCD Zone. This is an opportunity to clarify the principles of the MCCD Design Guidelines.

Mr. Hunter asked if Murray could anticipate the kind of growth and mass of population that would be able to generate life in critical mass spaces. Mr. Smallwood said that is what the hope is. The City Code allows for the potential of critical mass in the entire MCCD area. He explained that people who live directly outside the MCCD Zone would potentially spill over into the MCCD Zone. Mr. Hunter said a big barrier to this is State Street because it is not a pedestrian friendly street. It would be nice if the Design Guidelines could address what could be done to State Street to get an east west pedestrian crossing.

Mr. Hulka said he likes the direction staff is taking and he likes the concepts. He advised staff to keep working on the guidelines. His preference would be to keep as much from the old guidelines as possible. He feels like if there is more in the guidelines, it helps the City have more specific direction. He knows there should be a lot of flexibility on the streetscape for buildings and site plans, but there should be uniformity on things such as benches, trash cans, and street lights.

Mr. Hunter said he agrees with Mr. Hulka. He does not think the current MCCD Guidelines need to be totally discarded. There are a lot of principles such as street furnishings and scale that are very strong and very valid.

Mr. Kulp stated in order to have a simplified document of guidelines, the intent needs to be made very clear.

Mr. Smallwood said he will continue to work through the Design Guidelines. Mr. Hall told the Commission if they have concepts come up for the new guidelines to let staff know so they can incorporate them into the new guidelines.

### 3. OTHER BUSINESS

There was no other business discussed.

Meeting adjourned.

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Jared Hall, Planning Division Manager



The Murray City Center District (MCCD) Design Review Committee met on Thursday, June 25, 2020 at 5:30 P.M. for a meeting held electronically in accordance with Executive Order 2020-5 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 52-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Gary Herbert on March 18, 2020 and Emergency Executive Order 20-02 issued by the Mayor on April 1, 2020.

Present: Andy Hulka, Vice Chair  
David Hunter  
Ray Beck  
Jared Hall, Community Development Supervisor  
Zac Smallwood, Associate Planner

Excused: C.J. Kulp, Chair  
Daniel Hayes

Mr. Hulka welcomed all to the meeting.

#### 1. APPROVAL OF MINUTES

Postponed until the July 30, 2020 meeting.

#### 2. DESIGN GUIDELINES WORKSHOP

Jared Hall said during the April 30, 2020 MCCD Design Review Committee meeting they had some discussion about these guidelines. The draft guidelines have been structured into four different sections.

##### Section 1: Introduction

This is an introduction that explains a few things about the City, the MCCD, and goes over some best practices for the guidelines that should be considered as projects are looked at.

##### Section 2: Design Reviews

This section reiterates what is in the MCCD Ordinance. The Murray City Council has adopted these guidelines to be consulted during the review and process of proposals for new development. The guidelines are intended to provide guidance and direction that will support the stated purposes of the MCCD.

##### Section3: Shared Values for Murray's Downtown

Staff thought it was important to identify that the City's downtown area be authentic, active, inclusive, connected and multimodal. Each of the values was further defined in the guidelines.

Authentic – The MCCD is the heart of the City's traditional downtown area. The City has many residential neighborhoods as well as large commercial districts with a long history of development and growth at the heart of Salt Lake County. Murray City is pursuing the development of a true, functioning and authentic downtown neighborhood; not the historic

recreation of another time, or a contrived open-air mall. Development should be thoughtful, purposeful, and representative of the true heart of Murray City. Any person that travels along State Street knows that they have arrived in Murray when they reach the buildings that are close to the street between 4800 South and Vine Street. This feeling of arrival must be fostered with activity to create a truly authentic downtown.

Active – The MCCD needs to be active every hour of every day to become a true downtown. There are three ways in which the downtown needs to be active. The first is physically. This means including and encouraging a variety of businesses, homes, and entertainment venues that allow for extended hours and activity. By creating a downtown that is physically active it becomes safe, with more people able to see and be seen moving throughout the area. Second is socially active. Open and inviting shops, restaurants and bars allow the community to interact with and get to know local business owners. This also allows for the serendipitous encounter with neighbors that will help generate a sense of pride and ownership of the downtown. The third is mentally active. By creating open spaces and visual interest in the downtown people are able to stimulate the mind and experience new uses and activities.

Inclusive – Murray has been and should continue to be an open and welcoming community. The City desires to create a downtown that is diverse, fair, and friendly. New development in the downtown should create inviting spaces that encourage activity and interaction along the streets and in the public and private places. The downtown should be a true community; one that embraces diversity by providing fair housing, services, opportunities and activities for people of all incomes, ages, abilities, colors, and creeds. The pattern of development should reflect the value of diversity of thought and design in its public and private spaces.

Connected – The downtown should become an integral part of Murray City in order to promote the other values that have been identified. Access to and from the downtown should be a central consideration of each decision and development. The downtown should be a place that is easily and comfortably frequented, fostering a sense of place among workers and visitors, and a sense of ownership among the residents of both the downtown and of the larger city alike. The downtown should be an identifiable neighborhood of Murray that stands out for its purposeful development and contributes to the social and economic well-being of the whole community.

Multimodal – A true downtown is experienced on foot. Murray City has experienced this when it was a young city with people moving from place to place; visiting the local shops and restaurants that lined State Street. The residents of Murray have expressed that the feeling of the walkable and bikeable downtown is something to move towards, without eliminating the existing need to move vehicular traffic. New development in the downtown should support multimodal transportation into, out of, and within the community with a focus on the pedestrian's experience.

Mr. Hall said while developing the shared values for the downtown, staff looked at documents that were adopted by the City, plans and the comments made about them, and a survey that was done when the General Plan was updated in 2017.

Mr. Hulka said there are residents who are interested in preserving the history of the downtown. He asked if there was a way to add something related to preserving history to the definition of authentic. Mr. Hall replied that could be done. The residents are interested in preserving true history.

#### Section 4: Organization of the Guidelines

This section divides the guidelines into four areas: District-Wide Guidelines, Guidelines for Public Spaces and Streetscapes, Guidelines for Development Sites, and Guidelines for Buildings.

#### Section 4-a: District-Wide Guidelines

This section has been broken down into three broad topics: guidelines that have to do with walkability, guidelines that have to do with activity and guidelines that have to do with sustainability. Each of the broad topics is further defined in the guidelines.

**Walkability** – The pedestrian experience should be the primary consideration in redevelopment. As new projects occur, design elements supporting walkability should be evident. Other elements of walkability include:

- Streets should be designed so that a pedestrian is able to move throughout the downtown without hinderance.
- Minimize vehicle crossings and design them with the pedestrian in mind. Where vehicle crossings occur, they should be differentiated visually and/or physically by promoting raised crossings and providing pedestrian refuges where longer crossings are necessary, such as on State Street.
- Encourage and support public transportation and bicycling. Bicycle storage options should be located throughout the district. Awareness of cyclists and pedestrians should be promoted through on-street markings and signage. Plan for micro-transit and shared mobility options through curbside management.
- Create small blocks that are approximately 275 feet along one side to encourage short walks. Reduce the scale of blocks wherever possible by providing new streets, mid-block alleys, pedestrian paths, courtyards, and plazas that connect with other streets and public or common space. Encourage interconnected streets and provide simple routes for pedestrians.
- Create ample on-street parking. On street parking provides a physical steel barrier that protects the sidewalk from vehicular traffic. Curb parking not only provides a physical barrier for those walking but also slows the speed of vehicles that contributes to less fatal crashes.
- Street wall. Avoid voids and encourage narrow buildings and/or vary the exteriors of large structures to appear as narrow buildings.

**Activity** – To succeed as a downtown, the MCCD must become a community and neighborhood as well as a gathering place and destination. This demands constant activity. The physical presence of people, and the social engagement of those people can be encouraged by the surrounding development. New development in this district must provide open and inviting shops and eateries, entertainment options, as well as basic, useful services. The MCCD needs to be a true community with people who live there. Other elements of activity include:

- Redevelopment of this area should focus on parcels with low improvement values per acre and should be planned for a variety of residential and commercial uses. Include office uses and employment that will strengthen and support a retail base with a larger daytime population. Encourage development that provides ample opportunities for food. Focus on everyday uses and culture for everyday rewards. Development should recognize that event based culture yields one-time rewards. Respect the urban fabric by recognizing and responding to urban patterns and improving upon them.
- Provide a range of arts and cultural activities. Create anchors of activity that will activate spaces. Create opportunities to participate with the community in providing funding to coordinate and promote arts and cultural activities. Allocate space considering the availability of gathering spaces.
- Create an open space network. The higher densities of the district must be offset by providing significant and accessible parks and open space throughout. Provide linkages between parks and open spaces to important points and basic services in and near the district such as the hospital, Murray Central Station, City Hall, and entertainment venues on State Street. Protect important public views.

Sustainability – Sustainable development practices are encouraged in the MCCD. Development in the downtown area should represent thoughtful, responsible use of the land.

- Green up the core of the City. Identify locations on key corridors that would benefit from landscaped medians. Plant street trees and incorporate landscaped park strips along State Street and other core areas of the City.
- Encourage Low Impact Development (LID) and Green Infrastructure practices in all projects.
- Provide systems that reduce water use.
- Ensure development does not impact water quality.
- Design functional stormwater features as amenities. Provide a connection to the local climate and hydrology by integrating aesthetically pleasing stormwater features that are visually and physically accessible and manage on-site stormwater.
- Control and manage invasive plants. Limit damage to local ecosystem services by developing and implementing an active management plan for the control and subsequent management of known invasive plants found on site, and by ensuring that no invasive species are brought to the site.
- Reduce urban heat island effects. Minimize effects on microclimate and human wildlife habitat by using vegetation and reflective materials to reduce heat island effects. Select strategies, materials, and landscaping techniques that reduce heat absorption by exterior surfaces. Increase use of vegetated surfaces and planted areas. Use shade from appropriate trees, large shrubs, vegetated trellises, walls, or other exterior structures. Consider the use of new coatings and integral colorants for

asphalt pavement to achieve light-colored surfaces instead of traditional dark surface materials. Position photovoltaic cells to shade impervious surfaces. Consider placing parking under cover that complies with these measures.

- Divert construction and demolition materials from disposal. Support a net-zero waste site and minimize down-cycling of materials by diverting, reusing, or recycling construction and demolition materials to avoid disposal in landfills or combustion in incinerators.
- Recycle organic matter.
- Support nutrient cycling, improve soil health, and reduce transportation costs and materials going to landfills by recycling vegetation trimmings or food waste to generate compost and mulch.

#### Section 4-b: Guidelines for Public Spaces and Streetscapes

This section has been broken down into the two major topics of Streetscapes and Public Space. Each of the broad topics is further defined in the guidelines.

Streetscape – Streets are more than a method to move traffic, they are public spaces for people. The streets are corridors that provide an opportunity to showcase the City and their aesthetic quality should be enhanced whenever possible. The design of streetscapes in the MCCD should be informed by the principals in this section.

- Street trees should be included throughout. Benefits to the area from street trees include:
  - Safety and Health – Trees protect pedestrians using sidewalks by providing a buffer between the pedestrian and traffic along the street. Trees visual presence reduces driver speeds naturally which reduces crashes. Street trees shape space along pedestrian paths. They bring the eye downward to meet the street which helps pedestrians focus on the path ahead of them. Trees improve public health.
  - Sustainability – Trees absorb stormwater runoff, UV and pollutants. Trees reduce the urban heat island.
  - Economics – Trees improve property value and retail viability.
- Sidewalks should be designed to enhance the pedestrian experience. Broader sidewalks, weather-protected seating, and real-time scheduling should be provided for transit users at bus stop locations. Align trees and other sidewalk landscape features to provide a direct and continuous path of travel. Create public-private transition zones. Enhance safety through way-finding, lighting, and consideration of visibility.
- Curbside management should be considered as a component of the streetscape. Reduce the number of curb cuts whenever possible. Provide and regulate loading zones. Consider and provide for the use of metered parking and promote curbside parking. Consider and provide for the integration of public transportation, active transportation, micro-transit, and ride sharing with public and private streetscapes.

Public Space – Public spaces should be plentiful in the downtown. Consideration of the following principals will assure the creation of meaningful, useable public spaces that become integral to the community.

- Use designs geared to those with disabilities and the able bodied that are equal.
- Provide visual/spatial complexity in public spaces.
- Design public open space to connect with and compliment the streetscape. Differentiate street trees from site trees. Incorporate civic art in both public and private development. Consider site factors such as circulation and adjacent uses when selecting and placing temporary or permanent art.
- Make public spaces interactive. Provide play areas for a variety of ages and groups. Design landscape with opportunities for experiences of nature and varied, challenging play elements. Provide individual and group recreation amenities to encourage physical activity, including courts or game boards. Design public spaces that encourage social activity, play, and rest.
- Orient and design publicly accessible open space to maximize physical comfort and visual access. Consider solar orientation, exposure, shading, shadowing, noise, and wind. Locate open spaces so they are physically and visually accessible from the sidewalk. Use trees to provide shade and buffer from wind or exposure. Promote curbside parking.
- Include seating in public spaces to encourage use and enjoyment of the area. Include seating and tables in a variety of ways for people to sit alone, in pairs, and in small or large groups. Use moveable seating if possible. Enclose and define seating areas with low walls or vegetation. Provide comfortable seating in sun and shade. Design seating for casual gathering in both sunny and shaded locations and in both quiet and active zones where possible. Use planters, ledges, and low walls to provide places for people to view, socialize, and rest. If it is 18 inches high, people will sit on it. To create a sense of enclosure, define seating areas with low walls, fences, vegetation, or topography. Walls, fences, and vegetation can also break, guide, deflect, or filter the wind and thereby alter its effects.

#### Section 4-c: Guidelines for Development Sites

The concepts in this section have smaller subsets and are easier to define.

Circulation – Consider how and where people will move on the site. Limit development which closes streets. Create developments with connectivity and human scaled circulation. Minimize automobile access conflicts with pedestrians and cyclists.

Open Space – Provide ample seating. Plant trees in rows to define an edge; in groves to define a specific area; or as individuals to offer a special place to gather. Ensure new developments have parks and open space opportunities. Use landscape, structures, and buildings to define spaces while, at the same time, provide visual access to encourage their

use and enhance safety. Avoid open spaces or elements that are privatized and exclude the public. Avoid conflicts between pedestrians and utility equipment.

**Sustainability** – Integrate sustainable practices into the landscape. Use native or drought resistant plantings. Include materials and natural features that conserve and promote wildlife habitat and local biodiversity. Ensure infrastructure needs are approached sustainably. Site, orient, and sculpt buildings to reinforce and accentuate built and natural topography.

**Active Buildings** – Develop and express programmatic relationships between inside and outside by the use of furniture, displays, signage, and landscaping to help animate the building edge and sidewalk. Consider how the rhythm of the street wall and level of detail at the ground floor correspond to walking speed. Program public space to support adjacent interior uses.

**Parking** – Make parking areas very large or very small. Site design should promote the sharing of larger parking lots among multiple users where it may be necessary, which in turn supports the use of much smaller parking lots directly adjacent to individual buildings. Minimize conflicts between pedestrians and automobiles by locating building entrances away from curb cuts. Locate bike racks near building entrances and other areas of activity to maximize visibility and convenience. The front moves to where the cars are because when parking is provided behind commercial buildings, ground floor businesses can feel pressure to provide access from both the front and rear. This can strain small proprietors, who usually cannot monitor both ends of their space. Some will lock the street-facing door and maintain an active back door. Provide transportation facilities such as alternative fuel refueling stations.

**Neighbor Awareness** – Provide a cohesive expression or composition of neighborhood compatible components. Modulate buildings vertically and horizontally. Design sites to improve or augment existing land uses, open space, and building patterns.

**Mindful of the past** – Increase awareness of Murray City's history and heritage through monuments and markers that indicate historic sites.

#### Section 4-d: Guidelines for Buildings

**Design for change** – Design any ground floor apartments with the potential to convert all or a portion of the unit to retail space. Design upper floors of parking garages as level as possible for conversion to office or residential uses. Design the ground floor of parking garages with heights that would allow for conversion into commercial spaces.

**How will the building meet the ground** – Avoid long frontages without active entries. Widths between entrances should fit a common neighborhood pattern. Sculpt massing to harmonize with the rhythm of adjacent building and add a human scale. Long, windowless walls prohibit visual connection between the inside of the building and the sidewalk. People inside have no knowledge of those on the street and people on the street cannot see inside. Walls with no windows can project the sense that people outside are not to be trusted and that the area is not populated. It is this inability to see inside, and to be seen from the inside, which creates the pedestrian's sensation of danger, and the real danger in unobserved spaces. Multiple building entrances on large buildings are encouraged. Protect the pedestrian where the building meets the street with canopies, arcades, etc. Accentuate primary entrances. Proportion the scale, the amount of transparency, and the character of entrances at the

ground floor to the type of uses and street interaction. Lower floors should be differentiated architecturally from their upper floors. The street level of buildings should support multi-tenant and pedestrian oriented development.

How will the building meet the sky – Design roofs and/or walls to generate renewable energy and to provide habitat supportive vegetation. Use green roofs. Design wall and roof fenestration to enhance natural lighting without negatively impacting interior comfort. Shape the roof of buildings.

Fenestration – Avoid or minimize expansive blank and blind walls to the ground floor. This makes the pedestrian feel as though they are not welcome within the area and that it is not safe for them to be there because the building has turned its “face” away from the street. Windows not only create a feeling of trust and openness in a city, they also instill in people on the street the feeling they could be assisted if in danger. This phenomenon, “eyes on the street,” can help reduce crime by increasing the potential that offenders would be seen.

Porosity – Use generous façade openings. Create a rhythm of highly transparent storefront and multi-story windows. This provides a strong visual image that people recognize and associate with commercial activity.

Express a clear organizing architectural idea – Make architectural concepts clear, compelling, and compatible with a site’s context. Render building facades with texture and depth.

Sustainability – Provide natural ventilation to reduce energy use and allow access to air flow. Employ passive solar design in façade configurations, treatments, and materials.

Private Space – Provide upper story balconies where appropriate to allow interface between private and public space. Include operable windows and moveable seating to help animate a building. Integrate windows, courtyards, balconies, and wind breaks adjacent to plazas and gathering spaces to provide more opportunity for human interaction and connection between inside and outside uses.

Materiality – Avoid buildings that are all glass. Traditional elements provide horizontal and vertical modulation. For example, pronounced entries, architectural banding, primary verticals (windows), and strong roof termination. Consider meaningful adaptations for contemporary projects to address the same scale or rhythm of familiar inflections.

Interior – Create inviting circulation to reduce reliance on elevator and escalator use. Support for bicycle riders may include access to bicycle racks, on-site showers, enclosed parking lockers, and flexible work scheduling to avoid rush hour traffic congestion.

Mr. Hall asked the Committee if they were comfortable with the basic concepts and the format of the design guidelines. He explained staff will insert illustrations and present those during the next phase. The Committee had no concerns.

Mr. Hall said staff is cautious when it comes to historic preservation. They will try to tone up statements about the historic nature of the MCCD in the next phase.



Mr. Beck said he appreciates the historic aspects of the guidelines. Part of the historic aspect of Murray has been smelters and slag dumps which society is moving away from. The historic aspect relating to the MCCD should be a positive representation of the historic past.

Mr. Hall said the design guidelines help developers and property owners come up with a project that the City wants to see. Mr. Hall said staff will have a final draft of the design guidelines ready to be discussed at the July 30, 2020 MCCD Design Review Committee meeting.

Mr. Hulka verified that these guidelines will be the primary document for this Committee to base their comments and reviews on for future projects. Mr. Hall replied the Committee will use this document as well as the City Code.

Mr. Hulka asked if there was any language in the guidelines about bulk and massing of buildings or the size and layout of buildings. Mr. Hall replied there is some language in the first section of the document that talks about using narrow buildings or breaking up facades to look like narrow buildings. The document also mentions shadowing and shading. There is not anything in the document about building a building that is a certain amount of square feet. There is language in the City Code that addresses that. Mr. Hulka added it might be helpful to add some language regarding the size of buildings.

### 3. ELECTION OF CHAIR AND VICE-CHAIR FOR 2020

Postponed until the July 30, 2020 meeting.

### 4. OTHER BUSINESS

There was no other business.

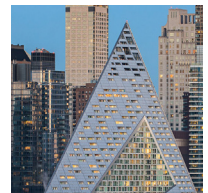
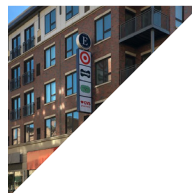
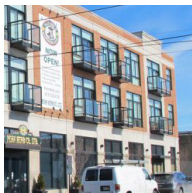
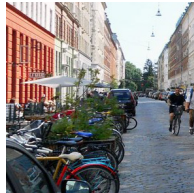
Meeting adjourned at 6:24 P.M.

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Jared Hall, Planning Division Manager

# MURRAY CITY CENTER DISTRICT DESIGN GUIDELINES

DRAFT



# ACKNOWLEDGEMENTS

## MAYOR

Blair Camp

## CITY COUNCIL

Kat Martinez	District 1
Dale Cox	District 2
Rosalba Dominguez	District 3
Diane Turner	District 4
Brett Hales	District 5

## PLANNING COMMISSION

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Lisa Milkavich	
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## MURRAY CITY COMMUNITY AND ECONOMIC DEVELOPMENT STAFF

Melinda Greenwood	Director
Jared Hall	Planning Division Manager
Zachary Smallwood	Associate Planner
Susan Nixon	Associate Planner
Mark Boren	Assistant Planner

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# DESIGN GUIDELINES INTRODUCTION

1





## INTRODUCTION

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The goal of the Murray City Center District Design Guidelines is to develop a framework within which the development community, citizens and Murray City officials can each play a part in the redevelopment of the City Center district. These guidelines have been written and informed by best practices in traditional town and neighborhood development. The city is pursuing the development of a true downtown and not a historic recreation of another time and place or an open-air mall.

In addition, the guidelines expand upon and explain the design intent of the zoning ordinance to ensure that new development will create a dynamic, harmonious, and unique downtown that the citizens of Murray can be proud of.

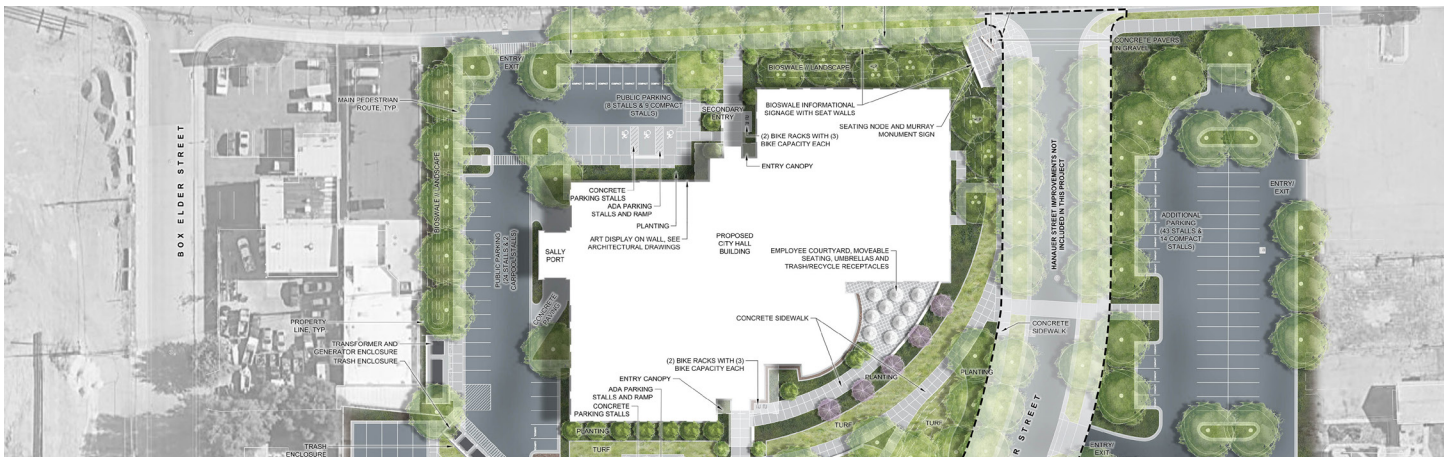
Citizens of Murray are proud of their community. They expect, and have the right to expect, that current planning and redevelopment will provide amenities and environments which reinforce the entire range of desirable activities downtown. Each individual project is a part of a whole, and as such, should contribute its part to the quality of downtown and the community as a whole.

The urban design principles that make such places work are as old as cities themselves, and fortunately our society is rediscovering them. These design guidelines and subsequent design review should result in improved business opportunities and an enhanced quality of life for residents.



## DESIGN REVIEW

The Murray City Council has adopted these guidelines to be consulted during the review and process of proposals for new development. The guidelines are intended to provide guidance and direction that will support the stated purposes of the Murray City Center District.



Site plan for new City Hall



## DOCUMENT ORGANIZATION

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This document is broken down into two overarching sections. The first is an overview of the shared values for Downtown Murray. Residents of Murray City support a true downtown. True downtowns are neighborhoods with a mix of housing, office, retail and entertainment. There has been significant amounts of research into what makes a true downtown, some of that has been looked at while writing code for the Murray City Center District. In order to create a set of guidelines in which to review potential projects, a list of shared values needs to be considered. After review of current and past documents that relate to the downtown, we find these shared values:

- Authentic
- Active
- Inclusive
- Connected
- Multimodal

The second section are the actual guidelines which are divided into four broader themes: District-Wide Guidelines, Public Spaces and Streetscape Guidelines, Development Site Guidelines, and Architectural Guidelines. The four themes are further explained in detail below:

### District-Wide Guidelines

This section lays out broader guidelines that should be applied generally throughout the Murray City Center District.

### Public Spaces and Streetscape Guidelines

These guidelines propose improvements to the pedestrian experience through open space and streetscape design. The guidelines are best practices that encourage a safe, comfortable, interesting, and purposeful walk. This also includes best practices in public space design to promote safety, activity, and community building.

### Guidelines for Development Site Guidelines

The major focus of this section is to introduce guidelines that relate to site massing, relationship to topography and the overall fabric of the city. Each property plays a role in the district and can support larger patterns of open space, circulation and the pedestrian experience.

### Architectural Guidelines

These items within this section are the most fine grained and include recommendations for the physical makeup and shape of construction inside property lines.

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# SHARED VALUES

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## VALUE 01: AUTHENTIC

The Murray City Center District is the heart of the City's traditional downtown area. The City has many residential neighborhoods as well as large commercial districts with a long history of development and growth at the heart of Salt Lake County. Murray City is pursuing the development of a true, functioning and authentic downtown neighborhood; not the historic recreation of another time, or a contrived open-air mall. Development should be thoughtful, purposeful, and representative of the true heart of Murray City. Any person that travels along State Street knows that they have arrived in Murray when they reach the buildings that are close to the street between 4800 South and Vine Street. This feeling of arrival must be fostered with activity to create a truly authentic downtown.



Desert Star playhouse and neighboring uses along State Street in the Murray City Center District

## VALUE 02: ACTIVE

The Murray City Center District needs to be active every hour of every day to become a true downtown. There are three ways in which the downtown needs to be active. The first is physically, this means including and encouraging a variety of businesses, homes, and entertainment venues that allow for extended hours and activity. By creating a downtown that is physically active it becomes safe, with more people able to see and be seen moving throughout the area. Second is socially active. Open and inviting shops, restaurants and bars allow the community to interact with and get to know local business owners. This also allows for the serendipitous encounter with neighbors that will help generate a sense of pride and ownership of the downtown. The third is mentally active, by creating open spaces and visual interest in the downtown, people are able stimulate the mind and experience new uses and activities.



Murray residents gather near downtown every year for Murray Fun Days around the July 4th holiday.



## VALUE 03: INCLUSIVE

Murray has been and should continue to be an open and welcoming community. The City desires to create a downtown that is diverse, fair, and friendly. New development in the downtown should create inviting spaces that encourage activity and interaction along the streets and in the public and private places. The downtown should be a true community: one that embraces diversity by providing fair housing, services, opportunities and activities for people of all incomes, ages, abilities, colors, and creeds. The pattern of development should reflect the value of diversity of thought and design in its public and private spaces.



A space that is welcoming to everyone.

## VALUE 04: CONNECTED

The downtown should become an integral part of Murray City in order to promote the other values that have been identified. Access to and from the downtown should be a central consideration of each decision and development. The downtown should be a place that is easily and comfortably frequented, fostering a sense of place among workers and visitors, and a sense of ownership among the residents of both the downtown and of the larger city alike. The downtown should be an identifiable neighborhood of Murray that stands out for its purposeful development and contributes to the social and economic well-being of the whole community.



Connected neighborhoods generate greater foot traffic and increases the activity of the area.



## VALUE 05: MULTI-MODAL

A true downtown is experienced on foot or bicycle. Murray City experienced this when it was a young city with people moving from place to place; visiting the local shops and restaurants that lined State Street. Throughout different studies, residents of Murray have expressed that the feeling of the walkable and bikeable downtown is something to move towards, without eliminating the existing need to move vehicular traffic. New development in the downtown should support multimodal transportation into, out of, and within the community with a focus on the pedestrian's and cyclists's experience.



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# DESIGN GUIDELINES

# 3





## GUIDELINE 01: Walkability

Design streets such that a pedestrian is able to move throughout the downtown without hinderance.

Minimize vehicle crossings and design them with the pedestrian in mind.

- Where vehicle crossings occur, they should be differentiated visually and/or physically.
- Promote raised crossings, etc.
- Pedestrian refuges should be provided where longer crossings are necessary, such as on State Street.

Encourage and support public transportation and bicycling.

- Bicycle travel lanes should be added to all public rights-of-way.
- Bicycle storage options should be located throughout the district.
- Promote awareness of cyclists and pedestrians through on-street markings and signage.
- Plan for micro-transit and shared mobility options through curbside management.



A clear, and shaded pedestrian path provides safety and refuge when walking.



Two development projects, connected through a pedestrian walkway that links to each other and breaks up the block for pedestrians.

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#### Create Small Blocks.

- Approximately 275' along one side, this encourages short walks.
- Reduce the scale of blocks wherever possible by providing new streets, mid-block alleys, pedestrian paths, courtyards, and plazas that connect with other streets and public or common space.
- Encourage interconnected streets.
- Simple routes for pedestrians (shortest most direct.)

#### Create ample on-street parking.

- On street public parking provides a physical steel barrier that protects the sidewalk from vehicular traffic.
- Curb parking not only provides a physical barrier for those walking but also slows the speed of vehicles that contributes to less fatal crashes.

#### Develop a street wall.

- Avoid voids.
- Encourage narrow buildings and/or vary the exteriors of large structures to appear as narrow buildings.



## GUIDELINE 02: Activity

Redevelopment of the downtown area should focus on parcels with low improvement values per acre and should be planned for a variety of residential and commercial uses.

- Include office uses and employment that will strengthen and support a retail base with a larger daytime population.
- Encourage development that provides ample opportunities for food.
- Focus on everyday uses and culture for everyday rewards. Development should recognize that event based culture yields one-time rewards.
- Respect the urban fabric by recognizing and responding to urban patterns and improving upon them.

Provide a range of arts and cultural activities.

- Create anchors of activity that will activate spaces.
- Create opportunities to participate with the community in providing funding to coordinate and promote arts and cultural activities.
- Allocate space considering the availability of gathering spaces.



Mixing uses creates more activity throughout more of the day, including retail, office and housing creates a 24 hour place.



Converting the Cahoon Mansion to the Murray City Museum creates a destination that residents will be attracted to in the downtown.



Adding open space to the new City Hall will allow for events. Linking additional open space nearby is encouraged.



View from 4800 South looking east towards the Wasatch Mountains.

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### Create an open space network

- The higher densities of the district must be offset by providing significant and accessible parks and open space throughout.
- Provide linkages between parks and open spaces to important points and basic services in and near the district such as the hospital, Murray Central Station, City Hall, and entertainment venues on State Street. This includes midblock paths, trails and plaza space.
- Protect important public views.



## GUIDELINE 03: Sustainability

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Green up the core of the City.

- Identify locations on key corridors that would benefit from landscaped medians.
- Plant street trees and incorporate landscaped park strips along State Street and other core areas of the city.

Encourage Low Impact Development (LID) and Green Infrastructure practices in all projects.

Provide systems that reduce water use.

Recycle organic matter.

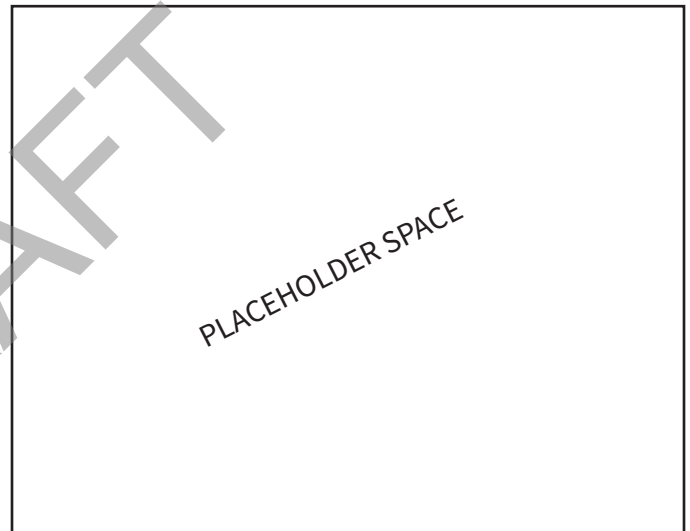
Ensure development does not impact water quality.

Design functional stormwater features as amenities

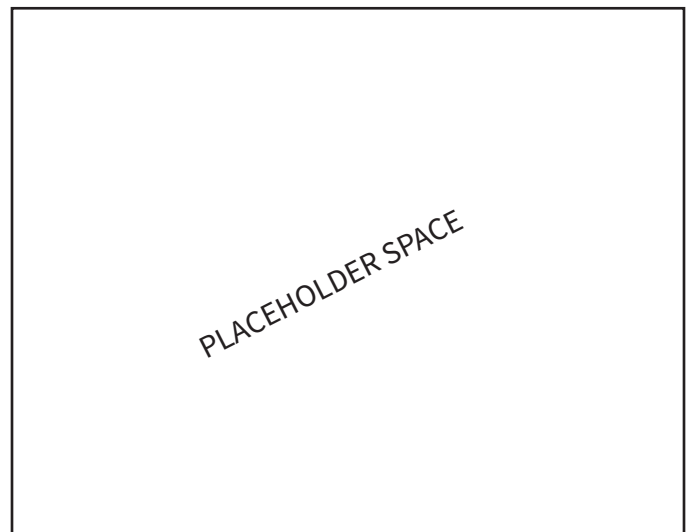
- Provide a connection to the local climate and hydrology by integrating aesthetically pleasing stormwater features that are visually and physically accessible and manage on-site stormwater.

Control and manage invasive plants.

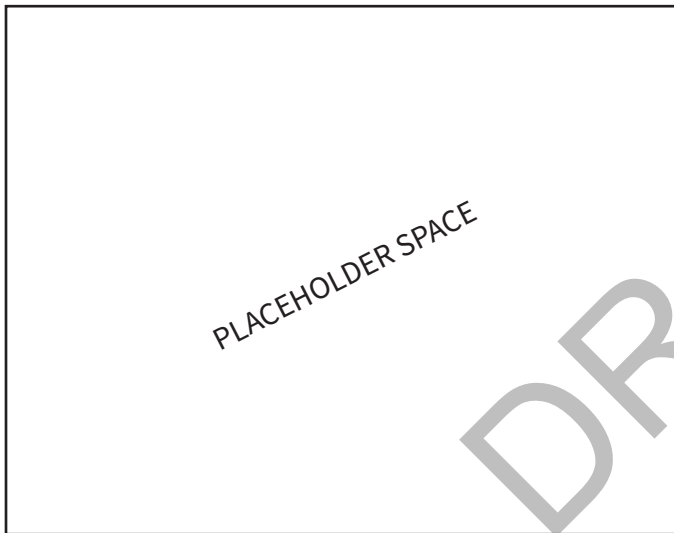
- Limit damage to local ecosystem services by developing and implementing an active management plan for the control and subsequent management of known invasive plants found on site, and by ensuring that no invasive species are brought to the site.



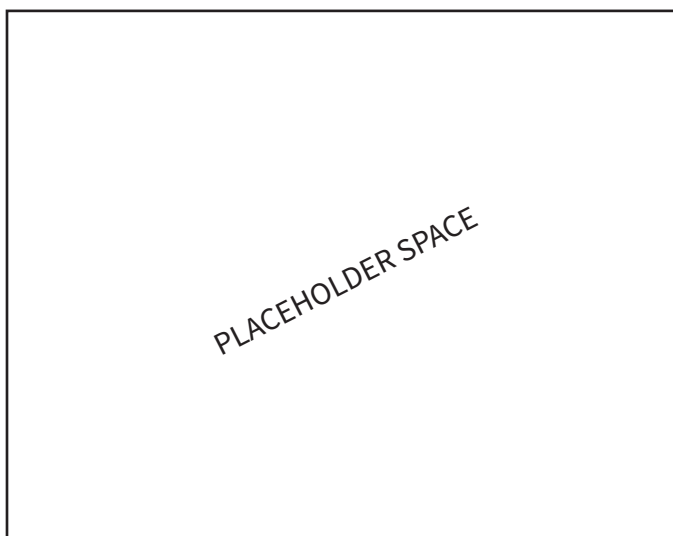
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#### Reduce urban heat island effects.

- Minimize effects on microclimate and human and wildlife habitat by using vegetation and reflective materials to reduce heat island effects.
- Select strategies, materials, and landscaping techniques that reduce heat absorption by exterior surfaces.
- Increase use of vegetated surfaces and planted areas.
- Use shade from appropriate trees, large shrubs, vegetated trellises, walls, or other exterior structures.
- Consider the use of new coatings and integral colorants for asphalt pavement to achieve light-colored surfaces instead of traditional dark surface materials.
- Position photovoltaic cells to shade impervious surfaces.
- Consider placing parking under cover that complies with the above measures.

#### Divert construction and demolition materials from disposal.

- Support a net-zero waste site and minimize down-cycling of materials by diverting, reusing, or recycling construction and demolition materials to avoid disposal in landfills or combustion in incinerators.

#### Support nutrient cycling, improve soil health, and reduce

## GUIDELINE: 04 Streetscape

Street trees should be included throughout. Benefits to the area from street trees include:

### Safety and Health.

- They protect pedestrians using sidewalks by providing a buffer between the pedestrian and traffic along the street.
- Their visual presence reduces driver speeds naturally, and thus reduces crashes.
- Street trees shape space along a pedestrian path. They bring the eye downward to meet the street which helps pedestrians focus on the path ahead of them.
- Trees improve public health.

### Sustainability.

- Trees absorb stormwater runoff.
- Trees absorb UV and pollutants.
- Trees reduce the urban heat island.

### Economics.

- +Trees improve property value.
- +Trees improve retail viability.



Street trees provide an added physical barrier between traffic and the pedestrian.



Fully grown street trees provide shade for pedestrians making their way through the district.



Sidewalks should be designed to enhance the pedestrian experience.

Provide broader sidewalks, weather-protected seating, and real-time scheduling for transit users at bus stop locations.

Align trees and other sidewalk landscape features to provide a direct and continuous path of travel.

Create public-private transition zones.

Enhance safety through way-finding, lighting, and consideration of visibility.

Wide sidewalks allow for a lot of people to move throughout the street at once.



Wayfinding to help guide through spaces and spark curiosity.



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Curbside management should be considered as a component of the streetscape.

- Reduce the number of curb cuts wherever possible.
- Provide and regulate loading zones.
- Consider and provide for the use of metered parking.
- Promote curbside parking.
- Consider and provide for the integration of public transportation, active transportation, micro-transit, and ride sharing within public and private streetscapes.



Providing metered parking allows for maximization of on-street parking and provides a revenue stream for enforcement.





Encourage installation of new, protected bus stops following UTA's guidelines for bus stops as shown above.

## GUIDELINE: 05

### Public Space

Use designs geared to those with disabilities and the able bodied that are equal.

Provide visual/spatial complexity in public spaces.

Where feasible, include public art installations throughout the district.

Design public open space to connect with and complement the streetscape.

- Differentiate street trees from site trees.
- Incorporate civic art in both public and private development. Consider site factors such as circulation and adjacent uses when selecting and placing temporary or permanent art.

Make public spaces interactive.

- Provide play areas for a variety of ages and groups. Design landscape with opportunities for experiences of nature and varied, challenging play elements.
- Provide individual and group recreation amenities to encourage physical activity, including courts or game boards.
- Design public spaces and art installations that encourage social activity, play, and rest.



Public art located on a public street.



Provide movable seating and visual interest to public spaces





Note the empty plaza space in direct sun, and the shaded area next to the building.

Orient and design publicly accessible open space to maximize physical comfort and visual access.

- Consider solar orientation, exposure, shading, shadowing, noise, and wind.
- Locate open spaces so they are physically and visually accessible from the sidewalk.
- Use trees to provide shade and buffer from wind or exposure.
- Promote curbside parking.

Include seating in public spaces to encourage use and enjoyment of the area.

- Include seating and tables in a variety of ways for people to sit alone, in pairs, and in small or large groups. Use moveable seating if possible.
- Enclose and define seating areas with low walls or vegetation. Provide comfortable seating in sun and shade.
- Design seating for casual gathering in both sunny and shaded locations and in both quiet and active zones where possible.
- Use planters, ledges, and low walls to provide places for people to view, socialize, and rest. If it is 18" high, people will sit on it.
- To create a sense of enclosure, define seating areas with low walls, fences, vegetation, or topography. Walls, fences, and vegetation can also break, guide, deflect, or filter the wind and thereby alter its effects.



Example of public seating that also is used as a planter



## GUIDELINE: 06

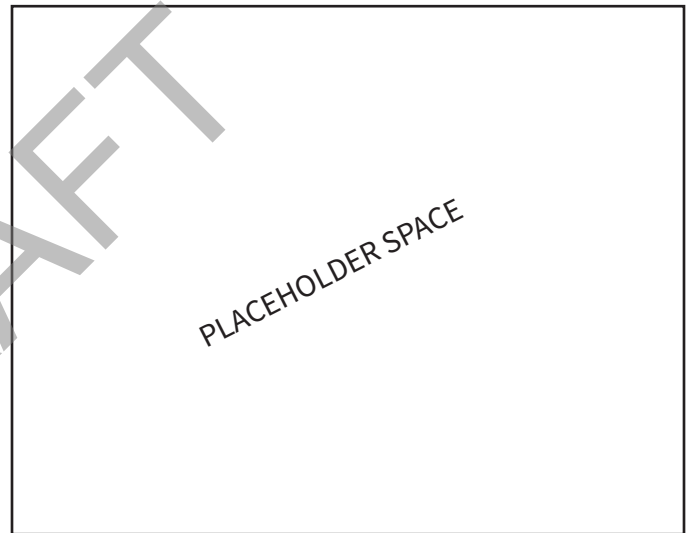
### Circulation

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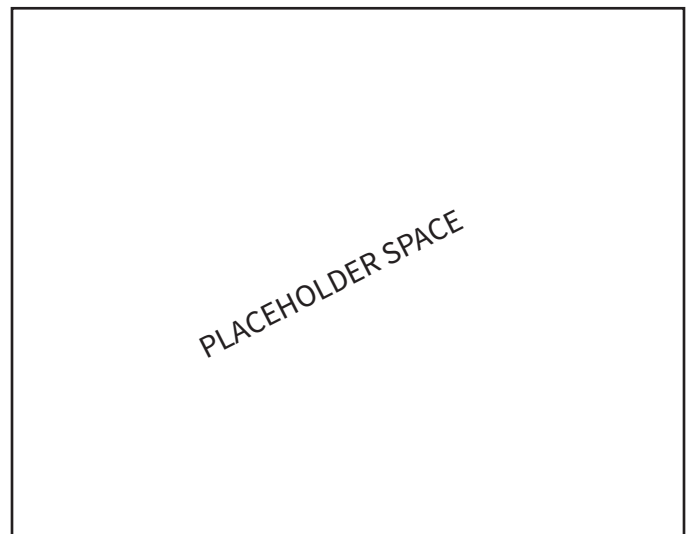
Consider how and where people will move on the site.

Limit development which closes streets; create developments with connectivity and human scaled circulation.

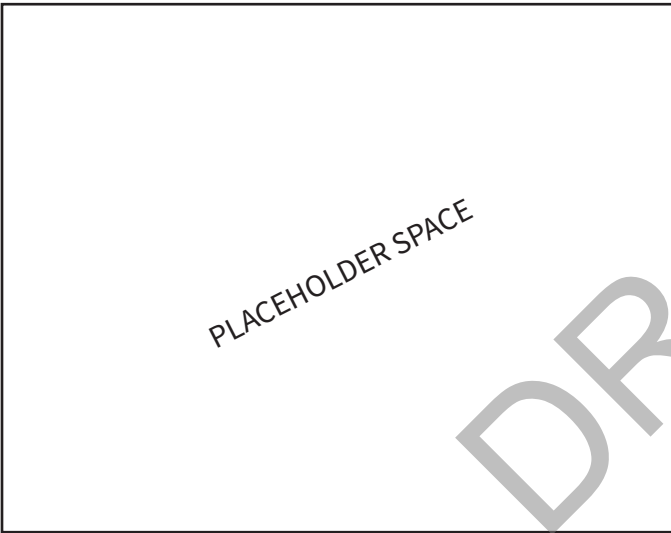
Minimize automobile access conflicts with pedestrians and cyclists.



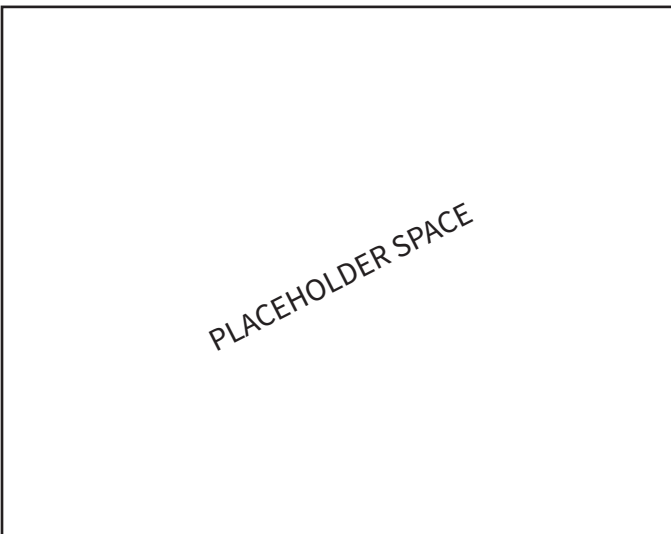
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## GUIDELINE: 07

### Open Space

Provide ample seating.

Plant trees in rows to define an edge; in groves to define a specific area; or as individuals to offer a special place to gather.

Ensure new developments have parks and open space opportunities.

Use landscape, structures, and buildings to define spaces while, at the same time, provide visual access to encourage their use and enhance safety.

Avoid open spaces or elements that are privatized and exclude the public.

Avoid conflicts between pedestrians and utility equipment.



Unique places to sit act as both, public art and a comfortable refuge.



Tree placement helps to define a space.



Example of private space that exclude the public.



Avoid conflicts in pedestrian movement such as, access to buildings and utility equipment.



## GUIDELINE: 08

### Active Buildings

Develop and express programmatic relationships between inside and outside by the use of furniture, displays, signage, and landscaping to help animate the building edge and sidewalk.

Consider how the rhythm of the street wall and level of detail at the ground floor correspond to walking speed.

Program public space to support adjacent interior uses.



Including different types of signage creates visual interest and informs pedestrians as they pass by.



A building that contributes to an active street through the use of ground floor use and eyes on the street.





Note the use of tables and chairs to help animate the edge of the sidewalk.



Opposite side of the street in the image to the right, these two projects encourage walking by the use of shops, and eyes on the street.

## GUIDELINE: 09

### Parking

Make parking areas VERY LARGE so that it can be shared between users or VERY SMALL that allows for individual sites.

- Site design should promote the sharing of larger parking lots among multiple users where it may be necessary, which in turn supports the use of much smaller parking lots directly adjacent to individual buildings.

Minimize conflicts between pedestrians and automobiles by locating building entrances away from curb cuts.

Locate bike racks near building entrances and other areas of activity to maximize visibility and convenience.

The front moves to where the cars are.

- When parking is provided behind commercial buildings, ground floor businesses can feel pressure to provide access from both the front and rear. This can strain small proprietors, who usually cannot monitor both ends of their space. Some will lock the street-facing door and maintain an active back door.
- Use the street facing entrances as opposed to any rear entrance, that should be used for back of house operations.
- Provide transportation facilities such as alternative fuel refueling stations.



Include ample amounts of parking within structures and make the structure available to the public.



Providing dedicated parking spaces for alternative fuel vehicles encourages their use and promotes sustainability.



Bike racks near the entrance to Murray's Fire Station 81 in the City Center.



## GUIDELINE: 10

### Neighbor Awareness

Provide a cohesive expression or composition of neighborhood compatible components.

Modulate buildings vertically and horizontally.

Design sites to improve or augment existing land uses, open space, and building patterns

Increase awareness of Murray City's history and heritage through monuments/markers that indicate historic sites.



Though this is all one building, there is enough modulation that gives it a unique and appealing physical quality.



Example of a marker denoting a historic site.

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Note the consistent, cohesive expression despite differences in architectural style along this street..



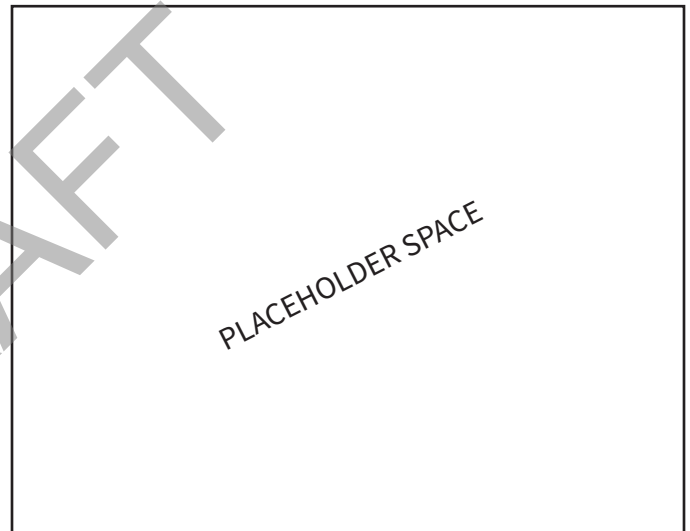
## GUIDELINE: 11

### Design For Change

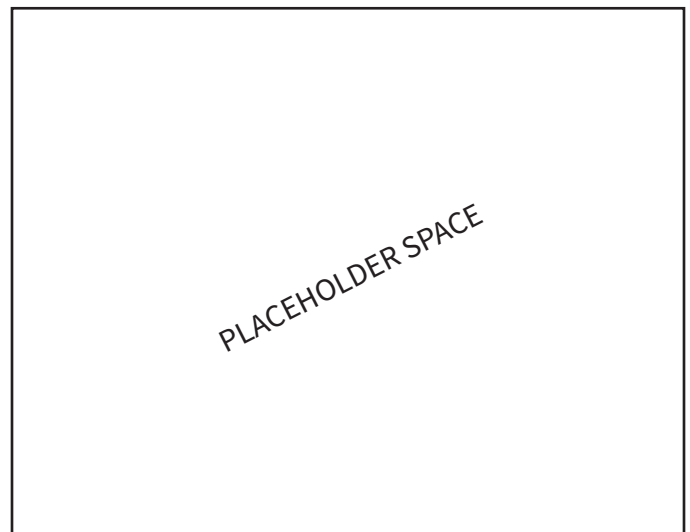
Design any ground floor use, including parking areas, with the potential to convert all or a portion of the area to retail or commercial space.

- Typically, retail and commercial spaces require twelve feet (12') of height from floor to ceiling, designing a ground floor to this height allows for future conversion.

Design upper floors of parking garages as level as possible to allow for conversion to office or residential uses in the future.



Placeholder



Placeholder



The second and third floors of this building are already designed in such a way that would allow for enclosure and converted to office or residential uses.

## GUIDELINE: 12

### Connection to the Ground

Avoid long frontages without active entries. Widths between entrances should fit a common neighborhood pattern.

Sculpt massing to harmonize with the rhythm of adjacent building and add human scaled ground floors.

Long, windowless walls prohibit visual connection between the inside of the building and the sidewalk.

- People inside have no knowledge of those on the street and people on the street cannot see inside.
- Walls with no windows can project the sense that people outside are not to be trusted and that the area is not populated.
- It is this inability to see inside, and to be seen from the inside which creates the pedestrian's sensation of danger, and the real danger in unobserved spaces.



Human scaled entrances make people feel comfortable entering a space.



Blank wall with artificial windows create a sense of unsafety.





Pronounced primary entrances help navigate pedestrians to the appropriate areas.

Multiple building entrances on large buildings are encouraged.

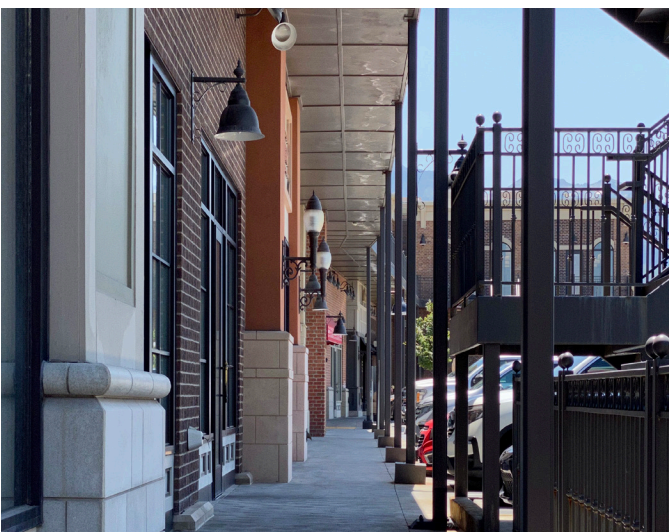
Protect the pedestrian where the building meets the street (canopies, arcades, etc.).

Accentuate primary entrances.

Proportion the scale, the amount of transparency, and the character of entrances at the ground floor to the type of uses and street interaction.

Lower floors should be differentiated architecturally from their upper floors.

The street level of buildings should support multi-tenant and pedestrian oriented development.



Pedestrian protection through the use of arcades.

## GUIDELINE: 13

### Connection to the Sky

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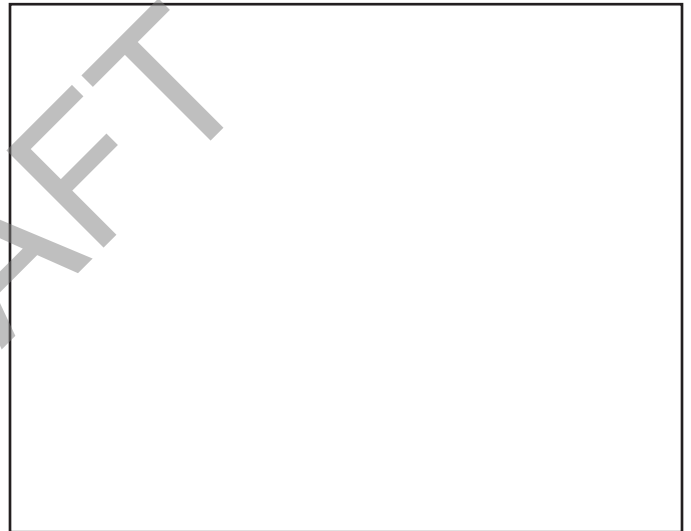
Design roofs and/or walls to generate renewable energy.

Design roofs and/or walls to provide habitat supportive vegetation.

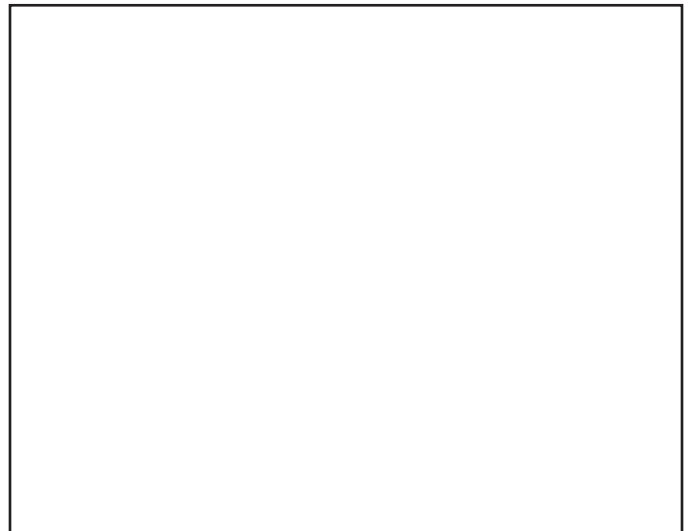
Use green roofs.

Design wall and roof fenestration to enhance natural lighting without negatively impacting interior comfort.

Shape the roof of buildings.

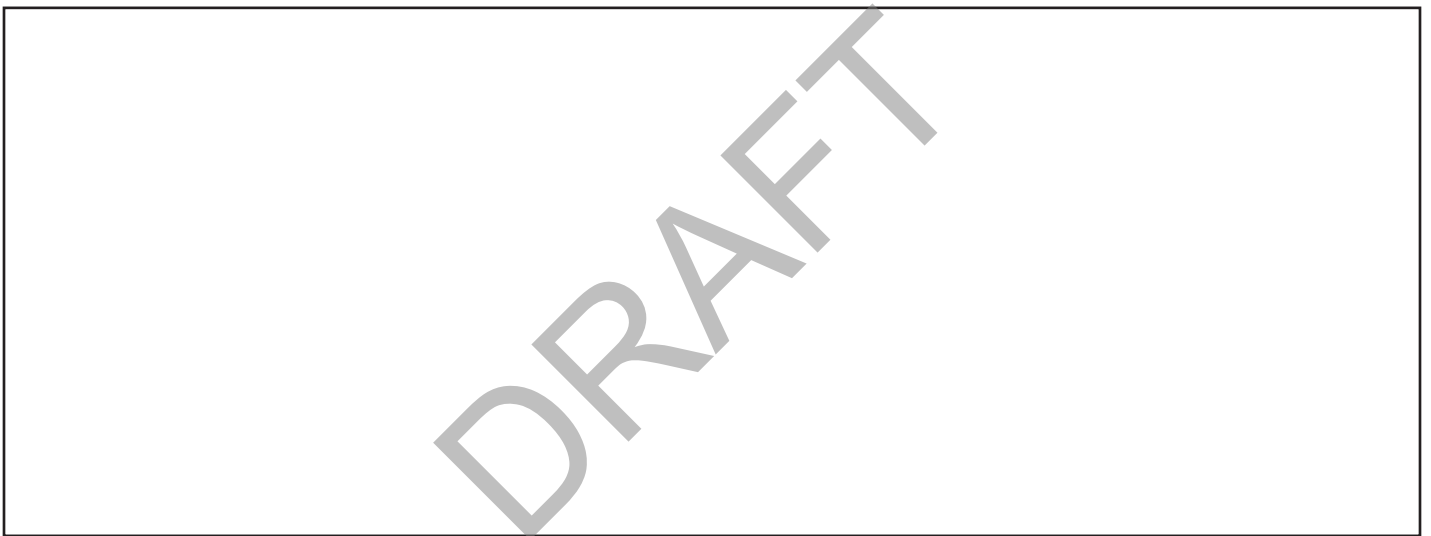


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Buildings such as the LDS Conference Center in Salt Lake City use their roof as a green roof, with trees and vegetation.

## GUIDELINE: 14

### Fenestration and Porosity

Windows not only create a feeling of trust and openness in a city, they also instill in people on the street the feeling they could be assisted if in danger. This phenomenon, “eyes on the street,” can help reduce crime by increasing the potential that offenders would be seen.

Avoid or minimize expansive blank and blind walls at the ground floor.

- This makes the pedestrian feel as though they are not welcome within the area and that it is not safe for them to be there because the building has turned its “face” away from the street.

Use generous façade openings.

Create a rhythm of highly transparent storefront and multi-story windows. This provides a strong visual image that people recognize and associate with commercial activity.

Provide natural ventilation to reduce energy use and allow access to air flow.

Where feasible, provide pedestrian and bicycle connections through blocks through the use of paseos, midblock paths, and trails.



Clear windows allow for people to see inside, and be seen.



Midblock crossing that connects multiple buildings





A pedestrian walkway that connects to an interior plaza. This plaza then connects to the nearby hidden hollow park and parleys canyon trail.



The public street that connects to the interior plaza. Note that there is no indication, and allows for surprise and curiosity as a pedestrian.

## GUIDELINE: 15

### Express a Clear Organizing Idea

Make architectural concepts clear, compelling, and compatible with a site's context.

Render building facades with texture and depth.

Employ passive solar design in façade configurations, treatments, and materials.



Though each building is different, each contributes to a cohesive whole.



Example of a new building that was built with texture and depth but feels as though it's been there a long time.





Contemporary building with depth and texture, the fins on the windows are used as a passive solar device to help shade the interior of the building.

## GUIDELINE: 16

### Private Space

Provide upper story balconies where appropriate to allow interface between private and public space.

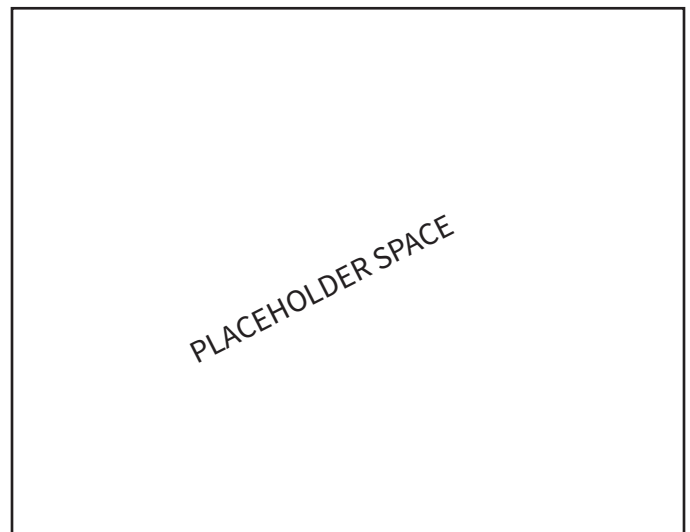
Include operable windows and moveable seating to help animate a building.

Integrate windows, courtyards, balconies, and wind breaks adjacent to plazas and gathering spaces to provide more opportunity for human interaction and connection between inside and outside uses.

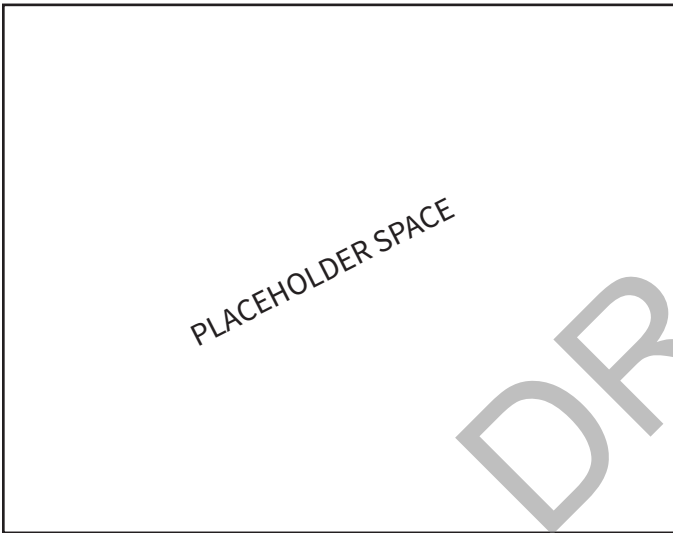
Provide opportunities for people to move through private space to shorten the distance between destinations.



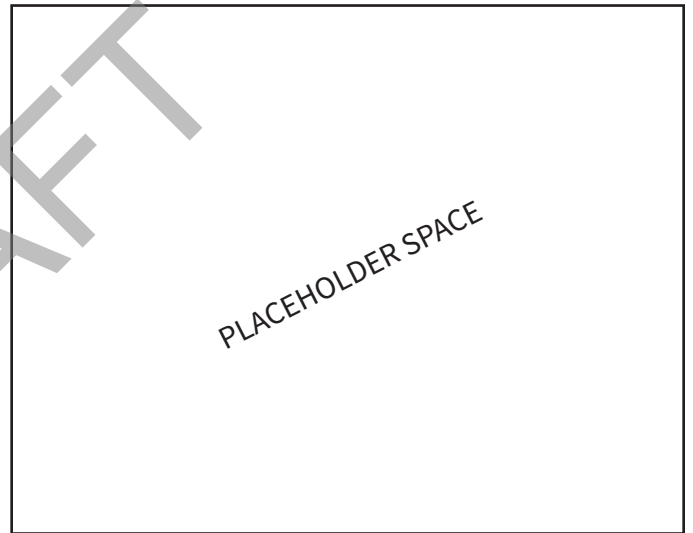
Examples of operable windows and private balcony that provide eyes on the street.



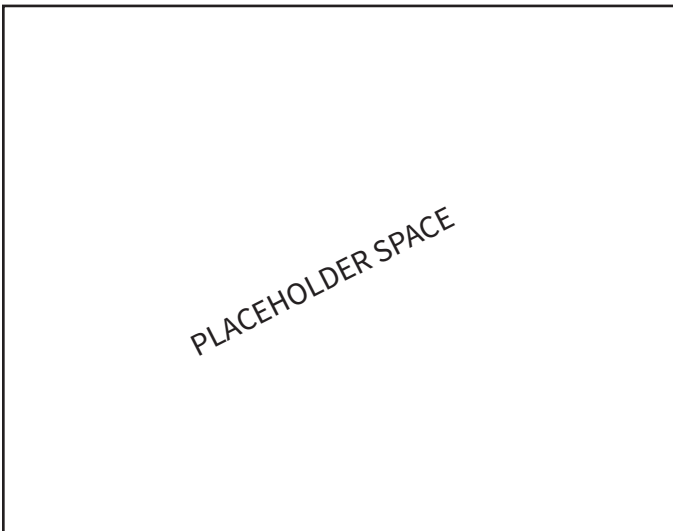
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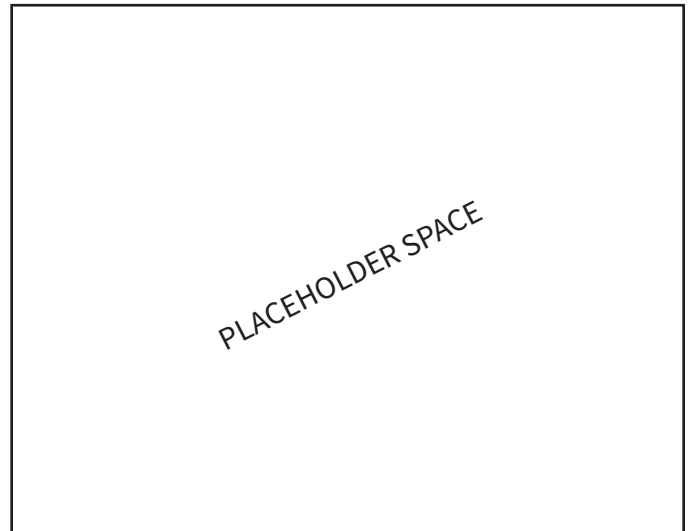
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## GUIDELINE: 17

### Materiality

Buildings made entirely of glass should be avoided.

Traditional elements provide horizontal and vertical modulation. For example:

- Pronounced entries,
- Architectural banding,
- Primary verticals (windows),
- Strong roof termination.

Consider meaningful adaptations for contemporary projects to address the same scale or rhythm of familiar inflections.



Examples of architectural banding, primary verticals and a strong roof termination.



Contemporary example of a strong roof termination.





A mix of materials on a building assist in additional visual interest, as shown in the images above.

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## IMAGE CITATIONS

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## IMAGE CITATIONS

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Murray City Corporation  
Community and Economic Development  
Planning Division  
Adopted Month, 2020