2017 MURRAY GENERAL PLAN

2017 MURRAY GENERAL PLAN

PART ONE: MURRAY TODAY; MURRAY TOMORROW

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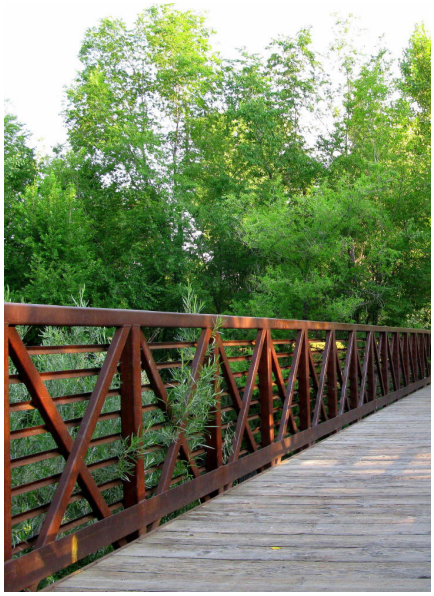
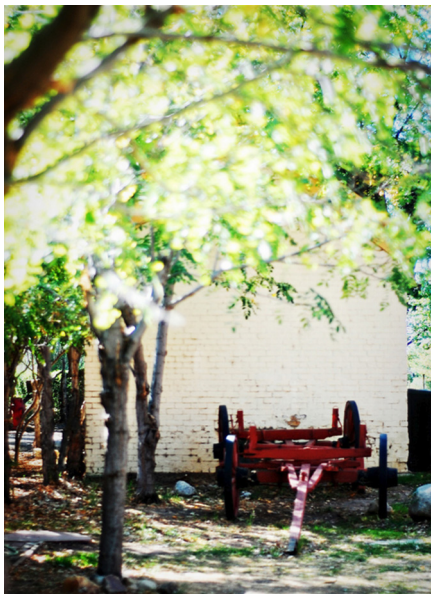
PART ONE: CONTENTS

CHAPTER ONE: PLANNING CONTEXT





1.1 INTRODUCTION

Situated in the heart of Salt Lake Valley, the proximate area now incorporated as Murray City has been occupied continuously since 1848. Explosive growth followed the 1870 construction of the valley's first smelter. Over 150 years later, growth is still anticipated in the coming decades. Murray City has experienced considerable change in the last ten years and will continue to experience change in the future. Murray City must decide where and in what form this change and growth will occur. Murray City recognizes it must be intentional in preparing for the future in order to provide the quality of life current Murray residents value and future residents will desire.

1.2 WHY PLAN?

Just as a building is only as good as the foundation upon which it is built, a city's land use decisions and ordinances are only as good as the general plan from which they are built. The plan is the vision for future development and growth in Murray City. A well-planned city creates a more desirable place to live and a more sustainable city - financially, socially, and environmentally. The general plan guides essential day-to-day decisions made by the City, working to ensure consistency and thoughtful growth for Murray City. A city has many moving parts and a general plan provides focus to align the efforts of individual city departments towards a common vision. It is a tool for coordinating decision-making between city departments and with appointed and elected officials.

1.3 USING THE PLAN + DOCUMENT STRUCTURE

This first part is intended to provide an up-front, user-friendly overview of the main initiatives and content of the general plan. The second part is anticipated more for use by city staff and officials as they evaluate proposals and policy changes. Collectively, they create a plan document that is designed to be owned and used by all.

The plan serves many roles and user groups, providing a means of:

GUIDANCE TO LANDOWNERS + RESIDENTS

Landowners need to know what the long-term vision is for Murray City so they can make decisions regarding their land with confidence. Residents also need knowledge of what to expect regarding the future of their surrounding area.

BASIS FOR INFORMED DECISIONS

No one likes to feel that a city is making decisions arbitrarily. A general plan provides consistency over time for decision making.

EDUCATE + INFORM CITIZENS

The process of preparing this general plan included an extensive public outreach effort with more than triple the participants as during the previous general plan process. The result is a general plan update created with a broad array of interests and perspectives in mind.

COORDINATE DECISION MAKING

A city has many moving parts and a general plan provides focus to align the efforts of individual city departments towards a common vision.

1.4 THE BIG PICTURE

The plan includes individual elements such as housing, transportation, economy, parks and recreation, and land use, but these must share a collective vision for Murray's future. The elements do not function independently; in actuality they are interconnected and what occurs with one will usually affect another. To address this interconnected nature, the plan is structured in two parts. Part One captures the context and big picture for Murray's future, reflected in a city-wide Planning, Policy, & Design Framework and Five Key Initiatives. Part Two contains the conventional plan elements, with strategies and implementation goals.


2017 MURRAY GENERAL PLAN
PART ONE: MURRAY TODAY; MURRAY TOMORROW
PART 1
INTRODUCTION
CTION
AT THIS DOCUMENT IS AND HOW TO USE IT. HOW DOES IT
THE GENERAL MASTER PLAN
N TO MURRAY CITY
OF THE PLAN
WHY PLAN?
Why plan? Just as a building is only as good as the foundation it is built upon, a city's land use decisions and ordinances are only as good as the general plan they are built upon. The general plan is the yardstick against which codes and zoning ordinances are written and land use proposals evaluated.
CITY OF MURRAY I 2016
5
includes individual elements such as housing, transportation, economy, parks and recreation, use, but these must share a collective vision for Murray's future. The elements do not independently; in actuality they are interconnected and what occurs with one will frequently/ ffect another. To address this interconnected nature, we have structured the plan into two first captures the context and big picture for Murray's future, reflected in a City-wide , Policy, & Design Framework and Five Key Initiatives. The second part contains best practices ndividual plan elements.
6
COMPREHENSIVE MASTER PLAN I SUMMARY/QUICK GUIDE
3 - FRAMEWORK FOR THE
INKING CENTERS/DISTRICTS TO SURROUNDING CONT
Parkway
Current Lanes
Bike Routes: Current Routes
Bike Lanes/Path: Desired/Planned
Current UTA Bus Routes
Key Center
Future BRT/State Street Transit Im
Potential Mixed-Use Station Village
*State Street Improvements and E
as proposed by the Life on State: C
Our Vision study

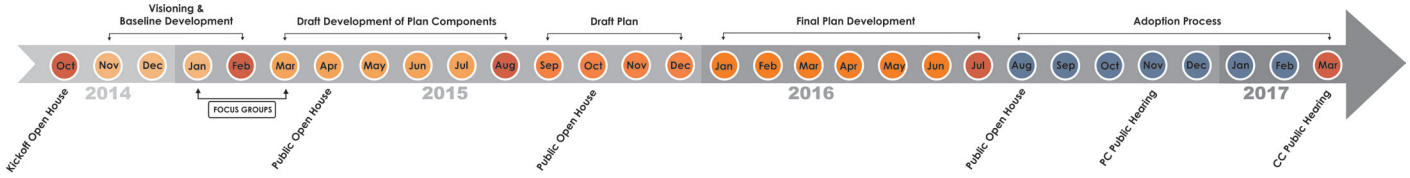

PART TWO: COMMUNITY PLANNING ELEMENTS
REVIEW OF 2003 GOALS
[This section is based primarily on the Land Use goals. Include more details on the success and implementation of other 2003 goals from the steering committee meeting where we reviewed all the goals.]
The 2003 General Plan Land Use and Zoning Analysis recommended three key areas that needed work. The first was Vacant and Under-utilized Land Analysis. This analysis found that significant vacant and underutilized parcels concentrated near the three TRAX stations and the interstate with smaller concentrations near Fashion Place Mall and the 900 East/5600 South Neighborhood Commercial area. [Describe what has changed if anything]
The second key finding was Land Use and Zoning conflict analysis. These are areas where existing zoning and intended land use do not match. A few parcels were identified that were zoned for residential use but were occupied by non-residential uses. This indicated a non-conforming use within a residential neighborhood. These conflicts were determined to be insignificant because there were few instances of this type of conflict and, where it did occur, this type of conflict tended to be located on the edges of neighborhoods. A more concerning conflict was identification of residential uses located in areas zoned for non-residential uses. The 2003 General Plan concluded that this conflict was indicative of residential areas re-zoned for higher (define higher) uses but are awaiting redevelopment. Concern was expressed in the plan that placing residential areas in this type of "holding pattern" would lead to lack of investment and basic maintenance which would result in a declining environment spilling over to and deteriorating adjacent neighborhoods. [Discuss the status of these areas today.]
The third and final key finding of the 2003 General Plan Land Use and Zoning Analysis was identification of "Hot Spots." A hot spot was defined as an area experiencing land use and zoning problems that presented particular challenges to growth and development. These sites were identified as (1) Winchester Street; (2) 900 East; (3) State Street, (4) the Fashion Place Mall/Cottonwood Hospital area; (5) the Intermountain Health Care Regional Medical Center/Costco area, (6) the Commerce Drive area, and (7) the three Murray TRAX Station sites. [Discuss the status of these areas today.]
In addition to Land Use and Zoning Analysis Key Findings, the 2003 General Plan Land Use chapter also outlined four land use goals. These goals tended to be broad and visionary in nature. Due to this ephemeral quality, the goals of that plan are still generally applicable today. The 2003 land use goals did include specific implementation measures. For a review of the status of those measures, see Appendix Y. [Do we want to include a specific breakdown and still meet these or just include in appendix and starting fresh with new measures? Include a review of what zoning changes were and were not implemented from 2003 recommendations and how these are addressed moving forward?]
37
DRAFT TEXT – MURRAY GENERAL PLAN UPDATE; NOVEMBER 2015
URBAN DESIGN
ing go hand-in-hand. Zoning is the means by which land within a city is divided into building types. As Murray changed over time from agriculture to urban, zoning allowed the icular types of land uses occur. Some areas, such as the majority of single family ipated to remain stable and not change to a different land use type. Other areas, such as anticipated to change from industrial to commercial or mixed-uses. Addressing land use al plan is proactively preparing for anticipated change.
s many people expressed a need for buffers between residential and other land use types. e form of transition, urban design can be an effective method for easing the visual rent uses and building types.
use and urban design chapter is to effectively and efficiently provide a framework for d policies of the General Plan through land use designations, Zoning Map, and the
ach of the land use designations in Murray City and discusses how they relate to zoning. n land use designations and zoning is important so that as base zones and the Zoning the life of the General Plan, the goals and objectives of the plan are consistently carried
s of this chapter express the City's intent to:
ce for how to make updates to the Zoning Map and Zoning Code foundation, framework, and future direction for each land use designation in the city
W
f Murray, a total of nearly 7,500 acres is utilized by a range of land uses and supporting
s and text to illustrate the evolution of the physical setting of Murray.]
ray is a limited portion of the current boundary. [insert Sanborn Maps]
from the original gird to a more suburban style of urban form. Contemporary subdivision patterns of urban form are seen in most neighborhoods outside of the historic districts. Transportation and auto-oriented commercial have directed the urban form of the main corridors.
38
DRAFT TEXT – MURRAY GENERAL PLAN UPDATE; NOVEMBER 2015
LAND USES
Murray continues to have a wide mix of land uses, including residential, commercial, office, mixed-use, industrial, public/quasi-public, and parks and open spaces.
Existing Land Use Distribution
Residential Mixed-Use 0%
Vacant Land 2%
Commercial/Retail 10%
Industrial 9%
Office 4%
Parks and Open Space 12%
Public (quasi public) Schools, Churches, Government 8%
Multi-Family Residential 9%
Single-Family Residential 46%
RESIDENTIAL:
Together, single-family and multi-family residential uses comprise approximately 55% of the city's total land acreage.
39
DRAFT TEXT – MURRAY GENERAL PLAN UPDATE; NOVEMBER 2015
Mobility
Accessibility
Arterials
higher mobility
lower degree of access
Collectors
balance between mobility and access
Locals
lower mobility
high degree of access
between Access and Mobility using the Functionally Classified Highway
, 1992.
haracteristics
USE
Dimensions
Volume
Design Speed* (mph)
Lane Width (feet)
Number of Lanes
Average Daily Trips (ADT) (in thousands)
> 65
12
6–8
80
45–55
12
6
15–50
40–45
12
4–5
10–25
30–40
12
2–5
3.5–10
25–35
11–12
2–3
1.5–3.5
20–30
10–12
2
< 1.5
53
DRAFT TEXT – MURRAY GENERAL PLAN UPDATE; NOVEMBER 2015
PART 2

1.5 THE GENERAL PLAN PROCESS

The previous general plan was adopted in 2003. In the ten years since the 2003 general plan adoption, Murray City has experienced major changes including completion of the Intermountain Medical Center (IMC), opening of Frontrunner commuter rail, significant reinvestment by major automobile dealerships, and considerable expansion and reconstruction of Fashion Place Mall. Additionally, Murray City has grown in land area and population with the annexation of areas east of 900 East between approximately 5000 South on the north and I-215 on the south.

Major impacts from these changes are expected to continue into the future. For example, accompanying the IMC completion was the development of supporting uses such as medical office buildings and hotels for medical related visitors. The significance of the past ten years of progress, along with the expectation of future change, demands a general plan update that analyzes these changes in the community. From there, the plan takes into account these changes to update goals, policies, and implementation measures to guide future development in the City.

To guide the update process Murray City established a Steering Committee consisting of representatives of City Staff, City Administration, City Council, and the public. The consultant team worked under the guidance of the Steering Committee and the Murray City Department of Administrative and Development Services. Steering Committee members functioned as liaisons with the public process by participating in focus groups (described in the public outreach section following).



Public Outreach + Direction for the Plan

Public engagement in the general plan update process is crucial to creating a plan that reflects a broad representation of voices. This process of bringing the community together to craft a vision for the city creates the foundation of the general plan update. Increased attendance at public events and broader outreach was an important goal that was achieved. The outreach process consisted of four main components: open houses for face-to-face contact; a dedicated project website for online feedback; focus groups consisting of residents, city staff, community members, business owners, and elected officials; a community survey conducted by the Department of Administrative and Development Services.

Open House #1

To gather ideas regarding a future vision for Murray, an open house was held on October 9, 2014 at Murray City High School. Information provided at the open house followed a progression from project overview information, visioning for broad topics such as culture, mobility/accessibility, neighborhoods, and resiliency to a "hive" board where people wrote specifics about what is working, not working, or missing on their blocks, in their neighborhoods, or in the city. The feedback received from the open house was compiled into strengths, opportunities, and weaknesses. From this analysis, top issues and priorities began to emerge. Approximately 20 people attended.

Open House #2

A second open house was held on April 22, 2015 at the Murray City Library. All residents were notified with a flyer in their city utility bill. Flyers were also distributed in schools, at the library, and other locations throughout the city. This outreach led to an attendance of about 75 people at the open house. Attendees were presented with Twelve Big Ideas and invited to give feedback on each idea. A "My Neighborhood" mapping exercise asked seven questions about people's neighborhoods. The results of this exercise were used to understand how people viewed the built environment of the city and where there are issues the general plan can address.

Open House #3

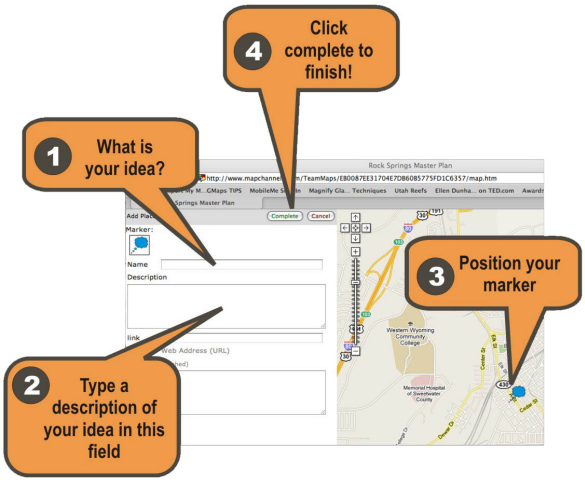
A third open house was held on October 21, 2015 at Cottonwood High School to present three components of the draft plan to the public for review and comment: plan goals and objectives; an overview of the five key initiatives; and a summary of the recommended future land use designations and the type of development these designations would include. Each of the components included representation of the comments and feedback received during the plan process to show how they related to the direction of the draft recommendations. The city and consultant team used the same notification process as the second open house and approximately 60 people attended.

Open House #4

A fourth open house was held on August 25, 2016 at Murray City Center in the council chambers to present an overview of the general plan draft and future land use map to the public for review and comment. This final open house showed how comments from the previous open houses were incorporated into the plan. The city and consultant team used the same notification process as the previous open houses and approximately 70 people signed in and nearly 90 people were in attendance.

Project Website

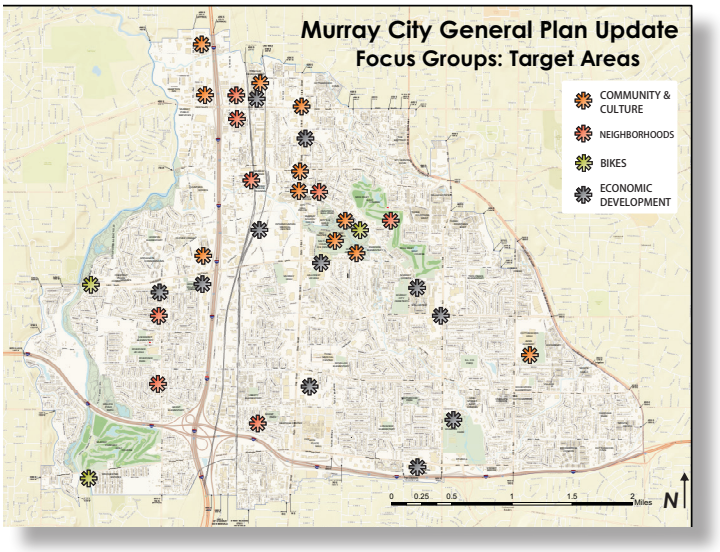
Recognizing that participation at a set time and place can be difficult for some, a dedicated website was established for the project. This site, www.planmurray.com, provided general information about the project and allowed people to contribute general comments or 'pin' specific ideas on a map. Photos and information from open houses were posted on the website for those not able to attend. In this way, people could participate and stay updated without time and place restrictions. As of October 2016, the website has 5,505 views by 1,564 unique visitors who left 89 comments, with over 80 of these logged on the idea map.



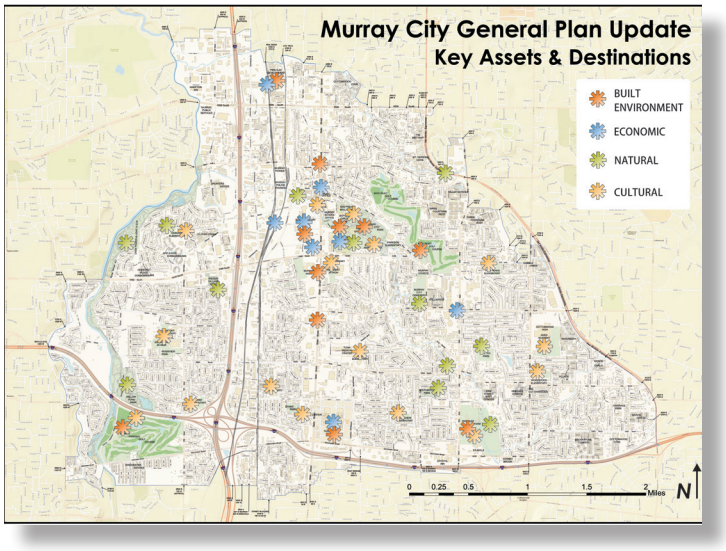
Focus Groups

Targeted public engagement consisted of meeting with five community focus groups:

- Community and Culture
- Downtown & Transit Oriented Development
- Economic Development
- Neighborhoods
- Bikes, Trails, and Transit



With the exception of the Community and Culture group, these focus groups existed in some form prior to the start of the general plan update process. Each focus group met two times. The first meeting consisted of visioning to identify key assets and destinations and discuss what's working, not working, and missing in Murray City from their perspective. The second meeting was structured around a dialogue of ideas for creating specific goals within each focus area.



Community Survey

In November 2015, the Administrative and Development Services Department administered a scientific community survey in conjunction with the preparation of the general plan. The purpose of the survey was two-fold. It allowed city residents to provide feedback on perceptions and attitudes in their community. It also provided a means for gaining input and valuable data to analyze issues related to the general plan. The survey was distributed by mail to a randomly selected sample of 1,500 residents, obtained through utility billing records. The city received a total of 342 responses, for a response rate of 23% city-wide. The respondents were primarily homeowners (91%), female (56%), and over the age of 45 (76%). Nearly half of the respondents were long-term residents of Murray City (49% had lived in Murray for more than twenty one years). Almost all respondents (97%) utilized a motor vehicle as their primary means of transportation. The reported household income for 54% of the respondents was above $65,000.

In considering the demographics of Murray City as a whole, compared to survey respondents, two statistics are of note. The median income for Murray is reported at $54,405 and home ownership is reported at 66% according to the 2009-2013 American Community Survey. Thus, the representation of survey respondents is by a higher earning, home owning population than the city as a whole.

The survey revealed that Murray's convenient, central location was a main reason for living in the city. In general, citizens feel positive about their community and the way it is being run. Important considerations as Murray City plans for its future include:

- Quality of life
- Maintaining neighborhoods
- Safety
- Parks, open space, and recreation
- Revitalizing Downtown
- Sustainability, recycling, and green initiatives
- Mix of housing types
- Attracting young families
- Streetscape enhancements

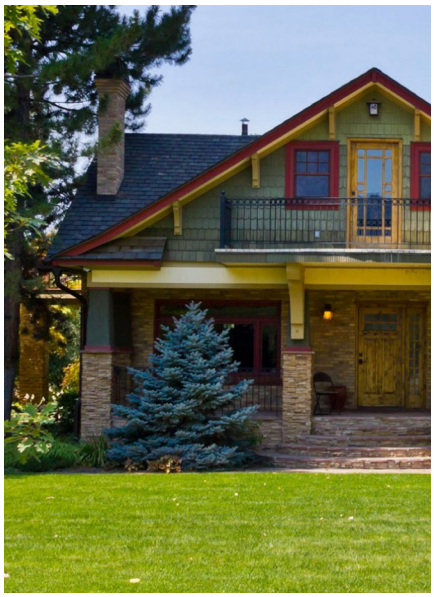
The concepts contained in the general plan received broad support by survey respondents, confirming the plan outreach and development process worked well to capture key community issues and initiatives. Survey respondents expressed support for each of the General Plan's five Key Initiatives, which are presented in Chapter 3 - Framework for the Future.

Plan Documentation + Adoption

Following the completion of the focus groups and first two open houses, preparation of the document began. A draft document was prepared during the summer of 2015. City staff undertook an extensive review of the draft in August and September 2015. A draft of all the plan's goals and objectives was distributed to the Steering Committee for review in September 2015, prior to presentation to the public at the third open house in October 2015. Detailed comments from City Staff, the Steering Committee, and the public were assessed and incorporated into an updated draft presented to City Staff in November 2015. A community survey conducted in November 2015 confirmed the direction of the plan. An updated draft was provided to the Steering Committee for review in February 2016. Over the spring and summer of 2016, the plan was refined. A final draft was presented to the public at the fourth and final open house in August 2016.

Following the final open house the plan moved towards adoption. At a joint work session with the City Council and Planning Commission in September 2016, members of both groups provided feedback on the final draft plan. After updates, the final general plan was presented to the Murray City Planning Commission during public hearings in November and December 2016. Final plan edits followed and a public hearing was held by the City Council in March 2017. This general plan update was formally adopted by the Murray City Council on March 7, 2017.

CHAPTER TWO: COMMUNITY CONTEXT



2.1 COMMUNITY HISTORY

Prior to the mid-19th century, Paiute, Shoshone, and Bannock Native American tribes seasonally inhabited the area now known as Murray City. In 1848, the first Mormon pioneers began permanent settlement and by 1860 at least 20 families lived in the area, which was primarily agricultural in nature and known as South Cottonwood. In 1869, ore was discovered across the mountains in Park City and in Little Cottonwood Canyon. Because of its central location, railroad access, and abundance of water, the first smelter was built in Murray in 1870. Over the next 30 years, Murray became home to some of the largest smelters in the region. The smelters brought significant population growth and ethnic diversity to the area. According to the Murray City website, the ethnic diversity of smelter workers, who came from Greece, Armenia, Yugoslavia, Italy, and Japan, is evident in the Murray City Cemetery. Along with agriculture, smelters dominated Murray's economy for the following six decades.

Along with its central location, transportation played a significant role in Murray's history. The establishment of a road network to connect dispersed settlements across the territory was an early priority for the pioneers. One of these designated 'territorial roads' brought traffic into and through the Murray community. Known as State Street (Highway 89) the road was a primary route for long-distance travel, as well as travel within the Wasatch Front region. As such, nodes of retail and service businesses were located along its length, including within Murray. A business district took root along this key transportation corridor, providing the basis of Murray's downtown. In 1893, the Salt Lake Rapid Transit Company began electric streetcar service on State Street, linking downtown Salt Lake City to Murray. This facilitated the growth of Murray as a suburban community.

During the Great Depression many smelters and other heavy industries closed or moved. After World War II, housing and shopping centers began to replace agriculture, and more changes that define Murray today followed. The last smelter closed by 1950; Murray Auto Row took root; and Interstate 15 and 215, Fashion Place Mall, TRAX and Commuter Rail, and Intermountain Medical Center were built.

2.2 PLANNING HISTORY

The timeline graphic highlights key events in City history, with a focus on those related to planning, growth, and change.

1902 — Residents vote to incorporate in November 1902 and Murray City is officially recognized on January 3, 1903 as a third class city

1905 — Murray City annexes land and reaches a population of at least 5,000 allowing it to qualify as a second class city

Murray Railroad Depot ca. 1910

1906 — Murray City School District created

1908 — First City Hall, jail, and firehouse built

Murray Power Plant

City Hall, ca. 1908

1912 — Murray Public Services created for power, water, sewer, garbage, and, later, recycling

1913 — Municipal Power Plant established

1924 — Murray City Park established

Murray City Park

Murray High Marching Band, ca. 1938

1930s — Murray petitions for federal money to refurbish 22 acre Murray City Park and add 12 acres to the park

1946 — First zoning ordinances and building codes adopted

1957 — New City Hall purchased at 5461 South State Street

Downtown State Street, ca. 1960

Fashion Place Mall, ca. 1982

1964 — Plans for a new library and fire station developed

1966 — Interstate 15 began operations between 3300 South and 5300 south

1972 — Fashion Place Mall built

1982 City Hall moves to old Arlington Elementary School building at 5025 S. State Street

1985 City Master Plan Adopted

UTA TRAX

Demolition of Smelter Smokestacks

2000 Smelter smokestacks imploded. IHC purchases smelter site

2001 Salt Lake County Council agrees to Murray annexations of unincorporated eastern areas. Three Fountains and Chevy Chase areas are annexed.

2002 Wheeler, Cottonwood, and South Cottonwood areas annexed

2003 2003 General Plan Adopted

2005 Murray Downtown Residential Historic District listed on the National Register of Historic Places

2006 Murray Downtown Historic District listed on the National Register of Historic Places

2007 Intermountain Medical Center opens for operation

2008 Jordan River Trail Master Plan update

2011 The Murray City Center District is established

Jordan River Parkway

1990 Master Plan for Jordan River Parkway adopted

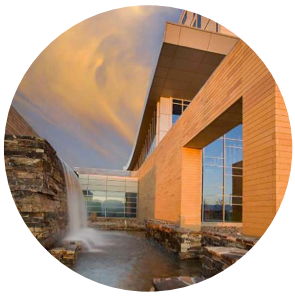
1993 1993 General Plan Adopted

1994 Murray City Parks and Recreation Comprehensive Master Plan Adopted

1999 TRAX opens first North-South Line (Red Line)

1999 Amendment to 1993 General Plan Adopted

Historic Murray Theater



Intermountain Medical Center

Murray Frontrunner Station

2012 Frontrunner South Commuter Rail Opens

2014 2017 General Plan Update begins

2.3 REGIONAL CONTEXT

Murray's central location in the larger metropolitan area makes it important for the City to be aware of its regional context. Regional issues such as growth, transportation, the economy, natural resources, air quality, and open space all impact the quality of life of residents of Murray and provide the city with opportunities. The ideas and initiatives captured in this General Plan are grounded in the regional vision reflected by the Wasatch Choice for 2040 (WC2040), and the refined Wasatch Choice for 2050.

Wasatch Choice for 2040

A collection of principles for guiding regional growth were adopted for the WC2040 following input from community workshops, open houses, committee deliberations, surveys and polling. The overall objective of WC2040 is to promote quality growth throughout the region, as rapid population growth continues in the Greater Wasatch Region. The principles are designed to help individual communities, like Murray City, play a role in helping this regional growth be well-planned and accommodated in an efficient and cost-effective manner. The vision map can be found on the WC2040 website: http://wasatchchoice2040.com/about-wc2040.

The key Guiding Principles of the WC2040 are:

- Provide Public Infrastructure that is Efficient and Adequately Maintained
- Provide Regional Mobility through a Variety of Interconnected Transportation Choices
- Integrate Local Land-Use with Regional Transportation Systems
- Provide Housing for People in all Life Stages and Incomes
- Ensure Public Health and Safety
- Enhance the Regional Economy
- Promote Regional Collaboration
- Strengthen Sense of Community
- Protect and Enhance the Environment

Wasatch Choice 2050

Wasatch Choice 2050 (WC2050) is the most significant update to the WC2040 Vision since Wasatch Front communities first established it over a decade ago. WC2050 updates the regional vision looking out to 2050. It better articulates how to make the vision a reality through recommended implementation strategies. The WC2050 builds on the dynamic changes happening in communities throughout the region, local efforts like Salt Lake County's The Future We Choose, and the Your Utah, Your Future statewide vision in which nearly 53,000 Utahns participated.

"Centered growth" is one of the key strategies of the Wasatch Choice 2050 Vision. Strategic planning in a small portion of the metropolitan area -- places like downtowns, main streets and station area communities -- can yield huge benefits. Targeting growth in these areas takes the strong market for accessible jobs and moderately priced/ downsized living and enables them to grow where they do the most good for everyone – in centrally located areas and places with great transportation access, like Murray City. Portions of Murray City are identified as an Urban Center and Boulevard Communities.

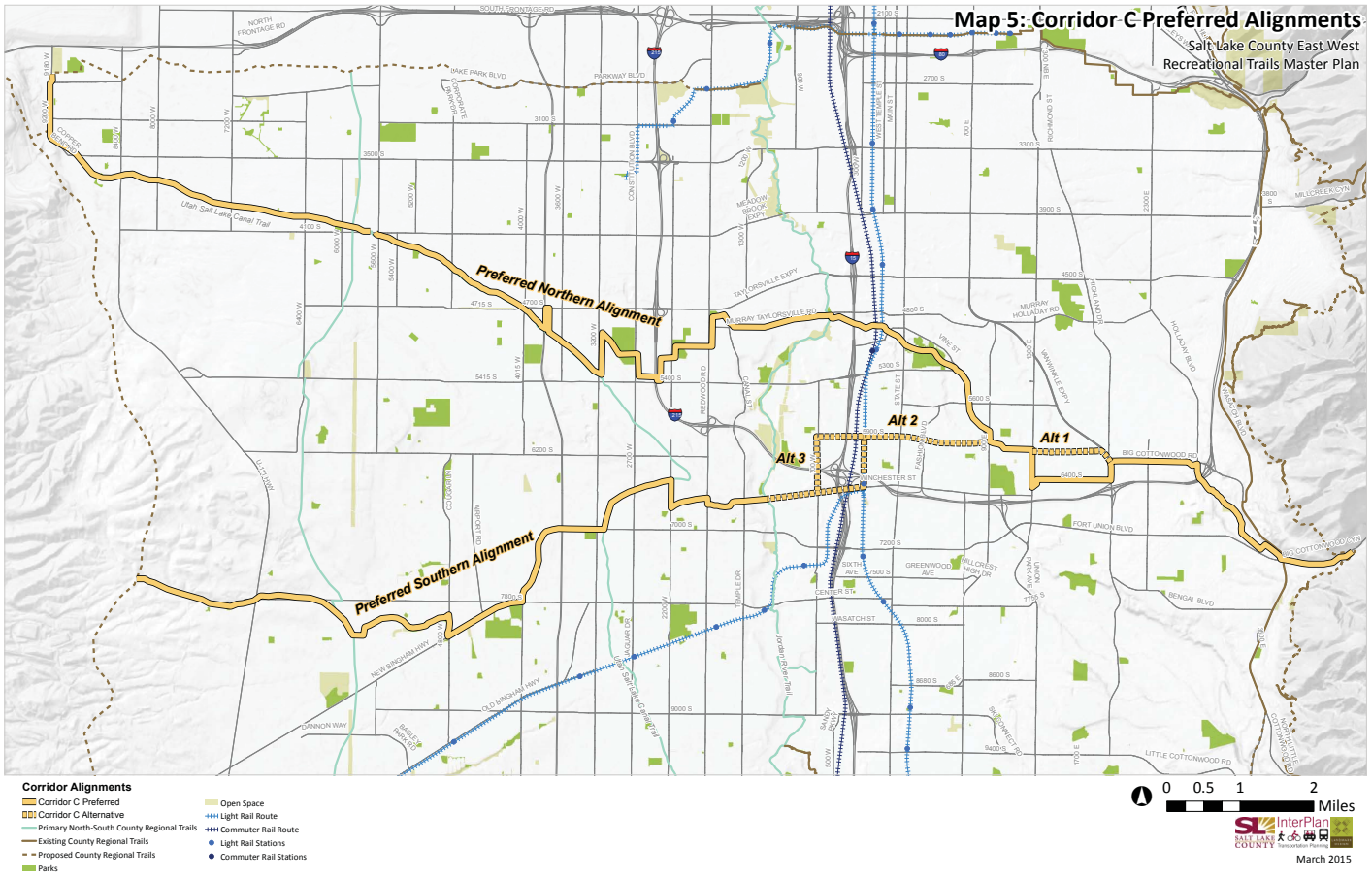
Some of the key benefits of Centers include:

- Helps ensure people have a selection of homes to meet their needs.
- Reduces the time, distance and money it takes for people to reach many of their destinations.
- Enables people to reach more destinations by foot, bike and transit in addition to car.
- Helps businesses reach more consumers and employees to have a selection of more jobs.
- Helps improve the quality of the air we breathe.
- Creates walkable communities.
- Reduces growth pressure on the Wasatch Back.
- Reduces demand for scarce water.

Salt Lake County Regional Development and Planning

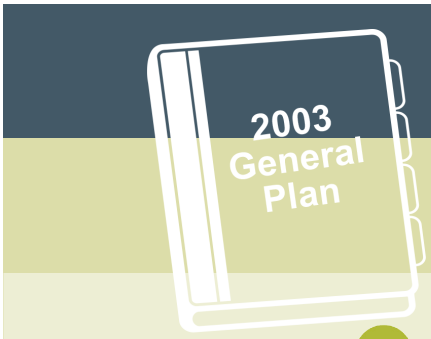
Salt Lake County has a Regional Development department that helps to coordinate and implement county-wide planning and transportation issues. Many of these projects have an impact on the way Murray considers planning and implementation within city boundaries. The most up-to-date information can be found on the county's webpage: http://slco.org/planning-transportation/

Two key projects with direct relevance to Murray City are the Active Transportation Implementation Plan, currently in its draft development, and the East West Recreational Trails Master Plan, completed in 2015. The map from the East West Trails Plan indicates preferred alignments through Murray for recreation trails (shown below in the segment map from that plan document).



2.4 HOW HAS MURRAY CHANGED?

While Murray has not grown a great deal in population, it has undergone a lot of change since the 2003 General Plan was adopted. On this page are some highlights of those changes and what we know about the demographics of Murray residents today.



2003

WHAT HAS CHANGED?

THE LAST TIME WE WROTE OUR GENERAL PLAN, THINGS WERE A LITTLE DIFFERENT

31
MEDIAN AGE

45,405
POPULATION

25.5%
POPULATION WITH BACHELORS DEGREE

$45,569
MEDIAN HOUSEHOLD INCOME

2003

20.8 minutes
MEAN DRIVE TIME TO WORK

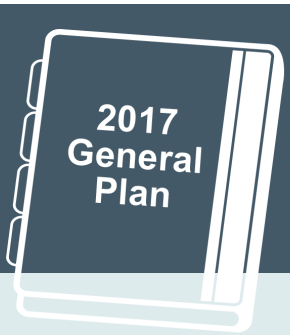
% of Total Land Use

Single-Family Residential	Multi-Family Residential	Public	Parks and Open Space	Industrial	Commercial	Office
46%	8%	6%	11%	8%	10%	4%

WHAT IS NEW?

2017

TODAY THERE ARE NEW CHALLENGES, OPPORTUNITIES, AND VISIONS FOR THE FUTURE



49,250
POPULATION

35.7
MEDIAN AGE

$54,685
MEDIAN HOUSEHOLD INCOME

29.7%
POPULATION WITH BACHELORS DEGREE

21.2 minutes
MEAN DRIVE TIME TO WORK

2017

% of Total Land Use

Single-Family Residential	*Multi-Family Residential*	*Public*	*Parks and Open Space*	*Industrial*	*Commercial*	*Office*
46%	9%	8%	12%	9%	10%	4%

2.5 DEMOGRAPHICS

Population + Population Growth

Murray City has a midsize population compared to other incorporated cities within Salt Lake County, but has experienced fairly slow growth since 2000. The City has grown six percent from a population of 45,891 residents in 2000 to approximately 48,612 residents in 2013. The average annual growth rate (AAGR) in Murray was 0.4 percent between 2000 and 2013. This growth rate is on par with Salt Lake City. It is higher compared to Cottonwood Heights, Sandy, and Taylorsville – but lower compared to the remaining municipalities of the county.

Historic Population Growth in Murray and Surrounding Cities

Description	2000	2013	Absolute Growth	% Change	AAGR
Salt Lake County	898,383	1,079,721	181,338	20%	1.40%
West Jordan	78,365	110,077	31,712	40%	2.60%
South Jordan	29,290	59,366	30,076	103%	5.60%
Herriman	2,743	26,362	23,619	861%	19.00%
West Valley City	110,580	133,579	22,999	21%	1.50%
Draper	25,297	45,285	19,988	79%	4.60%
Riverton	24,986	40,921	15,935	64%	3.90%
Holladay	14,561	27,137	12,576	86%	4.90%
Salt Lake City	182,256	191,180	8,924	5%	0.40%
Midvale	26,322	30,764	4,442	17%	1.20%
Bluffdale	4,698	8,387	3,689	79%	4.60%
South Salt Lake	21,795	24,702	2,907	13%	1.00%
Murray	**45,891**	**48,612**	**2,721**	**6%**	**0.40%**
Taylorsville	58,987	60,519	1,532	3%	0.20%
Sandy	89,683	90,231	548	1%	< 0.1%
Cottonwood Heights	34,572	34,238	-334	-1%	-0.10%

Source: 2000 US Census, 2013 5-Year ACS

As Murray City is primarily built out, the projected AAGR through 2030 is relatively low. Future increases in population will primarily result from infill and re-development of existing properties. The projected AAGR between 2010 and 2030 is below two percent for Murray and the majority of municipalities in Salt Lake County. The exceptions are Bluffdale and Herriman. Bluffdale is projected to have the highest AAGR at 4.0 percent, while Herriman is projected to have the largest increase in percent of total population between 2010 and 2030 of 1.2 percent.

Projected Population Growth in Murray and Surrounding Areas

Geography	2010	2030	AAGR 2010-2030	2010 Percent of Total	2030 Percent of Total
Bluffdale	7,598	16,777	4.00%	1.10%	1.90%
Herriman	21,785	38,458	2.90%	3.10%	4.30%
Midvale	27,964	41,207	2.00%	4.00%	4.60%
South Jordan	50,418	74,258	2.00%	7.20%	8.30%
Murray	46,746	61,798	1.40%	6.70%	6.90%
Draper	40,532	52,680	1.30%	5.80%	5.90%
Riverton	38,753	50,150	1.30%	5.50%	5.60%
West Jordan	103,712	135,254	1.30%	14.80%	15.20%
South Salt Lake	23,617	29,693	1.20%	3.40%	3.30%
Holladay	26,472	34,960	0.80%	3.80%	3.50%
Sandy	87,461	102,107	0.80%	12.50%	11.50%
West Valley City	129,480	150,641	0.80%	18.50%	16.90%
Cottonwood Heights	33,433	38,738	0.70%	4.80%	4.30%
Taylorsville	58,652	66,282	60%	8.40%	7.40%

Source: Governor's Office of Management and Budget (GOMB); ZPFI

The Wasatch Front Regional Council (WFRC) also projects population change, according to Traffic Analysis Zones (TAZ). The WFRC projects a total population of 62,103 by 2030 for Murray, which is comparable to the GOMB projection.

Projected Population Growth in Murray and Surrounding Areas

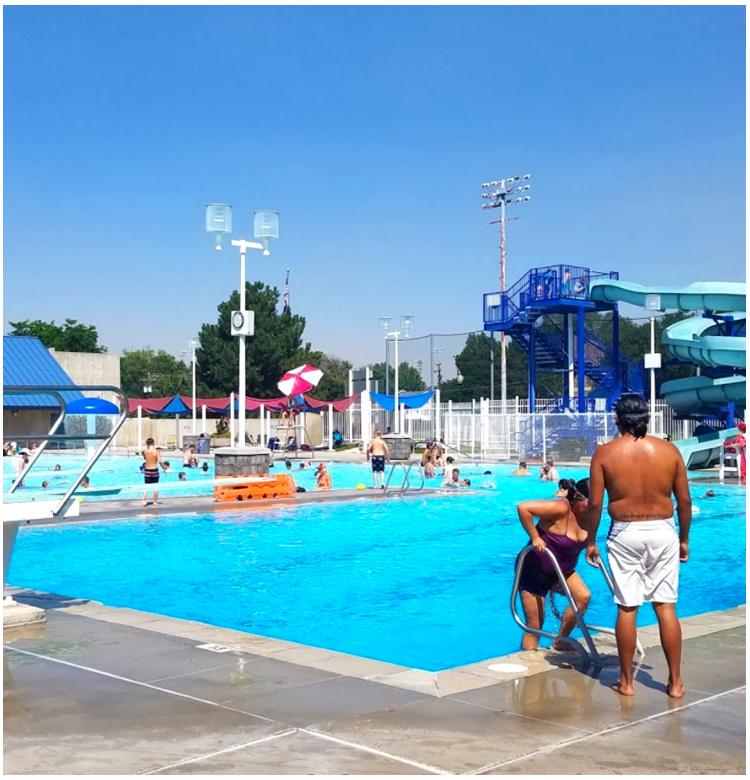
	2015	2015	2020	2030	2040
Murray	56,124	56,124	57,173	62,103	66,330

Source: Wasatch Front Regional Council; ZPFI

Population + Age

Murray City has a significantly higher median age of 35.7 compared to the County (31.2) and the State of Utah (30.2). The City's median age is the second highest compared to surrounding areas in the County. This could be due to its location as an established area in the Salt Lake Valley.

Murray City has a lower percent of population of children under the age of 19 compared to Salt Lake County. Both the City (57%) and the County (55%) have a similar percent of population between the ages of 24 through 59. Murray City has a higher percent of population ages 60 and older compared to the County.

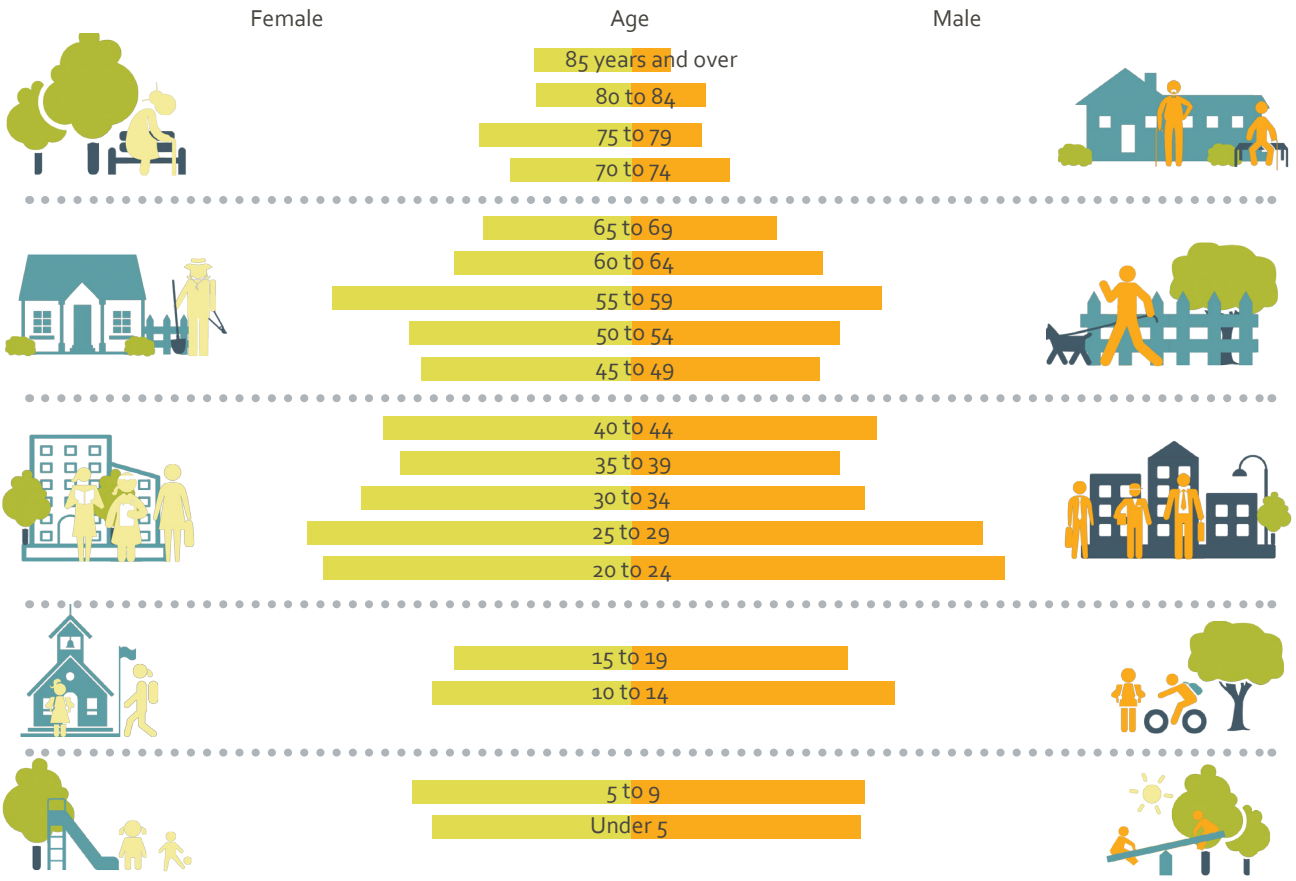


Median Age

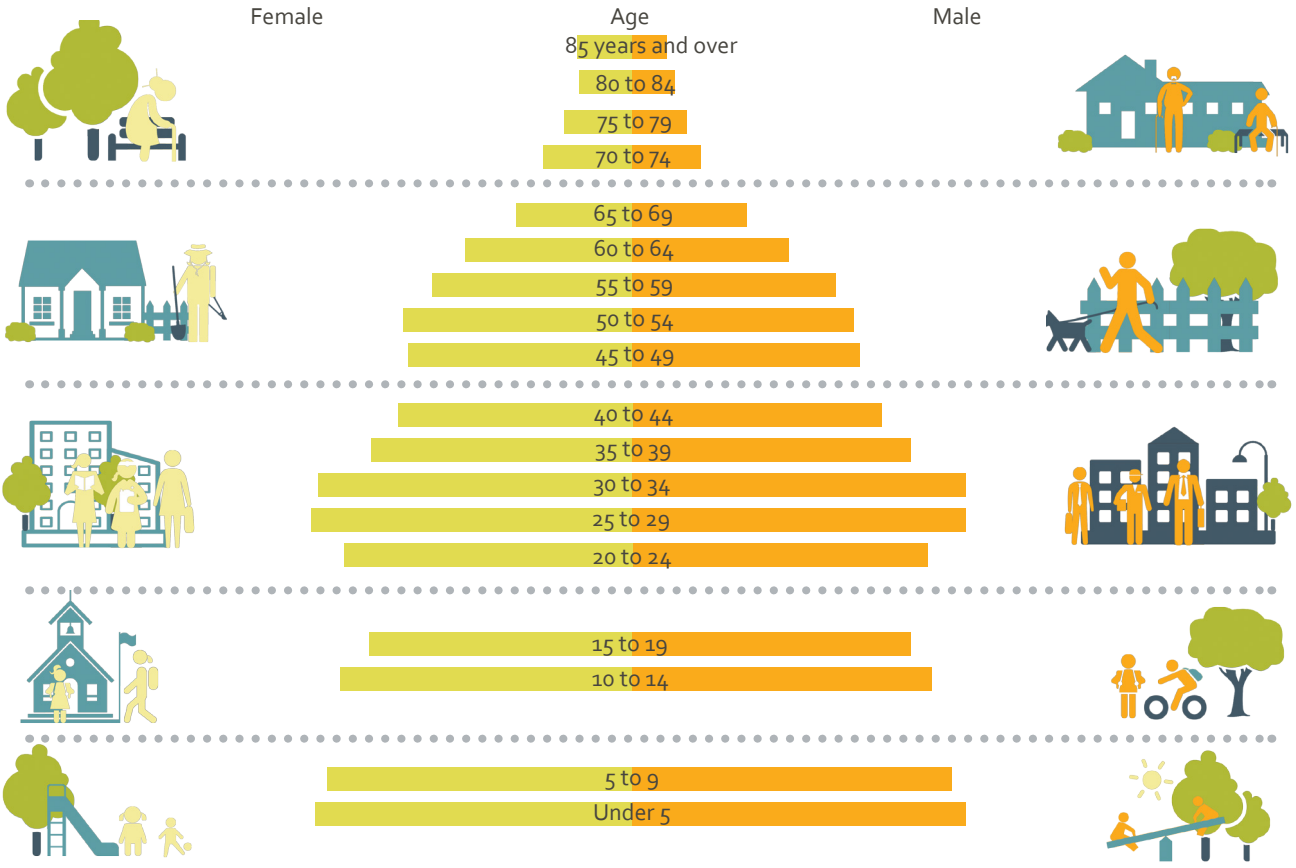
Description	Median Age
Utah	30.2
Salt Lake County	31.2
Holladay	38.3
Murray	35.7
Cottonwood Heights	35.2
Sandy	34.0
Taylorsville	31.9
Midvale	30.7
Draper	30.6
South Salt Lake	29.9
South Jordan	29.8
West Valley City	29.7
West Jordan	28.7
Riverton	28.3
Bluffdale	26.7
Herriman	20.5

Source: 5-Year ACS 2009-2013

Murray City



Salt Lake County



Household Size

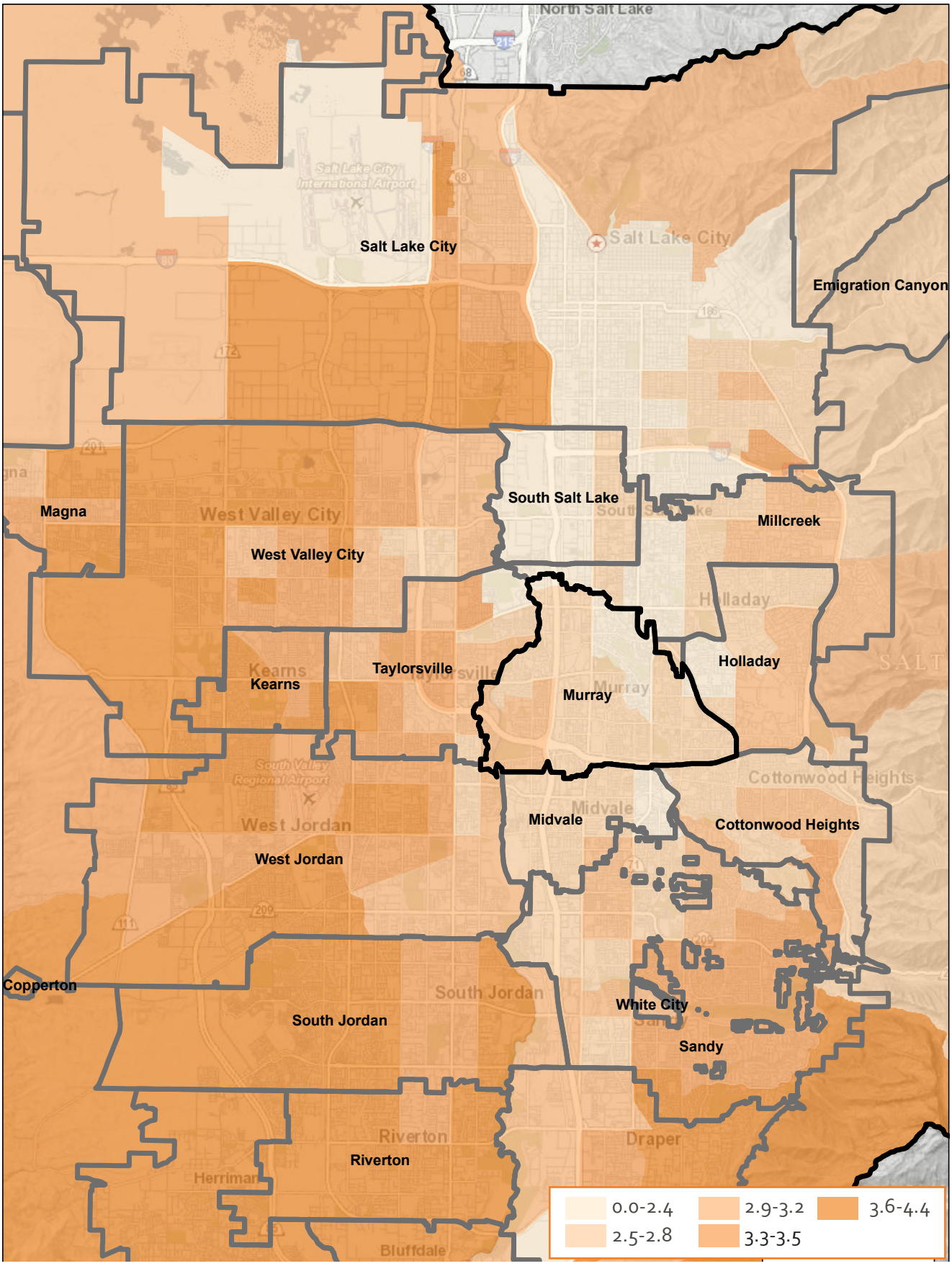
The average household size in Murray of 2.54 is the second smallest compared to the majority of the surrounding areas and Salt Lake County's median household age of 3.01. This is consistent with the high median age in Murray, which would generally indicate that a larger portion of households are two person households where the children are grown and have moved out of the house. The map on the adjacent page shows household sizes throughout the County at a detailed Census Tract Level. The largest household sizes in Murray are in the southwestern portion of the City.

Description	Household Size
Salt Lake County	3.01
Herriman	4.01
Bluffdale	3.79
Riverton	3.71
South Jordan	3.65
West Valley City	3.49
West Jordan	3.43
Draper	3.41
Sandy	3.09
Taylorsville	3.06
Cottonwood Heights	2.80
Holladay	2.62
South Salt Lake	2.61
Midvale	2.56
Murray	2.54
Salt Lake City	2.49

Source: 5-Year ACS 2009-2013

Businesses along State Street in Murray, Utah including the Iris Theatre, Winger Electric, Murray Auto Supply, Franz Stores, and a shoe store. July 1940

Salt Lake County Persons per Household



Description	Median Household Income
Utah	$58,821
Salt Lake County	$60,555
Draper	$89,922
South Jordan	$89,709
Bluffdale	$88,657
Riverton	$82,336
Sandy	$76,904
Cottonwood Heights	$74,825
Herriman	$72,215
West Jordan	$67,308
Holladay	$66,368
Taylorsville	$57,553
Murray	$54,405
West Valley City	$52,389
Midvale	$48,008
Salt Lake City	$45,862
South Salt Lake	$35,514

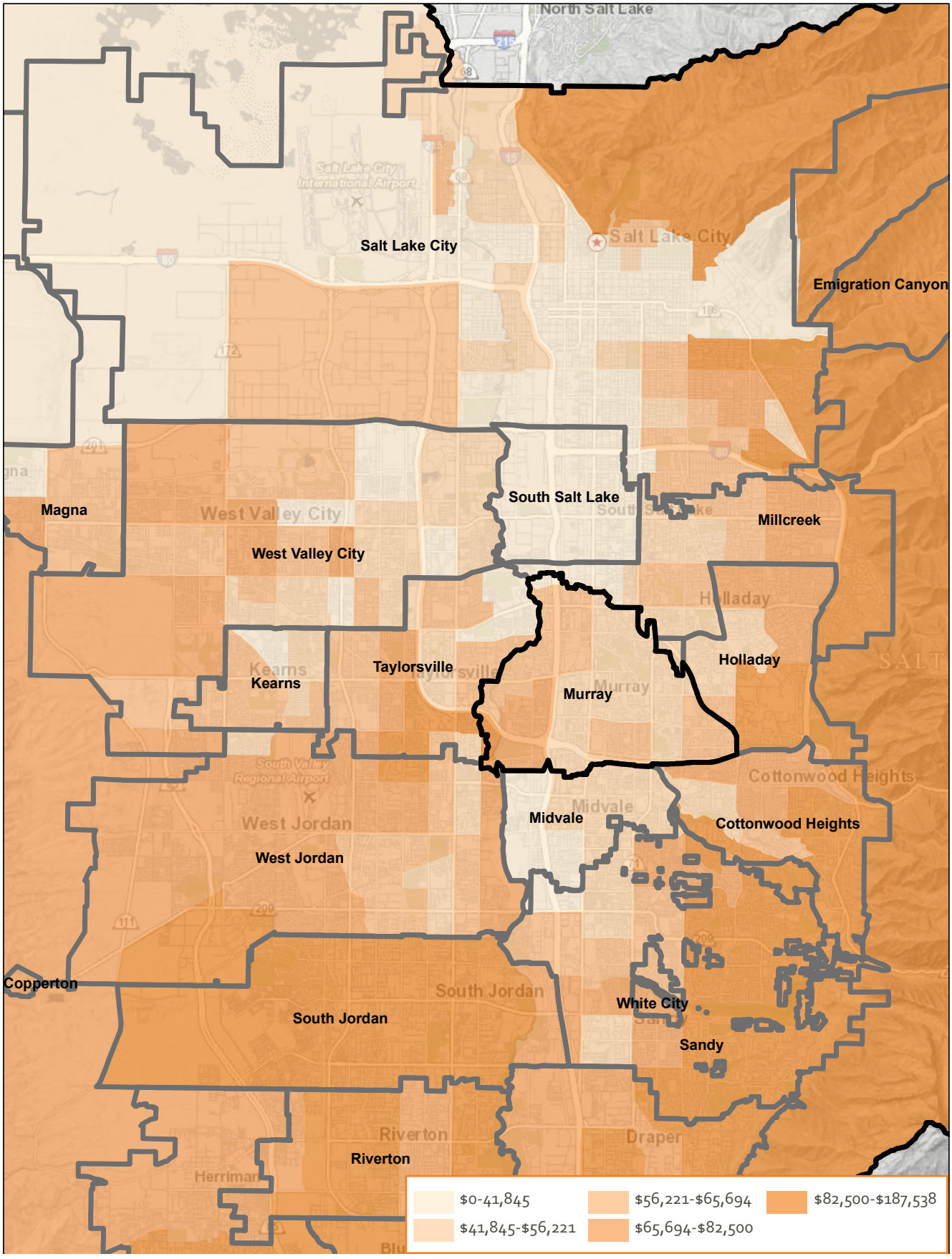
Source: 5-Year ACS 2009-2013

Median Household Income

Murray City's median household income of $54,405 is 11 percent lower compared to Salt Lake County's median household income of $60,555 and eight percent lower compared to the State's median income of $58,821. In general, cities located in the southern portions of Salt Lake County have higher median household incomes compared to the northern portions of the County. Murray has a higher median income compared to West Valley City, Midvale, Salt Lake City and South Salt Lake, but lower compared to cities in the southern portion of the County such as West Jordan, Draper, South Jordan, Bluffdale, Sandy, Cottonwood Heights and Herriman. Murray's median household income is also approximately 22 percent lower than Holladay, the City's neighbor to the east.

While Murray City's median income per household is in the lower range compared to other cities in the County, the City's per capita income is ten percent higher compared to the County and is higher compared to the majority of surrounding areas. This is related to the lower household size in Murray and an indication of the stronger buying power of Murray residents compared to many of the surrounding areas.

Salt Lake County Median Household Income



Description	Per Capita Income
Salt Lake County	$26,103
Holladay	$38,097
Cottonwood Heights	$36,668
Draper	$32,618
Sandy	$30,952
South Jordan	$29,271
Murray	$28,811
Salt Lake City	$28,137
Bluffdale	$27,934
Riverton	$25,629
Midvale	$22,904
Taylorsville	$22,523
West Jordan	$22,303
Herriman	$22,114
West Valley City	$17,934
South Salt Lake	$16,448

Source: 5-Year ACS 2009-2013

Murray Streetcar

Educational Attainment

Murray is in the mid-range for educational attainment for residents over 25 years of age compared to surrounding areas. Murray residents are well-educated, having a higher percent of high school graduates or higher compared to the County and the State. Furthermore, Murray's work force is comparable to the State with 30.3 percent of residents 25 years of age and older having obtained a bachelor's degree or higher and slightly lower compared to the County's 31 percent.

Japanese School at Tadeharas Farm on 7th West

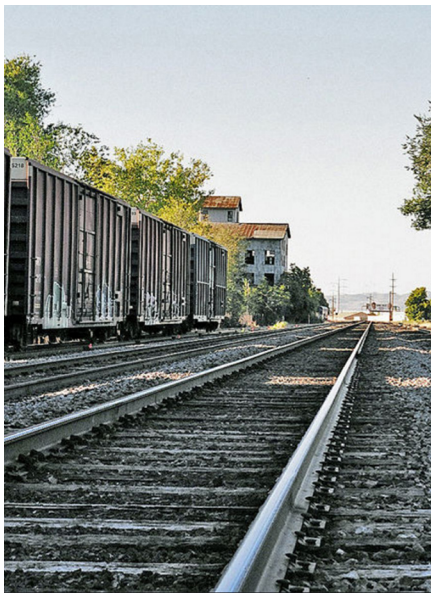
Description	High School Graduate or Higher	Bachelor's Degree or Higher
Holladay	96.3%	51.7%
Cottonwood Heights	95.6%	46.1%
Salt Lake City	86.3%	41.2%
Draper	96.0%	39.0%
Sandy	95.7%	38.6%
South Jordan	96.4%	38.4%
Riverton	95.9%	31.3%
Salt Lake County	89.0%	31.0%
Murray	92.2%	30.3%
Utah State	90.9%	30.3%
Herriman	95.5%	30.0%
Bluffdale	97.2%	26.6%
West Jordan	90.4%	23.4%
Midvale	84.0%	22.1%
South Salt Lake	75.3%	21.5%
Taylorsville	88.8%	20.1%
West Valley City	78.1%	13.1%

Source: 5-Year ACS 2009-2013

"Guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray."

GOAL & MISSION of the MURRAY CITY GENERAL PLAN

CHAPTER THREE: FRAMEWORK FOR THE FUTURE



3.1 MURRAY CITY'S VISION

Murray City citizens value their city as a great place to live, work, and recreate. Located at the center of the Salt Lake Valley, Murray's rich history, combined with continuing growth, creates a vibrant community that supports a high quality of life, a broad range of community services, and an engaged city government and citizens.

The primary goal and mission of the general plan is to:

Guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray.

3.2 KEY INITIATIVES

Ideas, suggestions, discussions, and feedback received during the visioning process coalesced into twelve "Big Ideas". These twelve ideas were condensed into Five Key Initiatives, which provide a high-level, cross-disciplinary perspective on the future direction for the city. Collectively, these initiatives create a Planning, Design, & Policy Framework, which functions as an integrated foundation for implementing the goals, objectives, and strategies of the General Plan elements. The Key Initiatives capture the City's primary planning, policy, and design intentions for the next 5 to 20 years and their implementation will be guided by documented industry Best Practices (outlined in Chapter 4) and more detailed Small Area Plans conducted by Murray City. Small Area Plans may be conducted for areas identified as neighborhood nodes, target employment or retails areas, transit villages, and key centers on the maps for the five Initiative Maps to better understand the context for new ideas.

5 KEY INITIATIVES

INITIATIVE #1: CITY CENTER DISTRICT

Building on Murray's commercial district along State Street with existing cultural assets, this initiative is geared toward creating a core district at the city's center. Throughout the public involvement process, people expressed a desire for cultural and social events within their own community. A City Center District can be the social and economic heart of the city.

INITIATIVE #2: CREATE OFFICE/EMPLOYMENT CENTERS

Market and economic analysis shows that Murray's retail market is saturated, however there is room for economic growth through office space. Building on Murray's strong retail base, this initiative is geared toward creating Class A office and employment centers that will help make Murray's economy even more resilient and diverse.

INITIATIVE #3: LIVABLE + VIBRANT NEIGHBORHOODS

Healthy cities with stable residential areas create places where people want to live. Building on Murray's established residential neighborhoods, this initiative is geared toward keeping these areas livable and vibrant. Strategies include creating neighborhood nodes designed for people and scaled to complement the surrounding area, life-cycle housing to allow residents to age in place, and access to parks and open space.

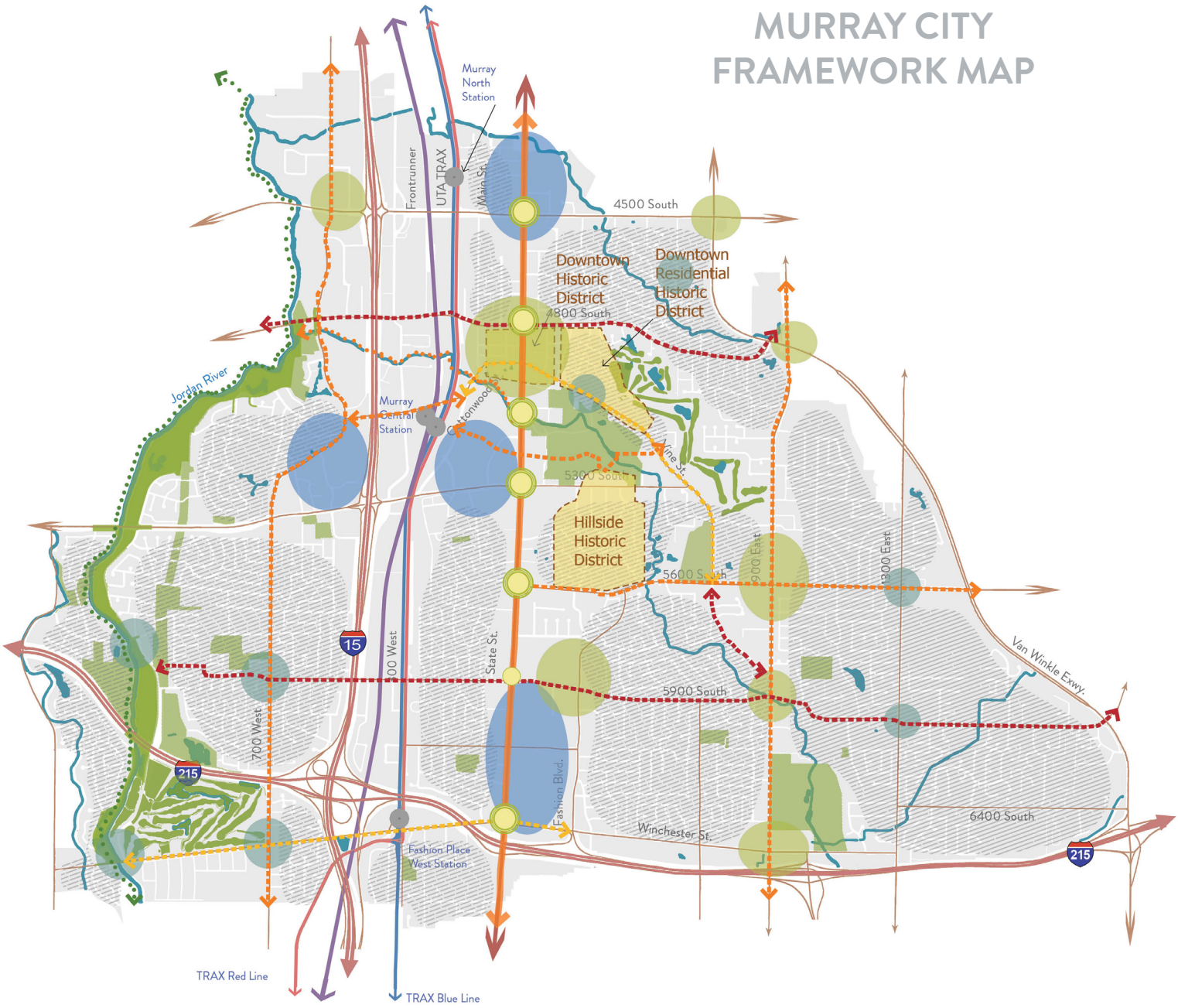
INITIATIVE #4: LINKING CENTERS/DISTRICTS TO SURROUNDING CONTEXT

Building on key activity centers such as Intermountain Medical Center and Downtown Murray, this initiative is geared toward connecting these areas to their surrounding context. A combination of physical infrastructure connections and complementary land uses and urban design will create a more cohesive core for the city.

INITIATIVE #5: A CITY GEARED TOWARD MULTI-MODALITY

The desire to safely and comfortably walk and bike to destinations emerged as a common thread through the public involvement process. Building on Murray's central location and recent multi-modal infrastructure improvements, this initiative is geared toward making complete neighborhoods designed for people.

MURRAY CITY FRAMEWORK MAP



LEGEND

- Stable Neighborhoods
- Parks: Neighborhood + Regional
- Historic District
- Regional Center
- City/Retail Center
- Neighborhood Node
- Transit Stations
- Jordan River Parkway
- Bike Lanes: Current Lanes
- Bike Routes: Current Routes
- Bike Lanes/Path: Desired/Planned

INITIATIVE #1: CITY CENTER DISTRICT

WHY

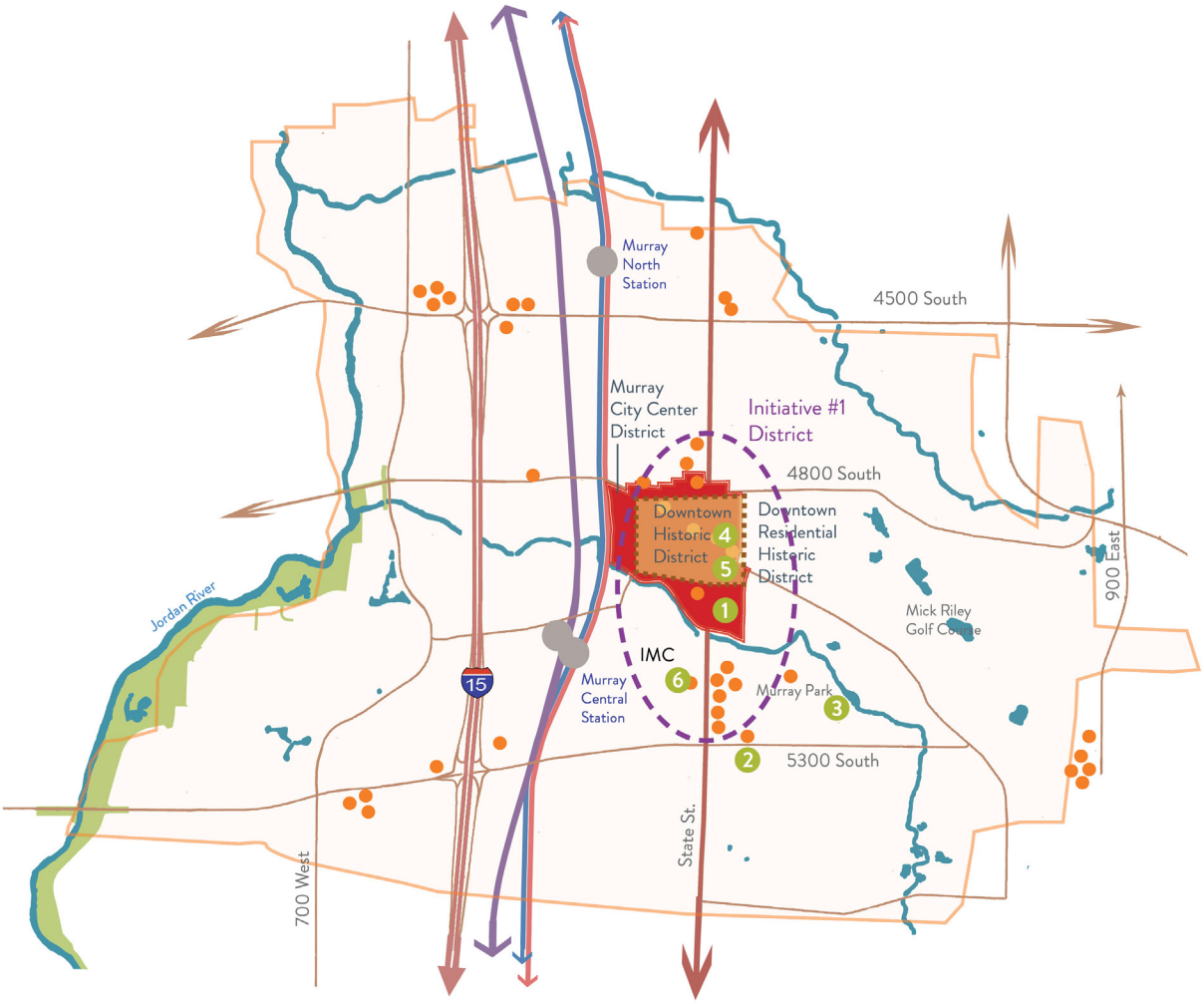
A City Center District in the heart of the City will provide an opportunity to draw residents together and create social and cultural ties to the City. These ties can enable an increased sense of belonging and satisfaction for both long-term residents of Murray and create a more distinct identity that will attract new residents and visitors to the City.

The establishment of a City Center District provides a base for new economic growth and diversity, increasing the resiliency of the city. With a strong retail base in other areas of the City, investments additionally can be made in the city center from a cultural perspective. These investments will help to stabilize the city's historic core and support existing and future landmarks.

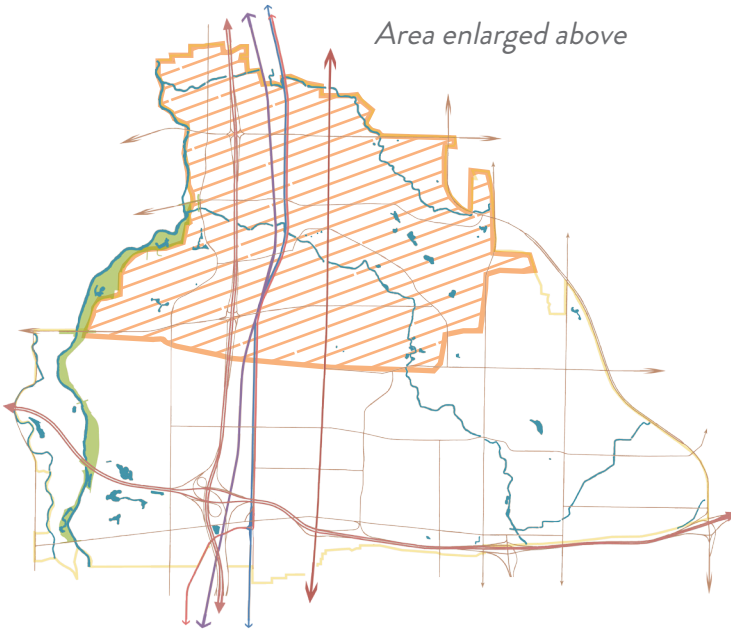
WHAT

The City Center District will become a place for an evening out. Centered in and around the previously established Murray City Center District and Downtown Historic District, the expanded City Center District will draw residents and visitors to the area to attend events and eat at local restaurants. Uses related to the cultural destinations will add value to the community. The integration of youth-oriented activities will make the area a family-friendly destination and appeal to a range of user groups.

INITIATIVE #1: CITY CENTER DISTRICT



Area enlarged above



LEGEND

Key Businesses + Landmarks

1. City Hall
2. Murray City Library
3. Murray Park Amphitheater
4. Desert Star Theater
5. Historic Murray Theater
6. Intermountain Medical Center

Transit Stations

Area Restaurants

INITIATIVE #1: CITY CENTER DISTRICT

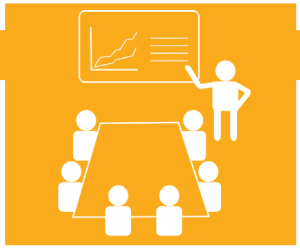
NEEDED FOR SUCCESS

Continuing to guide land uses and urban design in this area with pedestrian-oriented urban form standards will be key to the success of making it a place for people to feel comfortable spending time. Zoning and site design standards must be consistent with making it a place for people, not for traffic passing through. This includes creating the space and elements for a lively public gathering area, such as sidewalk dining, landscaping, and seating areas.

An anchor node within the district consisting of a mix of venues, civic buildings, and restaurants is needed to provide a critical mass of activity. A combination of public and private investment will facilitate the establishment of this node, from which the downtown core can expand and grow.

Investment in the infrastructure of the district is critical for providing the necessary environment for cultural uses and events to succeed. This includes both hard infrastructure investment in street and sidewalk upgrades as well soft infrastructure investment in elements such as landscaping and the integration of public art.

Connections both within the district and to and from the surrounding context are essential, especially when attracting visitors from outside of Murray. Facilitating the physical connections from rail transit stations will depend on thinking more broadly regarding the land uses and urban form environment between the stations and the core node of the city center district.



BEST PRACTICES FOR IMPLEMENTATION

The following best practices are resources that can help guide the implementation of what is needed for success in the City Center District. Details on these resources are provided in Chapter 4.

- Complete Streets
- Sustainable Sites Initiative (SITES)
- NACTO Urban Street Design Guidelines
- Form-Based Code

GENERAL PLAN GOALS/OBJECTIVES TO SUPPORT THE INITIATIVE

An overview of the key related goals & objectives from the general plan elements is provided to illustrate the integrated nature of the key initiative and link it to the individual elements.

INITIATIVE #1: CITY CENTER DISTRICT

LAND USE & URBAN DESIGN

Provide and promote a mix of land uses and development patterns that support a healthy community comprised of livable neighborhoods, vibrant economic districts, and appealing open spaces.

- ✓ Encourage revitalization along transit corridors and city center
- ✓ Support a range of commercial development scales
- ✓ Form-based and mixed use development pattern
- ✓ Support civic spaces through complementary land use

NATURE/ENVIRONMENT

Ensure the stewardship of the natural environment through sustainable growth and development patterns.

- ✓ Promote low-impact development (LID) standards
- ✓ Ensure infrastructure needs are approached sustainably
- ✓ Ensure development does not impact water quality

TRANSPORTATION

Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front.

- ✓ Promote the use of alternative transportation
- ✓ Utilize corridors to showcase the City
- ✓ Optimize existing transportation network
- ✓ Support regional cooperation and coordination

COMMUNITY/CULTURE/PRESERVATION

Sustain the culture and identity of Murray City.

- ✓ Preserve key historic landmarks when feasible
- ✓ Provide a range of arts and cultural activities
- ✓ Support programs of cultural experiences
- ✓ Increase the awareness of Murray City's history and heritage
- ✓ Capitalize on historic resources for investing in the character of the City

ECONOMIC DEVELOPMENT

Ensure a resilient economy, prepared to handle future change through the support of a strong and diverse tax base for the City.

- ✓ Revitalize Downtown east and west of State Street
- ✓ Maintain supremacy as the regional retail hub of Salt Lake County

PARKS/OPEN SPACE/TRAILS

Provide and promote a range of parks and open spaces for residents and visitors to serve a range of needs related to lifestyle and demographics, including age, ability, accessibility, and income

- ✓ Ensure new developments have parks and open space opportunities
- ✓ Green up the core of the City

INITIATIVE #2: CREATE OFFICE/EMPLOYMENT CENTERS

WHY

The economic development analysis indicates that retail in Murray City is saturated, but there is room for economic growth in office space. Currently, Murray City does not have any Class A Office space within its boundaries. Class A Office is usually defined by the willingness to pay for rents above average for the area. Many factors contribute to this level of desirability, including building finishes and systems, nearby amenities, and location/accessibility. Murray's central location and regional accessibility via transit and automobile make it a desirable location for future office centers. Considering the potential connections to nearby amenities will support the desirability.

WHAT

In order to create successful office and employment centers, Murray City must consider establishing concentrated locations for drawing offices and businesses rather than scattering them around the city. The objective for promoting mixed-use office centers with nearby amenities will enhance their desirability and contribute to the positive image of the city and its location.

Existing employment centers, such as Intermountain Medical Center (IMC), The Orthopedic Specialty Hospital (TOSH), and the City Center can be anchors and be supported with nearby related businesses.

Class A office buildings should be targeted for development clusters that contribute positively to the urban form of the surrounding area (as opposed to only being an office park). Buildings should also be resilient to economic change, with building and site design that allows them to be adapted to other uses.

INITIATIVE #2: CREATE OFFICE/EMPLOYMENT CENTERS

LEGEND

- Future Target Areas
- Key Landmarks
- Transit Stations

INITIATIVE #2: CREATE OFFICE/EMPLOYMENT CENTERS

NEEDED FOR SUCCESS

The zoning designations within the city need to be updated to provide a framework for Class A office that is more urban and is designed to allow a mix of uses. The urban form of the area must be allowed to evolve to create a district and/or neighborhood feel rather than an isolated office building or office park.

Zoning that allows for market-driven building height and forms will support the interests of developers who are willing to create high-quality places. The zoning regulations should allow for a more flexible use of a site and not require large setbacks. Parking should be directed behind buildings or located in structures that have an active presence on the ground, street-facing level.

The hard infrastructure must be capable of handling the water, sewer, and transportation demands of employment centers. Funding for the improvements to Cottonwood Street will help facilitate the establishment of an office center in the surrounding area.

Small area plans that specify site requirements for targeted office and employment centers will create a more detailed framework for what the city would like to see occur.

BEST PRACTICES FOR IMPLEMENTATION

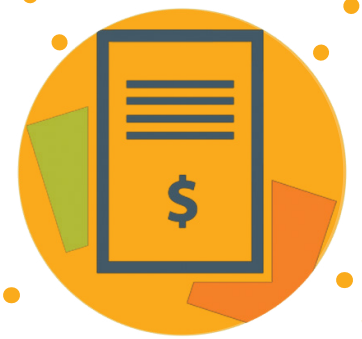
The following best practices are resources that can help guide the implementation of what is needed for success in the office and employment centers. Details on these resources are provided in Chapter 4.

- APA Model Smart Growth Codes
- ASLA Sustainable Urban Development Toolkit
- Walkable and Livable Communities Institute Townmaker's Guide: Healthy Building Placement best practice

GENERAL PLAN GOALS/OBJECTIVES TO SUPPORT THE INITIATIVE

An overview of the key related goals & objectives from the general plan elements is provided to illustrate the integrated nature of the key initiative and link it to the individual elements.

INITIATIVE #2: CREATE OFFICE/ EMPLOYMENT CENTERS



LAND USE & URBAN DESIGN

Provide and promote a mix of land uses and development patterns that support a healthy community comprised of livable neighborhoods, vibrant economic districts, and appealing open spaces.

- ✓ Transform aesthetics of existing industrial development
- ✓ Support a range of commercial development scales
- ✓ Form-based and mixed use development pattern
- ✓ New development cannot impact the natural systems
- ✓ Stimulate reinvestment in deteriorating areas
- ✓ Support Intermountain Medical Center (IMC) through complementary land uses

NATURE/ENVIRONMENT

Ensure the stewardship of the natural environment through sustainable growth and development patterns.

- ✓ Promote low-impact development (LID) standards
- ✓ Ensure infrastructure needs are approached sustainably
- ✓ Protect areas that are less suitable for development
- ✓ Ensure development does not impact water quality

TRANSPORTATION

Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front.

- ✓ Provide safe and efficient movement of traffic
- ✓ Promote the use of alternative transportation
- ✓ Utilize corridors to showcase the City
- ✓ Optimize existing transportation network
- ✓ Connect adjacent land uses with transportation/mobility
- ✓ Support regional cooperation and coordination

COMMUNITY/CULTURE/PRESERVATION

Sustain the culture and identity of Murray City.

- ✓ Increase the awareness of Murray City's history and heritage
- ✓ Capitalize on historic resources for investing in the character of the City

ECONOMIC DEVELOPMENT

Ensure a resilient economy, prepared to handle future change through the support of a strong and diverse tax base for the City.

- ✓ Maintain supremacy as the regional retail hub of Salt Lake County
- ✓ Increase office property values and by create additional employment centers
- ✓ Enhance existing medical industries (such as Intermountain Medical Center (IMC)
- ✓ Enhance existing key industry centers

PARKS/OPEN SPACE/TRAILS

Provide and promote a range of parks and open spaces for residents and visitors to serve a range of needs related to lifestyle and demographics, including age, ability, accessibility, and income

- ✓ Green up the core of the City
- ✓ Ensure new developments have parks and open space opportunities

INITIATIVE #3: LIVABLE + VIBRANT NEIGHBORHOODS

WHY

Murray has an excellent stock of stable residential neighborhoods. Working to ensure their vitality and livability will keep them desirable and continue to attract people to live in Murray. The historic neighborhoods of Murray help define the city's identity and provide a sense of community. People also are interested in staying in their same neighborhoods over time, even as their housing needs change. One type of housing isn't always the best choice for all phases of life. Neighborhoods with only one type of housing limit the ability for life-cycle housing to occur.

WHAT

Neighborhoods that are proactively maintained will help homes keep or increase their market value. This can be achieved by buffering neighborhoods from incompatible uses. Locating small commercial nodes within walking or biking proximity to all neighborhoods allows for daily needs to be met without needing to drive to large commercial areas. Easy access to parks and trails contributes to the desirability of being in an area.

INITIATIVE #3: LIVABLE + VIBRANT NEIGHBORHOODS

LEGEND

- Jordan River Parkway/Future Canal Trails
- Neighborhoods
- Elementary Schools
- Junior High Schools
- High Schools
- Historic District
- Parks: Neighborhood + Regional

1. Mick Riley Golf Course
2. Murray City Park
3. Murray City Cemetery
4. Hidden Village Park
5. Willow Pond Park
6. Grant Park
7. Woodstock Meadows Park (SLCO)
8. Southwood Park
9. Wheeler Farm (SLCO)
10. Murray Parkway Golf Course
11. Riverview Park
12. Winchester Park
13. Walden Park
14. Germania Park
15. Arrowhead Park

INITIATIVE #3: LIVABLE + VIBRANT NEIGHBORHOODS

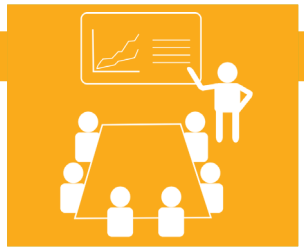
NEEDED FOR SUCCESS

A clear identification of areas that need improved transitions and buffers must occur for these neighborhoods to feel confident in their long-term livability. Buffers need not be only related to uses. Visual and auditory buffers between residential neighborhoods and adjacent uses can allow the convenience of proximity while minimizing the negative impacts. Site plan requirements for adjacent uses should include height transitions to provide a physical buffer.

The neighborhoods located on the east side of Murray should feel culturally connected to the broader community. Working to enhance physical connections and consistency in urban design standards for nodes can facilitate the identification of these neighborhoods as part of Murray.

Land use and zoning regulations must be adapted to provide more opportunities for life cycle housing within residential areas. This can include the continuation of allowing accessory dwelling units (ADU) such as mother-in-law apartments. It also needs to work for allowing a range of housing types that address the 'missing middle' between detached single-family homes and large apartment complexes. This can happen by integrating smaller multi-unit projects, including single-family attached units such as duplexes and rowhomes into neighborhoods versus larger-scale apartment complexes. Residential zoning should be updated to allow for a range of these smaller multi-unit projects as permitted rather than conditional uses.

The historic neighborhoods need to understand what draws people to these areas and what keeps them away. Work to address issues and also ensure that the desirability of these areas is not inadvertently compromised by city policies.



BEST PRACTICES FOR IMPLEMENTATION

The following best practices are resources that can help guide the implementation of what is needed for success in livable and vibrant neighborhoods. Details on these resources are provided in Chapter 4.

- ALSA Heathy and Livable Communities Toolkit
- Complete Streets
- NACTO Urban Bikeway Design Guide
- LEED Neighborhood Development (LEED-ND)

GENERAL PLAN GOALS/OBJECTIVES TO SUPPORT THE INITIATIVE

An overview of the key related goals & objectives from the general plan elements is provided to illustrate the integrated nature of the key initiative and link it to the individual elements.

INITIATIVE #3: LIVABLE + VIBRANT NEIGHBORHOODS

LAND USE & URBAN DESIGN

Provide and promote a mix of land uses and development patterns that support a healthy community comprised of livable neighborhoods, vibrant economic districts, and appealing open spaces.

- ✓ Preserve and protect viable residential neighborhoods
- ✓ Encourage revitalization along transit corridors and city center
- ✓ Encourage form-based development at commercial nodes
- ✓ Support a range of commercial development scales
- ✓ Form-based and mixed use development pattern
- ✓ New development cannot impact the natural systems
- ✓ Provide a mix and range of housing options
- ✓ Promote transitional development between commercial and neighborhoods
- ✓ Stimulate reinvestment in deteriorating areas

NATURE/ENVIRONMENT

Ensure the stewardship of the natural environment through sustainable growth and development patterns.

- ✓ Promote low-impact development (LID) standards
- ✓ Ensure infrastructure needs are approached sustainably
- ✓ Protect areas that are less suitable for development
- ✓ Capitalize on unsuitable areas for open space
- ✓ Ensure development does not impact water quality

TRANSPORTATION

Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front.

- ✓ Provide safe and efficient movement of traffic
- ✓ Promote the use of alternative transportation
- ✓ Support residential traffic calming
- ✓ Utilize corridors to showcase the City
- ✓ Optimize existing transportation network
- ✓ Enhance connectivity between key destinations
- ✓ Connect adjacent land uses with transportation/mobility
- ✓ Support regional cooperation and coordination

PARKS/OPEN SPACE/TRAILS

Provide and promote a range of parks and open spaces for residents and visitors to serve a range of needs related to lifestyle and demographics, including age, ability, accessibility, and income

- ✓ Green up the core of the City
- ✓ Maintain parks and open space service levels
- ✓ Ensure new developments have parks and open space opportunities
- ✓ Ensure Murray leads as a steward of the Jordan River Parkway
- ✓ Develop new and improve existing trailways
- ✓ Coordinate to create regional network of trails
- ✓ Green up the core of the City
- ✓ New developments have parks and open space opportunities

HOUSING

Provide a diversity of housing through a range of types and development patterns to expand the housing options (including moderate income) available to existing and future residents.

- ✓ Preserve and stabilize current neighborhoods
- ✓ Preserve aging housing stock through restoration
- ✓ Encourage a variety of housing options
- ✓ Ensure housing affordability targets are achievable
- ✓ Provide the opportunity for affordable home ownership

COMMUNITY/CULTURE/PRESERVATION

Sustain the culture and identity of Murray City.

- ✓ Preserve key historic landmarks when feasible
- ✓ Proactively identify historic neighborhoods and districts
- ✓ Provide a range of arts and cultural activities
- ✓ Support programs of cultural experiences
- ✓ Increase the awareness of Murray City's history and heritage
- ✓ Balance new development and preservation of existing development patterns

ECONOMIC DEVELOPMENT

Ensure a resilient economy, prepared to handle future change through the support of a strong and diverse tax base for the City.

- ✓ Create unique local neighborhood retail nodes
- ✓ Create pedestrian and bike friendly economic districts/nodes

INITIATIVE #4: LINKING CENTERS/DISTRICTS TO SURROUNDING CONTEXT

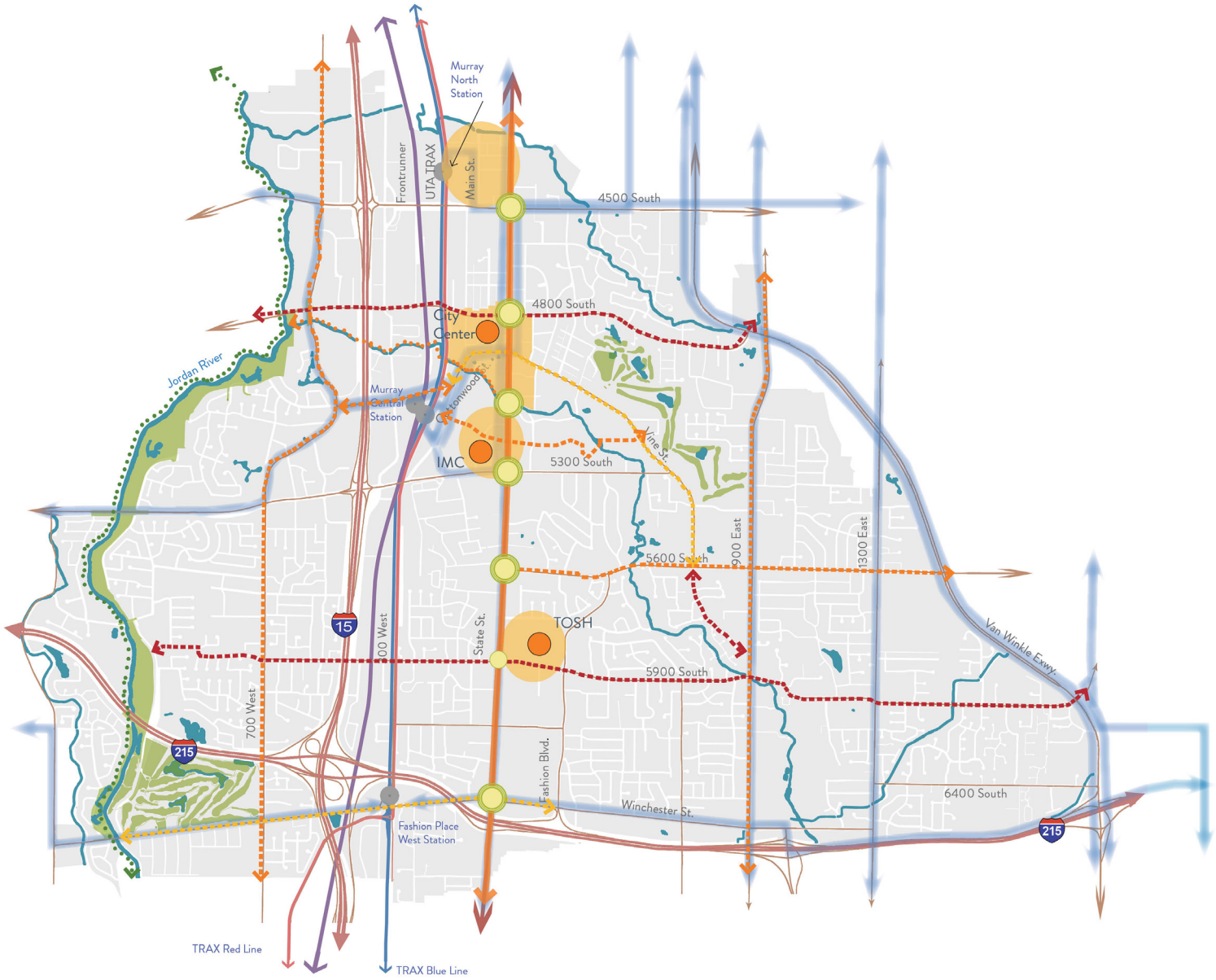
WHY

Murray currently has several major centers and/or districts that are somewhat isolated in nature from their surrounding context. Facilitating physical connections can provide economic, social, and livability benefits. Working to transition former industrial areas to the downtown can help make these areas more attractive to people who live and/or work there.

WHAT

Encouraging and supporting complementary land uses will help link major centers to their surrounding context. The urban form of the surrounding context is critical to the success of these connections. For example, the hotels that have been built near the Intermountain Medical Center (IMC) are a good complementary use, but the urban form between the two does not facilitate an easy physical connection. Other uses to encourage near IMC include food, grocery, gyms/fitness centers, banks, medical offices, and open space/nature access. The Fireclay District and downtown Murray could be connected via an improved urban form and walkable destinations, ranging from daily needs such as grocery stores to intermittent cultural and entertainment destinations.

INITIATIVE #4: LINKING CENTERS/DISTRICTS TO SURROUNDING CONTEXT



LEGEND

- Jordan River Parkway
- Bike Lanes: Current Lanes
- Bike Routes: Current Routes
- Bike Lanes/Path: Desired/Planned
- Current UTA Bus Routes
- Key Center
- Future BRT/State Street Transit Improvement*
- Potential Mixed-Use Station Village*

*State Street Improvements and BRT Stations as proposed by the *Life on State: Our Street Our Vision* study

INITIATIVE #4: LINKING CENTERS/DISTRICTS TO SURROUNDING CONTEXT

NEEDED FOR SUCCESS

Safe and inviting pedestrian routes into and out of centers are essential for creating connections to the surrounding context. Conduct a sidewalk inventory to map pedestrian routes. Fill in any missing links in the routes. Transportation networks should support and encourage multiple modes of transportation such as walking, biking and bus use. Prioritize streets to retrofit as complete streets.

Update zoning designations to allow for flexible uses of sites in the surrounding context. Avoid requirements that detract from an inviting urban form, such as large setbacks and extensive parking requirement. Facilitate locating parking behind building or within structures. Parking structures with street-facing locations should have active uses on the ground floor facing the street. Small area plans that specify site requirements for key centers will create a more detailed framework for what the city would like to see occur.

A consistent urban design theme with street lights, signage, and street trees will help create a visually coherent and cohesive area to link centers to the surrounding context. This may vary by district/center, yet should have unifying themes that are seen city-wide to establish Murray's identity visually.

Basic services should be located within a half-mile walking distance of each center/district. Identify what types of zoning and land use to keep in this area and what to change. Identify which supporting land uses are missing.

The hard infrastructure must be capable of handling the water, sewer, and transportation demands of uses that are working to support existing and future centers/district. As with Initiative #2, funding for the improvements to Cottonwood Street will help facilitate connections of centers/district to the surrounding area. Mixed-use and higher density neighborhoods need to be well-supported by parks, schools, and community services. Proactive attention to these prior to approving developments is critical to avoid isolation and impacts on entities designed for lower intensity neighborhoods.

BEST PRACTICES FOR IMPLEMENTATION

The following best practices are resources that can help guide the implementation of what is needed for success in linking centers to their surrounding context. Details on these resources are provided in Chapter 4.

- APA Model Smart Growth Codes
- New Jersey Manual of Best Practices for Transit Oriented Development
- NACTO Urban Bikeway Design Guide and Street Design Guide

GENERAL PLAN GOALS/OBJECTIVES TO SUPPORT THE INITIATIVE

An overview of the key related goals & objectives from the general plan elements is provided to illustrate the integrated nature of the key initiative and link it to the individual elements.

LAND USE & URBAN DESIGN

Provide and promote a mix of land uses and development patterns that support a healthy community comprised of livable neighborhoods, vibrant economic districts, and appealing open spaces.

- ✓ Preserve and protect viable residential neighborhoods
- ✓ Encourage form-based development at commercial nodes
- ✓ Support a range of commercial development scales
- ✓ Form-based and mixed use development pattern
- ✓ Support civic spaces through complementary land use
- ✓ Promote transitional development between commercial & neighborhoods
- ✓ Stimulate reinvestment in deteriorating areas
- ✓ Support Intermountain Medical Center (IMC) through complementary land uses

NATURE/ENVIRONMENT

Ensure the stewardship of the natural environment through sustainable growth and development patterns.

- ✓ Promote low-impact development (LID) standards
- ✓ Ensure infrastructure needs are approached sustainably
- ✓ Protect areas that are less suitable for development
- ✓ Ensure development does not impact water quality

INITIATIVE #4: LINKING CENTERS/ DISTRICTS TO SURROUNDING CONTEXT

PARKS/OPEN SPACE/TRAILS

Provide and promote a range of parks and open spaces for residents and visitors to serve a range of needs related to lifestyle and demographics, including age, ability, accessibility, and income

- ✓ Ensure new developments have parks and open space opportunities
- ✓ Green up the core of the City
- ✓ New developments have parks and open space opportunities

HOUSING

Provide a diversity of housing through a range of types and development patterns to expand the housing options (including moderate income) available to existing and future residents.

- ✓ Ensure housing affordability targets are achievable

ECONOMIC DEVELOPMENT

Ensure a resilient economy, prepared to handle future change through the support of a strong and diverse tax base for the City.

- ✓ Revitalize downtown east and west of State Street
- ✓ Maintain supremacy as the regional retail hub of Salt Lake County
- ✓ Create pedestrian and bike friendly economic districts/nodes
- ✓ Enhance existing medical industries (such as Intermountain Medical Center (IMC)
- ✓ Enhance existing key industry centers

TRANSPORTATION

Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front.

- ✓ Provide safe and efficient movement of traffic
- ✓ Promote the use of alternative transportation
- ✓ Utilize corridors to showcase the City
- ✓ Optimize existing transportation network
- ✓ Enhance connectivity between key destinations
- ✓ Promote transit oriented development
- ✓ Connect adjacent land uses with transportation/mobility
- ✓ Support regional cooperation and coordination

COMMUNITY/CULTURE/PRESERVATION

Sustain the culture and identity of Murray City.

INITIATIVE #5: A CITY GEARED TOWARD MULTI-MODALITY

WHY

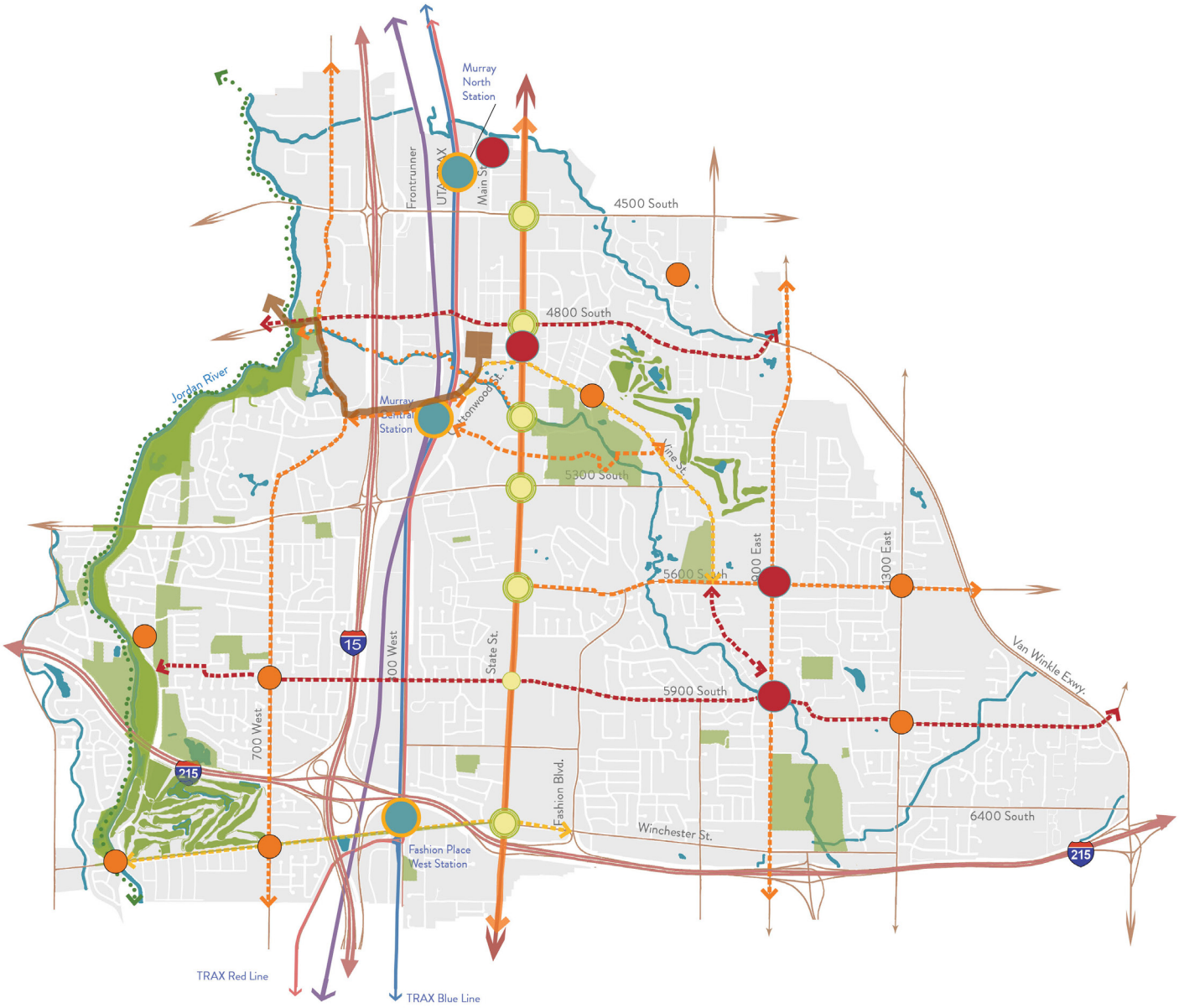
The desire to safely and comfortably walk and bike to destinations emerged as a common thread throughout the public involvement process. Walkable and bikeable communities offer several benefits to their residents. The ability to walk and bike to destination leads to a healthier, resilient community of residents and supports better air quality. A city geared towards bikes and pedestrians also offers economic benefits. One study found that walkability raises housing values. This, in turn, enhances the local tax base. Working to make a more pedestrian and bike friendly community can help set Murray apart and work toward regional smart growth initiatives.

WHAT

Multiple modes of transportation (i.e. walking, biking, transit and cars) are thoughtfully considered for every street as it is established and/or upgraded. Not all modes will make sense on all streets, but a network for each mode should be sized appropriately to the mode (e.g. a pedestrian network is very fine-grained while an automobile network can be larger-grained). Modes can share space if the street is designed appropriately with compatibility in mind.

Site design standards for developments should prioritize pedestrian and bicycle access, not just consider automobile access. Bicycle and trail networks should continue to be coordinated with neighboring communities and the regional system.

INITIATIVE #5: A CITY GEARED TOWARD MULTI-MODALITY



LEGEND

- Murray/Taylorsville Bus Rapid Transit
- Jordan River Parkway
- Bike Lanes: Current Lanes
- Bike Routes: Current Routes
- Bike Lanes/Path: Desired/Planned
- Future TOD Node
- Future Community Node
- Future Neighborhood Node
- Future BRT/State Street Transit Improvement*
- Potential Mixed-Use Station Village*

*State Street Improvements and BRT Stations as proposed by the *Life on State: Our Street Our Vision* study

INITIATIVE #5: A CITY GEARED TOWARD MULTI-MODALITY

NEEDED FOR SUCCESS

Small area plans for nodes and centers will create a more detailed framework for what the city would like to see occur.

Inventory and analyze existing nodes to determine which nodes need enhanced. Develop a strategy for the enhanced design of neighborhood nodes. Support the establishment of neighborhood nodes that are bike and pedestrian friendly in design and orientation. This can include the enhancement of existing nodes and the establishment of new, small neighborhood nodes.

Create walkable areas within key economic districts, such as 4800 S/State St.; 900 E/5600 S; and Fashion Place Mall. The site design and perimeter of Fashion Place Mall can be more pedestrian friendly.

Integrate commercial, retail, employment, recreation uses geared toward different demographics/user groups (e.g. active seniors, bikers/pedestrians, transit-oriented development residents).

Prioritize streets for Complete Streets retrofits.

BEST PRACTICES FOR IMPLEMENTATION

The following best practices are resources that can help guide the implementation of what is needed for success in a city geared toward multi-modality. Details on these resources are provided in Chapter 4.

- Complete Streets Local Policy Workbook
- NACTO Urban Bikeway Design Guide and Street Design Guide
- ASLA Sustainable Urban Development Toolkit

GENERAL PLAN GOALS/OBJECTIVES TO SUPPORT THE INITIATIVE

An overview of the key related goals & objectives from the general plan elements is provided to illustrate the integrated nature of the key initiative and link it to the individual elements.

INITIATIVE #5: A CITY GEARED TOWARDS MULTI-MODALITY

LAND USE & URBAN DESIGN

Provide and promote a mix of land uses and development patterns that support a healthy community comprised of livable neighborhoods, vibrant economic districts, and appealing open spaces.

- ✓ Encourage revitalization along transit corridors and city center
- ✓ Encourage form-based development at commercial nodes
- ✓ Support a range of commercial development scales
- ✓ Form-based and mixed use development pattern

NATURE/ENVIRONMENT

Ensure the stewardship of the natural environment through sustainable growth and development patterns.

- ✓ Promote low-impact development (LID) standards
- ✓ Ensure infrastructure needs are approached sustainably
- ✓ Capitalize on unsuitable areas for open space
- ✓ Ensure development does not impact water quality

TRANSPORTATION

Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front.

- ✓ Provide safe and efficient movement of traffic
- ✓ Promote the use of alternative transportation
- ✓ Utilize corridors to showcase the City
- ✓ Optimize existing transportation network
- ✓ Enhance connectivity between key destinations
- ✓ Promote transit oriented development
- ✓ Connect adjacent land uses with transportation/mobility
- ✓ Support regional cooperation and coordination

HOUSING

Provide a diversity of housing through a range of types and development patterns to expand the housing options (including moderate income) available to existing and future residents.

- ✓ Encourage a variety of housing options

ECONOMIC DEVELOPMENT

Ensure a resilient economy, prepared to handle future change through the support of a strong and diverse tax base for the City.

- ✓ Revitalize downtown east and west of State Street
- ✓ Create unique local neighborhood retail nodes
- ✓ Create pedestrian and bike friendly economic districts/ nodes

PARKS/OPEN SPACE/TRAILS

Provide and promote a range of parks and open spaces for residents and visitors to serve a range of needs related to lifestyle and demographics, including age, ability, accessibility, and income

- ✓ Ensure new developments have parks and open space
- ✓ opportunities
- ✓ Ensure Murray leads as a steward of the Jordan River Parkway
- ✓ Develop new and improve existing trailways
- ✓ Coordinate to create regional network of trails
- ✓ Green up the core of the City
- ✓ New developments have parks and open space opportunities

SMALL AREA PLANNING PROJECTS

REGIONAL CENTERS

Located at existing or future regional retail or employment centers and their surrounding context. Including:

- 4500 South/State Street
- IMC/Murray High
- I-15/5300 South
- Fashion Place Mall

COMMUNITY CENTERS/NODES

Located at existing or future city, retail, or employment centers. Including:

- Downtown Murray/City Center
- TOSH
- 4500 South/500 West
- 4500 South/700 East
- 4800 South/900 East
- 900 East/5600 South
- 900 East/5900 South
- 900 East/Winchester

NEIGHBORHOOD CENTERS/NODES

Located at existing or future key intersections within neighborhoods. Including:

- 1300 East/5600 South
- 1300 East/5900 South
- 600 East/Creekview Cr.
- Vine St/Glenn St
- 700 West/5900 South
- 700 West/Winchester St
- Jordan River Parkway/5300 South
- Jordan River Parkway/Winchester St

RAIL TRANSIT ORIENTED DEVELOPMENTS

Located at TRAX and FrontRunner Stations and up to 1 mile around. Including:

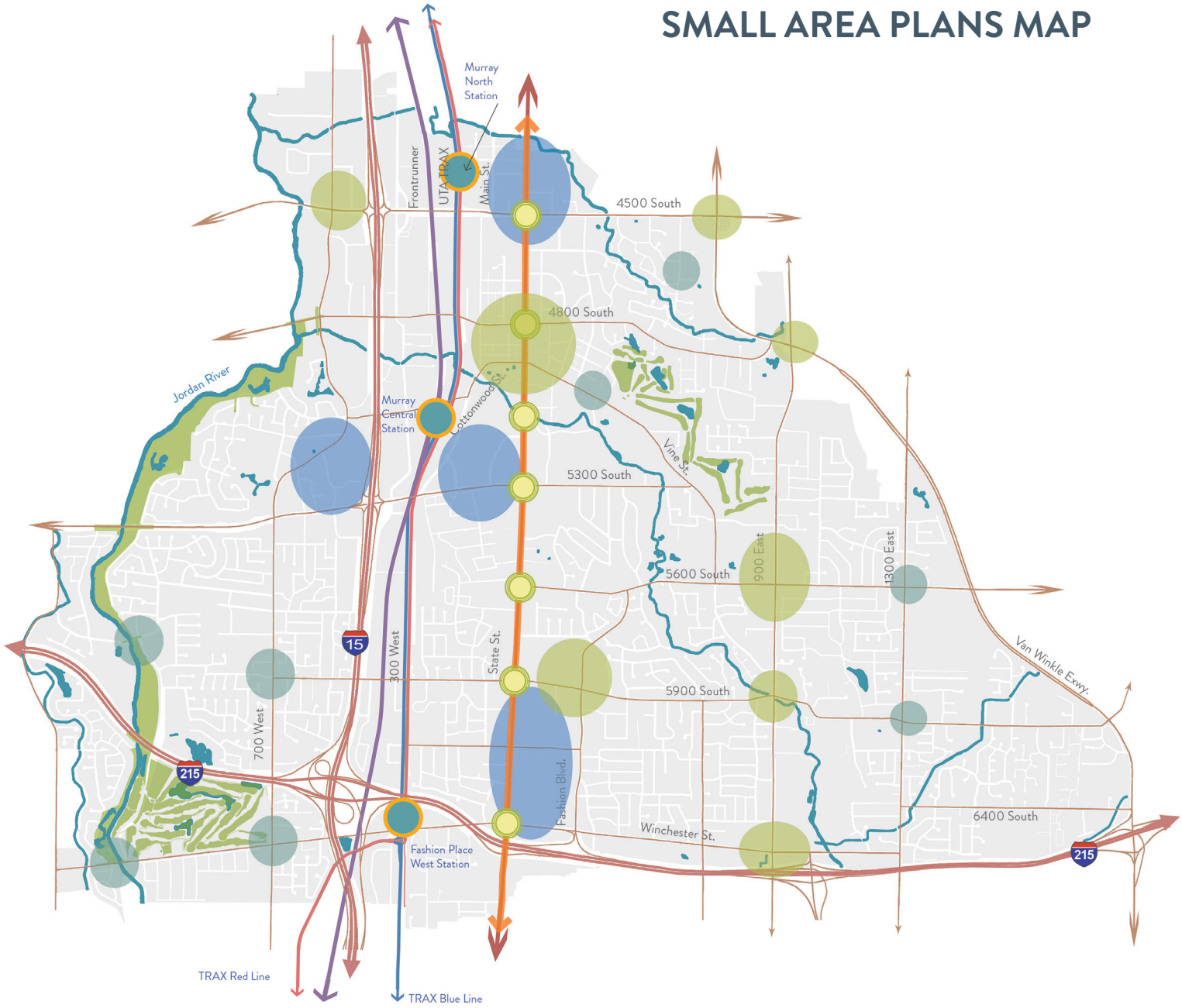
- Murray North
- Murray Central
- Fashion Place West

BUS RAPID TRANSIT VILLAGE NODES

Located at major intersections along State Street. Including:

- 4500 South
- 4800 South
- Vine Street
- 5300 South
- 5600 South
- 5900 South
- Winchester Street

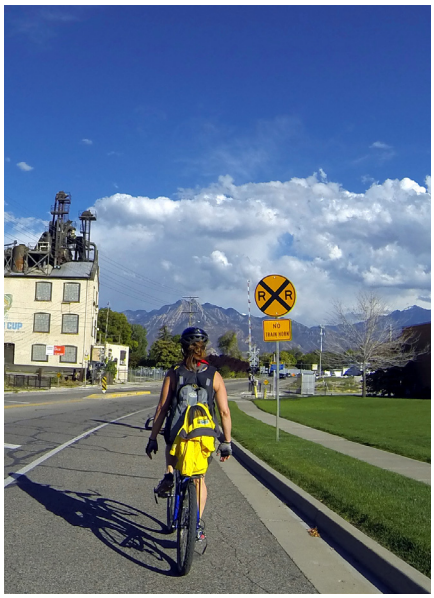
SMALL AREA PLANS MAP



LEGEND

- Regional Center
- City/Retail Center
- Neighborhood Node
- TOD Node
- BRT Station Village

CHAPTER FOUR: BEST PRACTICES



4.1 RESOURCES + REFERENCES

The best practices referenced in this section are resources for the implementation of the Five Key Initiatives and the goals, objectives, and strategies of the plan elements in Part Two.

Most of the Best Practices are specific references that are intended to be just one of many resources for a more comprehensive topic. For example, the ASLA Healthy and Livable Communities Toolkit is listed as one of four resources for the Livable & Vibrant Neighborhoods initiative. This best practice resource may also be used as a reference for other ideas and objectives in other parts of the General Plan elements.

APA MODEL SMART GROWTH CODES

The APA report provides planners and policy makers with a tool to make better land development decisions that ultimately result in more compact, walkable, mixed-use cities. The report enables policy makers with a means of updating and creating new regulations for smarter community growth. Multiple models of smart growth ordinances are explored in the document, providing users with several options for framing desired growth. Some of these ordinances include: Mixed-Use Zoning, Town Center Zoning, Affordable Housing Density, Transfer Development Rights, Transit Oriented Development, and Form Based Code Overview.

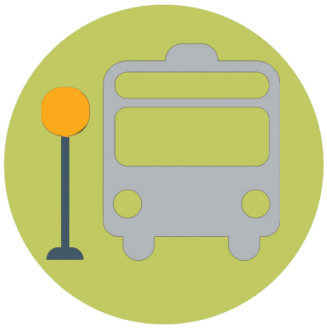
More information found at: www.planning.org/research/smartgrowth/

ASLA HEALTHY + LIVABLE COMMUNITIES TOOLKITS

The American Society of Landscape Architects (ASLA) offers several toolkits on how to create a better built environment. Toolkits are how theories are put into practice. Each "tool" in a toolkit is a best practice. Three of their toolkits—Sustainable Transportation, Healthy and Livable Communities, and Sustainable Urban Development—are applicable for Murray City. Each toolkit is divided into the following sections:

- Organizations
- Resources
- Research
- Projects

More information found at: www.asla.org/livable.aspx



ASLA SUSTAINABLE TRANSPORTATION TOOLKIT

Transportation: The character of transportation corridors determines the form, pattern and sense of place in communities. Transportation infrastructure, such as roads, intersections, alleys, and parking lots, together account for 20 to 40% of urban land. Sustainable transportation follows best practices for transportation that integrates driving, biking, and walking with the natural environment to create multi-modal systems that are safe, beautiful, and comfortable.

More information found at: www.asla.org/sustainabletransportation.aspx

ASLA SUSTAINABLE URBAN DEVELOPMENT TOOLKIT

Urban Development: Sustainable, livable communities are built on the principles of interconnected green space, multi-modal transportation, and mixed-use development. Connections are made through an integrated network of sidewalks, trails, bike lanes, transit stops, and streets. A variety of building uses including, commercial, institutional, educational, and housing are readily accessible. Following these practices creates not only an environmentally sustainable city, but a healthier population, both physically and socially.

More information found at: www.asla.org/sustainableurbandevelopment.aspx

COMPLETE STREETS

Complete Streets are a means of providing multiple modes of transportation on the streets of a community. The streets then become accessible to users of all ages and ability. This principle is guided by the approach that no street is the same and therefore must respond to community context. Components of a Complete Street may include: sidewalks, bicycle facilities (bike lanes or cycle tracks), separated bus lanes, well designed transit stops, frequent and safe street crossing, median islands, narrower travel lanes, and roundabouts. Complete Streets aesthetically become more appealing through streetscape treatment by means such as street trees, landscaped medians, street lights, and benches. This approach to streets begins by retrofitting existing street networks that suffer from congestion and low productivity, to become balanced and far more efficient system that not only provides more choice for transportation, but also provides a means for a more active and healthy community. In the future, when new streets are created, the application of Complete Street principles will ensure an attractive and efficient street network. An ideal Complete Street Policy entails a vision set out by the community, identifying the wants and needs of its residents for its streets. Flexibility and balance directed towards users' needs will ensure a successful street.

More information found at: www.smartgrowthamerica.org/complete-streets

COMPLETE STREETS LOCAL POLICY WORKBOOK

The Complete Street Workbook provides an easy framework for creating a start-to-finish implementation of Complete Street policies with a city. The process outlined guides the user through the tasks of selecting the appropriate policies, creating vision, community involvement, best practice elements, and steps towards implementation.

More information found at: www.smartgrowthamerica.org/guides/complete-streets-local-policy-workbook/

FORM-BASED CODE

Form-Based Code provides an alternative solution to the standard, yet not necessarily effective, model of zoning by integrating uses and allowing for more efficient and vibrant community design. Manuals have been created for the use of city leaders as a means of implementing a Form-Based Code, appropriate to their municipality. Some elements of a Form-Based Code include:

- Regulating Plan: A plan that defines the locations for which different building standards apply
- Public Standards: Defines the standards of design for components found in the public realm such as sidewalks, street trees, furniture, and lighting.
- Building Standards: Sets out the expectations related to configurations, building function, and features.

Additional parameters that would be incorporated in the document include architectural, landscape, environmental resource, and signage standards.

More information found at: www.formbasedcodes.org/

LEED NEIGHBORHOOD DEVELOPMENT (LEED-ND)

LEED Certification has extended beyond sustainable building design to include standards for better neighborhood development. These standards promote better overall health, quality of life, and enhance the natural environment. LEED standards can be utilized when revising new codes and regulations for cities. Some categories eligible for credit:

- Smart Location and Linkage: Diminish the impact of sprawl on the natural environment by consideration of location of development and available access to alternative transportation
- Neighborhood Pattern and Design: Creating more efficient, vibrant, and healthy communities by creating walkable, mixed-use neighborhoods
- Green Infrastructure and Buildings: Creating buildings and infrastructure in such a way that reduces energy and water use, reuses existing structures, and utilizes more sustainable materials in the construction of new or repurposed buildings

More information found at: www.usgbc.org/guide/nd

LIFE-CYCLE HOUSING

Life-cycle Housing involves reintroducing the model of providing a mix of housing types in a location. Typical suburban development tends to segregate people based on their stages in life. By addressing all stages, ranging from the retired empty nesters, the fixed-income student, to the aging grandparent, a wide variety of individuals and families live in proximity to each other, creating a more dynamic social environment.

- Accessory Dwelling Units: units are either attached to or exist on the same property as the single family home. These homes provide alternative housing options for those wishing to live in a neighborhood with homes that may be otherwise too large or expensive.
- "Missing Middle" Housing Types: a term created to identify the housing types frequently left out of new development. These housing types include duplexes, courtyard apartments, townhouses, and live/work housing. These models are necessary in providing homes that are compatible in scale with single family homes, but still allow for walkable communities.
- Mixed housing types in one 'neighborhood' provide the opportunity for people to remain in the same area, where they are familiar with the people and services nearby.

More information found at: www.missingmiddlehousing.com/

NACTO URBAN STREET DESIGN GUIDELINES

The Urban Street Design Guide is a manual created for municipalities to utilize as a blueprint for higher quality and efficient street design. Given the prolific number of streets in most American cities, the guide seeks to outline a clear vision for street development and how to best implement quality design practices. Given the principle that each city is different and presented with its own unique challenges and opportunities related to their streets, the manual provides three levels of guidance: Critical Features, Recommended Features, and Optional Features. Critical Features consist of design elements that are mutually agreed upon as unquestionably necessary for success. Recommended Features suggest implementation of elements that provide added value and are seen a certainly beneficial, though not absolutely necessary. The final level of guidance, Optional Features, set out situational dependent suggestions that could enhance the street network, provided they are utilized in the appropriate scenario.

More information found at: www.nacto.org/publication/urban-street-design-guide/

NACTO URBAN BIKEWAY DESIGN GUIDE

Similar to the Urban Street Design Guidelines, the Bikeway Design Guide provides municipalities a clear and efficient manual for creating safe and enjoyable streets for bicyclists. Given the recognized value of building accessible roads for cyclists, this manual provides an effective strategy for such implementation. The manual seeks to overcome the deficiencies of standard practices set out by AASHTO and invite cities to create context-appropriate solutions for their city. The guide sets out design guidelines based on three levels: Required, Recommended, and Optional. Understanding the complex nature of individual locations, these guides provided planners, engineers, and designers with a malleable framework, allowing them to create a bicycle friendly environment that is appropriate to their residents' needs.

More information found at: www.sustainablesites.org/

NEW JERSEY MANUAL OF BEST PRACTICES FOR TRANSIT ORIENTED DEVELOPMENT

This document provides a basic and succinct framework for municipalities hoping to implement quality Transit Oriented Development through a series of guidelines in site design, architecture, and parking. The manual serves as an example on how to create design standards that ensure cohesive, attractive, and viable development that promotes the success of the TOD.

More information found at: www.state.nj.us/transportation/community/village/pdf/todbestpracticesmanual2013.pdf

SITES

The Sustainable Sites Initiative, SITES, is a is an interdisciplinary effort by the American Society of Landscape Architects (ASLA), the Lady Bird Johnson Wildflower Center at The University of Texas at Austin and the United States Botanic Garden to create voluntary national guidelines and performance benchmarks for sustainable land design, construction and maintenance practices.

Similar to LEED, SITES is a rating system for sustainable landscapes. As urbanization and development continue, that growth "profoundly impacts ecological systems as well as the health, safety, and welfare of our communities." Buildings, infrastructure and other components of a city should not be built without regard to their impacts on ecologically resources and the quality of life of a community. The SITES rating system consists of 10 areas. Prerequisites are required in 9 of the 10 areas before a project is eligible for certification. Certification levels vary depending on how many points a project achieves. Like LEED, SITES is administered by Green Business Certification Inc. (GBCI).

More information found at: www.sustainablesites.org/

THE SECRETARY OF THE INTERIOR'S STANDARDS

The Secretary of the Interior's Standards for the Treatment of Historic Properties are common-sense historic preservation principles in non-technical language. They promote historic preservation best practices that help to protect our nation's irreplaceable cultural resources. There are standards for four distinct, but interrelated, approaches to the treatment of historic properties - preservation, rehabilitation, restoration, and reconstruction.

More information found at: https://www.nps.gov/tps/standards.htm

WALKABLE AND LIVABLE COMMUNITIES INSTITUTE TOWNMAKER'S GUIDE: HEALTHY BUILDING PLACEMENT BEST PRACTICE

The success of creating a walkable, pedestrian focused community is significantly affected by building placement. Failure to do so often results in the post 1950s standard of suburban sprawl, where the automobile is given precedence, creating vast landscapes of parking lots dotted by disconnected box store development. By identifying five crucial areas of the urban form, proper treatment to these components can result in an attractive, accessible, and desirable city environment. Best practices for building placement identify the following components for consideration:

- Edges: Well-designed edges, such as buildings that line the sidewalk, provide a sense of enclosure and define the space for the pedestrian. Street trees along edges are an important component in created a satisfying experience for pedestrians.
- Sidewalks: Sidewalk width should accommodate a variety of uses, including strolling, standing, sitting, as well as quick moving pedestrians.
- Parking: Place parking on the street, or in lots that are discreetly screened through careful building placement.
- Buildings: Quality building design, including not only form, but material selection and visibility from within and outside the building enliven the street edge and create an attractive urban environment.
- Character: Buildings should create an identity and sense of place for the location it is found in.

More information found at: www.walklive.org/walkability/

TRANSIT-SUPPORTIVE NEIGHBORHOODS

While much literature and resources are available regarding Transit-Oriented Development (TOD), the overwhelming majority focuses on the immediate area around the station out to one-quarter or one-half mile. The surrounding context beyond the half-mile is often overlooked as an important component to the success of the transit station. Expanding the perspective to consider the broader context moves beyond TOD to planning and designing for transit-supportive neighborhoods. Another term to describe these neighborhoods is "Complete Neighborhoods".

More information found at: https://www.metro.net/projects/tod-toolkit/complete-neighborhoods/

2017 MURRAY GENERAL PLAN

2017 MURRAY GENERAL PLAN

PART TWO: COMMUNITY PLANNING ELEMENTS

PART TWO: CONTENTS

PART TWO CHAPTER STRUCTURE

CHAPTER 5 - LAND USE AND URBAN DESIGN

Ideally, land use and zoning go hand-in-hand. Zoning is the means by which land within a city is divided into different land uses and building types. As Murray changed over time from agriculture to urban, zoning allowed the City to guide where particular types of land uses occur. Some areas, such as the majority of single family neighborhoods, are anticipated to remain stable and not change to a different land use type. Other areas, such as those along the TRAX line, are anticipated to change from industrial to commercial or mixed-uses. Addressing land use and zoning in this general plan is proactively preparing for anticipated change.

The purpose of the land use and urban design chapter is to effectively and efficiently provide a framework for carrying out the goals and policies of the General Plan through land use designations and the Future Land Use Map, the Zoning Map, and the Zoning Code. This chapter describes each of the future land use designations in Murray City and discusses how they relate to existing and proposed zoning. The relationship between land use designations and zoning is important so that as base zones and the Zoning Code are amended over the life of the General Plan, the goals and objectives of the plan are consistently carried out. The future land use map created for this General Plan was developed and informed by the City's previous version of the future land use map. The updated future land use map reflects the goals and objectives set out by the City through the process of the General Plan update. Other maps, such as each of the framework maps in the Five Key Initiatives, also inform land use and planning. For example, the identification of neighborhood nodes, key centers of employment and retail, and station villages around transit. Implementation actions regarding land use and urban design are also related to these maps, such as the recommendation to conduct Small Area Plans when there is a need to examine the areas around identified nodes and centers in more detail before land use and zoning decisions are made.

LAND USE & URBAN DESIGN GOAL AND SUPPORTING OBJECTIVES

5.1 WHAT WE KNOW

Within the boundaries of Murray, a total of nearly 7,500 acres is utilized by a range of land uses and supporting infrastructure systems.

MURRAY'S URBAN FORM

The original grid of Murray is a limited portion of the current boundary. The urban form shifted from the original modified grid surrounding by agricultural uses to a more suburban style of urban form. Contemporary subdivision patterns of urban form are seen in most neighborhoods outside of the historic districts. Transportation and auto-oriented commercial have directed the urban form of the main corridors.

Figure 5.1 Erekson Farm and Dairy

Figure 5.2 Erekson Farm surrounded by new development

Figure 5.3 Murray suburban development pattern

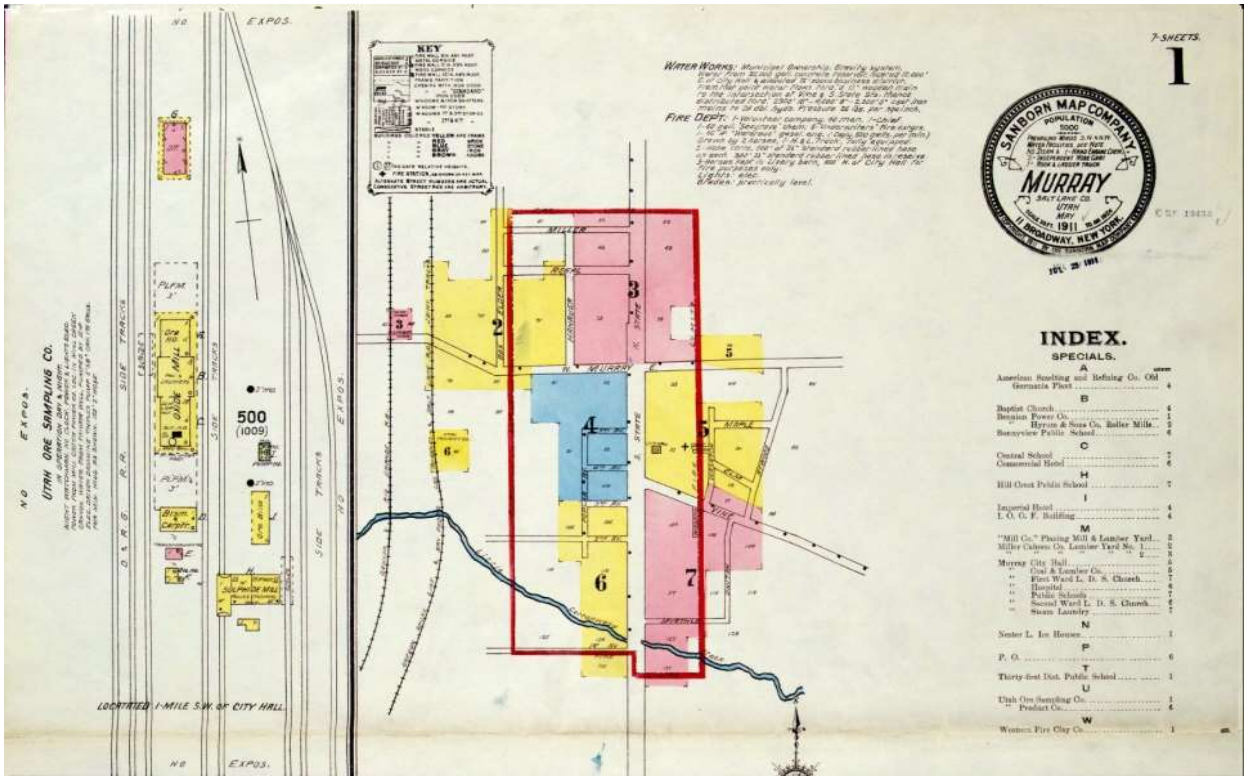


Figure 5.1 1911 Sanborn Map of State Street, Vine Street, and 4800 South

EXISTING LAND USES

Murray continues to have a wide mix of land uses, including residential, commercial, office, mixed-use, industrial, public/quasi-public, and parks and open spaces.

RESIDENTIAL

Together, single-family and multi-family residential uses comprise approximately fifty-five percent of the city's total land acreage and account for eighty-five percent of the parcels within the city. The majority of residential parcels are occupied by lower-density single-family detached housing units. Currently, there are 9,795 single-family residential units in Murray. Murray has approximately 4,200 multi-family residential units, located in multiple complexes of various sizes. Much of the multi-family housing in Murray is clustered into pods rather than integrated into neighborhoods (like you might see in Salt Lake City.) Over half of the multi-family housing units (2,761 units) are located in apartment complexes with ninety-nine or more units. Large concentrations of multi-family housing place different demands on public services, including schools.

RETAIL

Murray boasts a healthy commercial land use. Much of the commercial is centered along the State Street corridor, with a range of commercial types from automobile dealerships, malls, and the historic downtown core. Other commercial nodes exist at key intersections and/or near the interstate exits. The majority of the commercial land uses within the city are auto-oriented.

OFFICE

Office currently represents only 4% of the total land acreage in Murray. Most office space is dispersed, with a few small clusters. Office space ranges from small individual buildings in neighborhoods to larger buildings in commercial areas.

CIVIC/INSTITUTIONAL

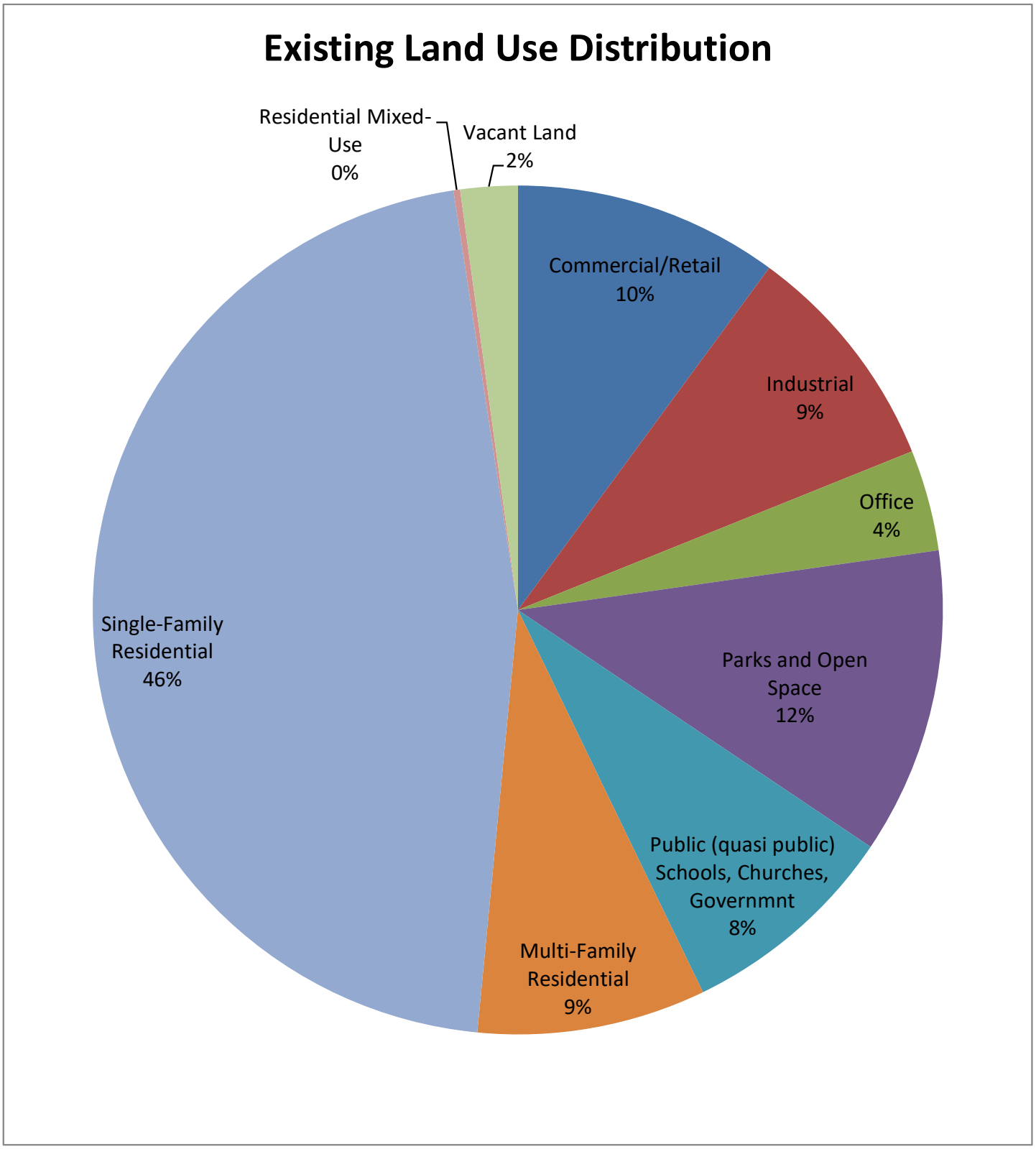
These uses include public, quasi-public, civic, and institutional uses. Major institutional uses include the Intermountain Medical Center (IMC), American International School of Utah (AISU), The Orthopedic Specialty Hospital (TOSH), and the Murray civic center.

INDUSTRIAL

Along the interstate and rail corridors, many industrial uses remain within the Murray city limits. These continue to provide an important component of Murray's tax base. However, many could benefit from a visual upgrade.

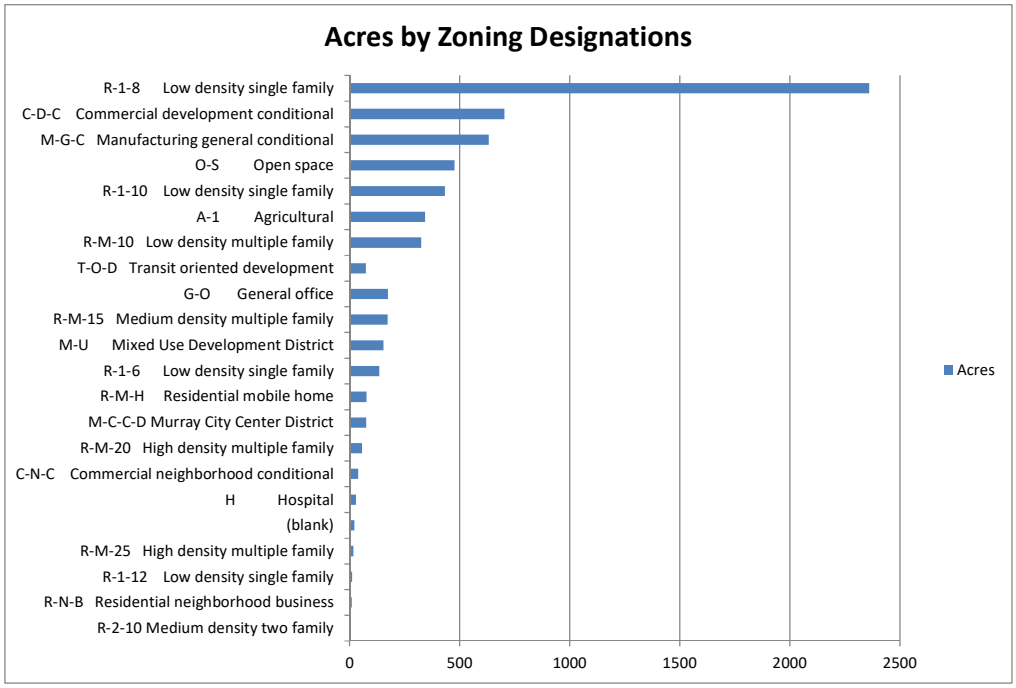
VACANT LAND

A limited amount of land remains vacant within Murray City boundaries. This contributes to the perception of residents considering Murray to be 'built out', as limited land is available to be developed that is vacant. However, layers of growth and change and redevelopment contradict the 'built out' perception. The vacant land that remains is considered 'developable' (i.e. not sensitive land and/or designated for infrastructure).


Existing Land Use Distribution
Residential Mixed-Use 0%
Vacant Land 2%
Commercial/Retail 10%
Industrial 9%
Office 4%
Parks and Open Space 12%
Public (quasi public) Schools, Churches, Governmnt 8%
Multi-Family Residential 9%
Single-Family Residential 46%

ZONING

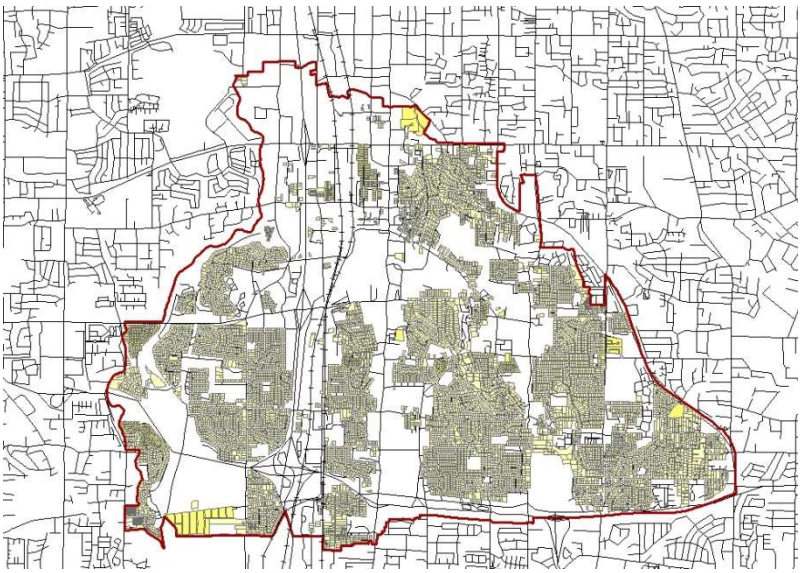
In some cases, existing land use differs from the current zoning designation (e.g. multi-family uses in single-family zones, etc.) The current zoning includes twenty-one zones. The following chart displays the distribution of acreage within each of these zones. Similar to the existing land use distribution, low-density single family residential zones comprise the majority of the acreage.



EXISTING LAND USE DISTRIBUTION MAPS

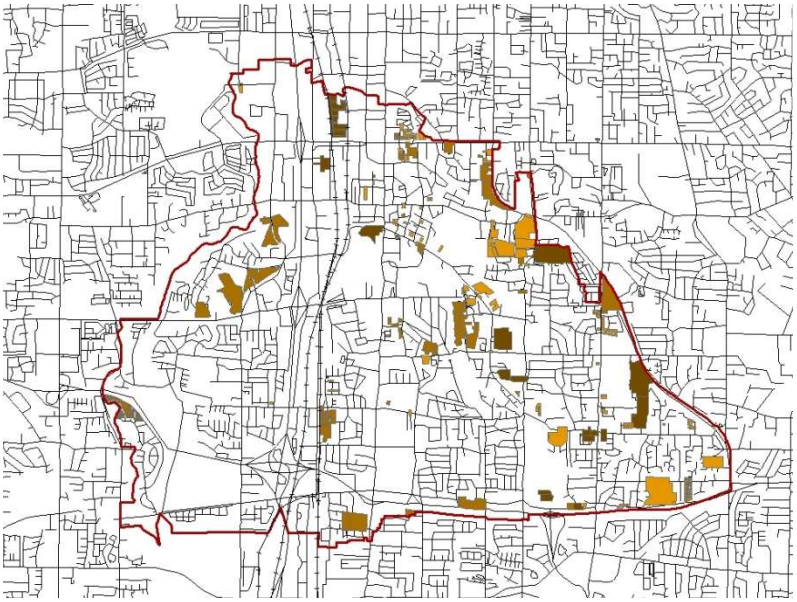
A visual distribution of the existing land use is represented on the following series of maps:

- Map 1: Single-family Residential
- Map 2: Multi-family Residential
- Map 3: Commercial
- Map 4: Parks/Open Space & Public/Quasi-Public
- Map 5: Office and Industrial
- Map 6: Vacant



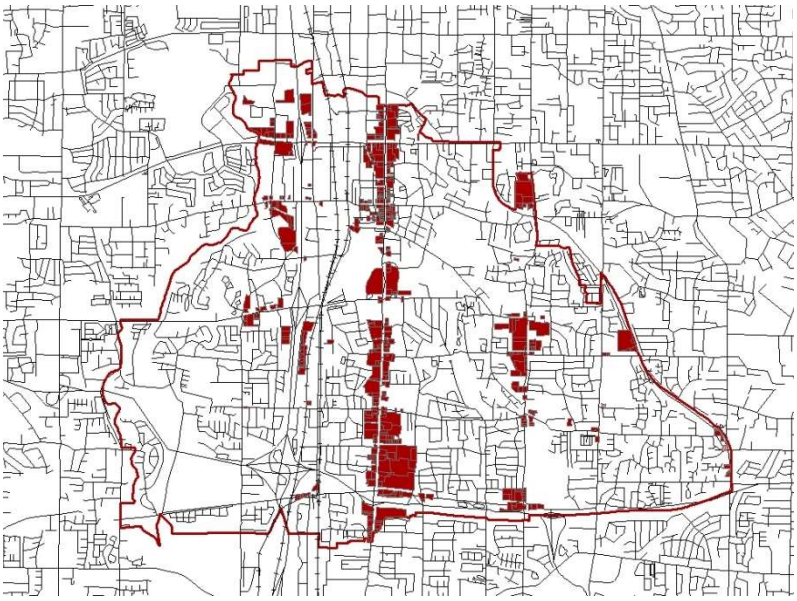
MAP 5.1: EXISTING LAND USE: SINGLE-FAMILY RESIDENTIAL

Map 5.1: Single-family Residential – Single-family residential neighborhoods still comprise the majority of the existing land uses in Murray City. Neighborhoods are well-distributed across the city, with the exception of the northwest corner of the city.



MAP 5.2: EXISTING LAND USE: MULTI-FAMILY RESIDENTIAL

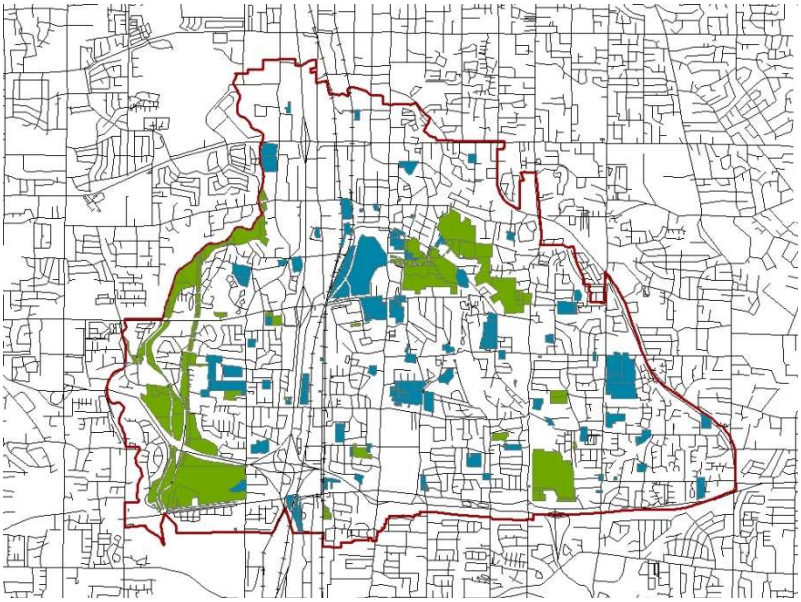
Map 5.2: Multi-family Residential – Multi-family housing is distributed in small clusters across the city (density increases with shade gradient). However, in many cases these housing types are not integrated into existing neighborhoods. Rather, clusters exist adjacent to single-family residential areas.



MAP 5.3: EXISTING LAND USE:

COMMERCIAL

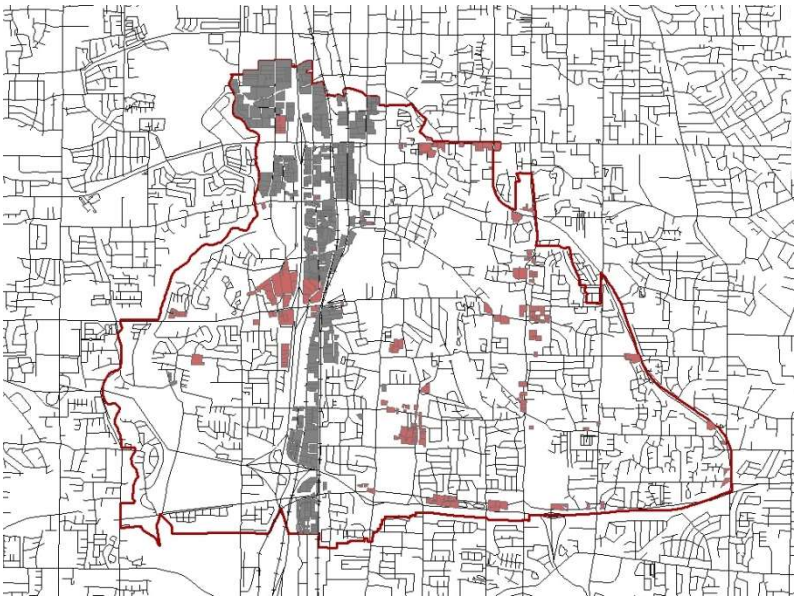
Map 5.3: Commercial – Murray's commercial areas are concentrated along the primary transportation corridor of State Street Other commercial areas exist in a more nodal fashion along 900 East and 4800 South, and at the Interstate-15 exits of 4500 South and 5300 South.



MAP 5.4: EXISTING LAND USE:

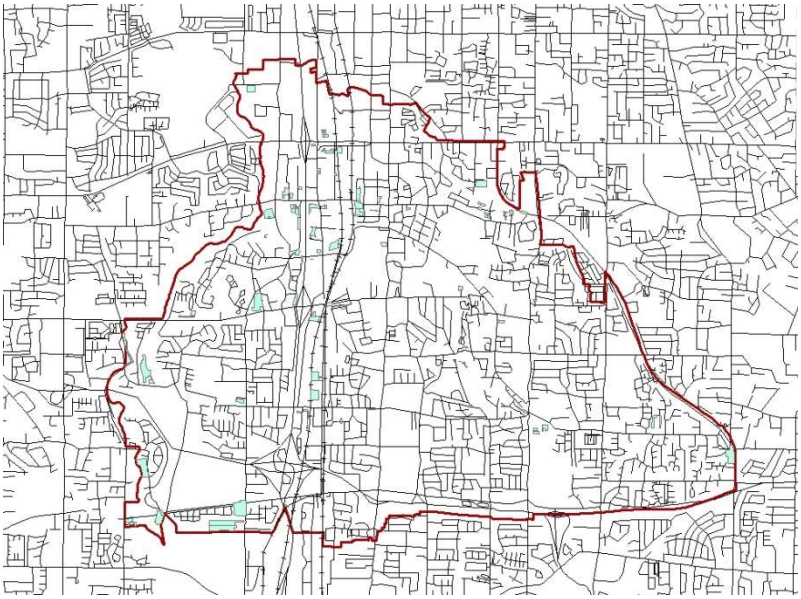
PARKS/OPEN SPACE & PUBLIC/QUASI-PUBLIC

Map 5.4: Parks/Open Space & Public/Quasi-Public – Murray offers several large-scale parks and open space amenities (in green) across the city. Smaller neighborhood or pocket parks, however, are somewhat limited, especially on the east side.



MAP 5.5: EXISTING LAND USE: OFFICE & INDUSTRIAL

Map 5.5: Office and Industrial – Industrial uses (in gray) are focused along the spine of Interstate-15 and the rail corridor. Office uses (in mauve) are distributed across the city, in small nodes and along primary and secondary transportation corridors.



MAP 5.6: EXISTING LAND USE: VACANT LAND

Map 5.6: Vacant – Little vacant land remains in Murray City. The majority of vacant parcels, colored light green, are located on the west side. A few parcels of vacant land are located east of State Street.

5.2 – HOW DOES THIS HELP US PLAN FOR THE FUTURE

The update to the General Plan is an opportunity to assess how land use changes may affect the long-term demands on public services and Murray's position as a regional center. Day and night time population place demands on services and have different needs.

The plan will facilitate the City's ability to have long-term decision-making address and accommodate a growing population that desires a central, regional location with good accessibility via multiple modes of transportation.

FUTURE LAND USE DESIGNATIONS

Part of the policy for General Plans is to apply a land use designation to all land and water bodies within the City's boundaries. During the plan process, the designation that best advances the goals of the General Plan Update has been identified. The land use designations are shown on the adopted Future Land Use Map (Map 5.7) and then used to create and update the Zoning Map and Zoning Code.

The previous 2003 General Plan and Future Land Use Map provided the basis for the adopted map in this General Plan. A systematic evaluation of existing land use designations, current zoning, and potential future uses based on the initiatives of the General Plan was undertaken in the process of developing the Future Land Use Map. To support the key initiatives of the General Plan, the need for new future land use designations became apparent. These new designations will help the city implement the ideas within the key initiatives and achieve the goals and objectives of the various plan elements.

NODES

The Future Land Use Map and polices in the General Plan Part One Key Initiatives identify specific areas of Murray that are planned to accommodate a more flexible mix of uses, where job and housing growth can occur as an effort to both provide amenities to surrounding residential neighborhoods and to stabilize those neighborhoods by preventing unplanned creep/growth.

Two types of nodes are indicated on the Future Land Use Map:

- Community Nodes
- Neighborhood Nodes

The planned location of these nodes supports the City's long-term goal of emphasizing growth within the City Center and Transit Oriented Development areas, and focusing new job and housing options in identified transit corridors, transit station area, community centers/nodes, and neighborhood centers/nodes. The specific characteristics of each node will vary based on the surrounding context and future area-specific Small Area Plans.

COMMUNITY NODES

Community Nodes include vacant or under-utilized lands in existing, larger-scaled commercial areas (e.g. Fashion Place Mall) and the City Center and TOD areas, which include vacant or under-utilized lands within proximity of existing transit and transportation infrastructure/facilities.

NEIGHBORHOOD NODES

Neighborhood Nodes are smaller neighborhood-oriented sites with redevelopment potential (e.g. strip malls) or smaller-scaled amenities. While some of these Neighborhood Nodes are not located in proximity to major transit facilities, their diversification and recrafting in a pedestrian-oriented manner could serve to create a vibrant village setting within easy access of surrounding nearby neighborhoods/residential areas.

For all types, it is expected that the existing amount of commercial/retail space would be retained and enhanced as part of any redevelopment project so that existing commercial uses within Murray are not diminished.

PARKS AND OPEN SPACE

This designation is intended for lands that serve a public open space, recreational, or ecological function, or provide visual relief. These lands are primarily publicly-owned, but can be in private ownership. Lands/use types intended for the Open Space designation include: Parks, Public Plazas, Natural Areas, Scenic Lands, Golf Courses, Cemeteries, Open Space Buffers along Freeway Margins, Railroads, or abutting industrial areas; large water bodies.

Corresponding zone(s):

- O-S, Open Space

LOW DENSITY RESIDENTIAL

This designation is intended for residential uses in established/planned neighborhoods, as well as low density residential on former agricultural lands. The designation is Murray's most common pattern of single-dwelling development. It is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas within this designation generally have few or very minor development constraints (such as infrastructure or sensitive lands). Primary lands/use types include single-dwelling (detached or attached) residential.

Density range is between 1 and 8 DU/AC.

Corresponding zone(s):

- A-1, Agricultural
- R-1-12, Low density single family
- R-1-10, Low density single family
- R-1-8, Low density single family
- R-1-6, Low/Medium density single family
- R-2-10, Low density two family

MEDIUM DENSITY RESIDENTIAL

This designation allows a mix of housing types that are single-dwelling in character or smaller multi-family structures, primarily on individual parcels. This designation is intended for areas near, in, and along centers and corridors, near transit station areas, where urban public services, generally including complete local street networks and access frequent transit, are available or planned. Areas within this designation generally do not have development constraints (such as infrastructure or sensitive lands). This designation can serve as a transition between mixed-use or multi-dwelling designations and lower density single-dwelling designations.

Density range is between 6 and 15 DU/AC.

Corresponding zone(s):

- R-1-6, Low/Medium density single family
- R-M-10, Medium density multiple family
- R-M-15, Medium density multiple family

HIGHER DENSITY RESIDENTIAL

This designation allows a mix of housing types, primarily multi-dwelling structures. Single-dwelling types may be mixed in, but at a denser scale than the other residential designations. This designation is intended for areas that are near, in, and along centers and corridors, and transit station areas, where urban public services, generally including complete local street networks and access to frequent transit, are available or planned. Areas are designed to be transit-supportive. Areas within this designation generally do not have development constraints (such as infrastructure or sensitive lands).

Density range is between 10 and 25 DU/AC.

Corresponding zone(s):

- R-M-20, High density multiple family
- R-M-25, High density multiple family

TRANSIT MIXED-USE

This designation is intended for transit station areas where a mixed use neighborhood is desired and urban public services, including access to high-capacity transit, very frequent bus service, or BRT/Streetcar service are available or planned. This designation is intended to allow high-density multi-dwelling structures at an urban scale that include a mix of uses, usually in the same building and/or complex.

Density range is between 40 and 80 DU/AC.

Corresponding zone(s):

- Transit oriented development, TOD
- Murray Central Mixed Use, MCMU

VILLAGE & CENTERS MIXED USE

The Village & Centers Mixed Use Designation is intended to provide an opportunity for the measured, context sensitive addition of residential housing to existing commercial properties and developments along major transportation corridors and in and around retail and commercial centers and neighborhood nodes. Allowing the introduction of residential uses to these areas is intended to support the goals and principles of mixed-use development by facilitating a more compact, sustainable, and pedestrian oriented land use pattern as these existing commercial centers and corridors redevelop over time.

Density range is between 25 and 45 DU/AC.

Corresponding zone(s):

- Centers Mixed Use, CMU
- Village Mixed Use, VMU

RESIDENTIAL BUSINESS

This designation allows for mixed-use, attached dwellings, or commercial development within primarily residential neighborhoods that is small in scale, has little impact, and provides services for the nearby residential and/or recreational areas (e.g. Jordan River Parkway node at Winchester; adjacent to Wheeler Farm). Development will be similar in scale to nearby residential development to promote compatibility with the surrounding area. This designation is intended for areas where urban public services are available or planned. Areas within this designation are generally small nodes or individual buildings along corridors rather than large centers or complexes. Non-residential or multi-dwelling development will follow a similar development pattern of front setback/yard/landscaping as the surrounding residential context.

Corresponding zone(s):

- RNB, Residential Neighborhood Business

NEIGHBORHOOD COMMERCIAL

This designation allows mixed-use development in smaller neighborhood centers and along neighborhood corridors to preserve or cultivate locally serving commercial areas with a neighborhood character. This designation is intended for areas where urban public services, generally including complete local street networks and access to frequent transit, are available or planned, and development constraints do not exist. Areas within this designation are generally pedestrian-oriented (or are desired to be) and are predominantly built at low- to mid-rise scale, often with buildings close to and oriented to the sidewalk.

Corresponding zone(s):

- RNB, Residential Neighborhood Business
- C-N, Commercial neighborhood
- New/Updated Neighborhood Commercial zone

CITY CENTER

This designation allows for higher, transit-supportive densities/mixes of commercial, residential, employment uses, and public services, including a range of housing, retail, and service businesses with a local or regional market. It is intended for the City Center, at key intersections and along major corridors where urban public services are available or planned including access to high-capacity transit, very frequent bus service, or BRT/Streetcar service. The designation is applied to some of the City's busiest, widest, and most prominent streets (e.g. State Street). As the city grows, these corridors need to become places that can succeed as attractive locations for more intense, mixed-use development. They should be attractive and safe for pedestrians while continuing to play a major role in the City's transportation and economic system. Development will be pedestrian-oriented with a strong emphasis on design and street level activity, and will range from low- to mid-rise scale. The range of development scales associated with this designation is intended to allow for more intense development in core areas, along corridors and near transit stations, while providing opportunities for less intense development transitions to adjacent residential areas.

Corresponding zone(s):

- M-C-C-D, Murray City Center District

GENERAL COMMERCIAL

While this designation is primarily for larger retail destinations, including regional shopping centers and stand-along big box, it may also include mixed-use developments that are mainly commercial in nature and use. High density, multi-family residential complexes will only be considered as part of a larger master-planned mixed-use development. Smaller-scale medium density residential projects may be considered for neighborhood or community node areas.

Corresponding zone(s):

- C-D, Commercial development

PROFESSIONAL OFFICE

This designation allows for a full-range of commercial and employment uses. This designation is intended to provide for mixed-use areas where urban public services are available or planned including access to high-capacity transit or BRT/Streetcar service. The intensity of development will be higher than in other employment designations and urban in character. Development patterns should enhance the livability of surrounding residential neighborhoods while contributing to the success of nearby business areas. Developments may be individual buildings or developed as an urban mixed-use campus.

Corresponding zone(s):

- New P-O Zone, Professional Office
- H, Hospital

OFFICE

This designation allows for a wide range of office uses is an environment that is compatible with adjacent residential neighborhoods. Development patterns should enhance the livability of surrounding residential neighborhoods while contributing to the success of nearby business areas. Development will generally be individual buildings or small clusters that are scaled similar to adjacent residential areas.

Corresponding zone(s):

- G-O, General Office
- R-N-B, Residential Neighborhood Business

BUSINESS PARK INDUSTRIAL

This designation is intended to allow and encourage a wide variety of office, creative services, manufacturing, technology, distribution, traded sector, and other light-industrial employment opportunities, typically in a low-rise, flex-space development pattern that is designed to be compatible with surrounding neighborhoods. Most employment uses are allowed but impact is to be minimized by design standards, smaller lot size, and adjacency to residential neighborhoods. Retail uses are allowed but are limited in intensity so as to maintain adequate employment development opportunities. Non-employment uses should be limited to retain market feasibility for employment uses, to prevent land use conflicts, and to reduce exposure to potential air quality, noise, truck traffic, and pedestrian safety impacts.

Corresponding zone(s):

- New Business Park Industrial zone, Business Park Industrial

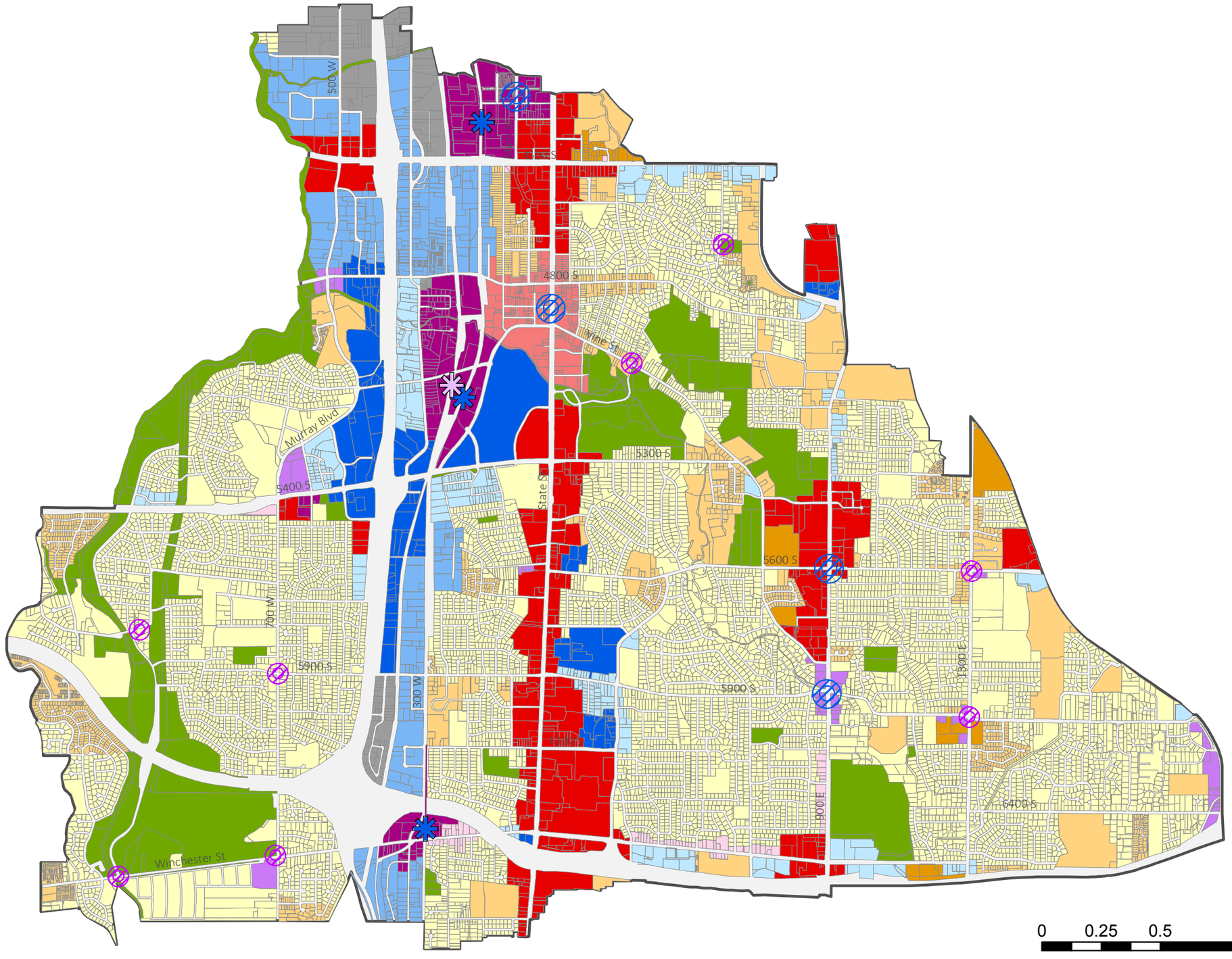
INDUSTRIAL

This designation is intended to allow a wide variety of manufacturing, technology, distribution, traded sector, and other light-industrial employment opportunities in areas where distribution infrastructure exists. Non-industrial uses should be restricted to retain market feasibility for industrial development, prevent land use conflicts, and reduce exposure to potential air quality, noise, truck traffic, and pedestrian safety impacts.

Corresponding zone(s):

- M-G Manufacturing general
- New Business Park Industrial zone, Business Park Industrial

MAP 5.7 - FUTURE LAND USE



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

Node Types

- Commuter Rail Node
- TRAX Light Rail Node
- Community Node
- Neighborhood Node
- City Boundary

N W E S

0 0.25 0.5 1 1.5 2 Miles

5.3 LAND USE & URBAN DESIGN GOAL, OBJECTIVES, & STRATEGIES

LAND USE & URBAN DESIGN OVERALL GOAL

Provide and promote a mix of land uses and development patterns that support a healthy community comprised of livable neighborhoods, vibrant economic districts, and appealing open spaces.

LAND USE & URBAN DESIGN OBJECTIVES & STRATEGIES

OBJECTIVE 1: PRESERVE AND PROTECT THE QUALITY OF LIFE FOR A RANGE OF VIABLE RESIDENTIAL NEIGHBORHOODS.

Strategy: Prioritize infill and redevelopment for commercial development over expansion into residential neighborhoods.

Strategy: Develop form-based development and design guidelines that guide the quality of projects.

Strategy: Enhance residential streets with street trees, landscaping (in park strips and front setbacks), and pedestrian-scale lighting.

OBJECTIVE 2: ENCOURAGE REVITALIZATION ALONG KEY TRANSPORTATION CORRIDORS AND IN THE CORE OF THE CITY.

Strategy: Develop context-specific corridor plans to guide coordinated land use and transportation improvements.

Strategy: Offer zoning, density, street improvements and other indirect incentives for areas targeted for revitalization.

OBJECTIVE 3: ENCOURAGE A FORM-BASED DEVELOPMENT PATTERN AT SMALLER COMMERCIAL NODES TO SUPPORT MULTIPLE MODES OF ACCESS AND MOBILITY.

Strategy: Create a neighborhood mixed-use zone designation and support it with form-based development and design guidelines.

OBJECTIVE 4: SUPPORT THE TRANSFORMATION OF EXISTING INDUSTRIAL, WHERE APPROPRIATE, INTO HIGH QUALITY AND VISUALLY APPEALING INDUSTRIAL USES THAT CAN SUPPORT THE CITY'S ECONOMIC SUSTAINABILITY WHILE STRENGTHENING THE IMAGE OF THE CITY.

Strategy: Create an industrial/business park zone designation and support it with form-based development and design guidelines.

OBJECTIVE 5: SUPPORT A RANGE OF COMMERCIAL DEVELOPMENT SCALES TO SERVE LOCAL RESIDENTS AND REGIONAL SHOPPERS AND EMPLOYERS.

Strategy: Evaluate current commercial uses and create a range of commercial zone designations to direct context-sensitive commercial development (e.g. Pedestrian-oriented, neighborhood scale commercial in Neighborhood Centers; General commercial along major transportation corridors and/or in Commercial Centers.)

OBJECTIVE 6: ENCOURAGE A FORM-BASED AND MIXED USE DEVELOPMENT PATTERN TO CONNECT DOWNTOWN AND THE TOD AREAS THROUGH URBAN DESIGN.

Strategy: Change zoning in targeted areas to allow for form-based mixed use development.

OBJECTIVE 7: PROVIDE COMPLEMENTARY USES AROUND KEY CIVIC SPACES INCLUDING MURRAY PARK, THE LIBRARY, AND CITY HALL.

Strategy: Identify desired land uses near City Hall, the Library, Murray Park, and other places then work with potential developers to bring those uses to the targeted areas. Support with zoning that facilitates complementary development patterns.

OBJECTIVE 8: CONTINUE TO ENSURE THE LOCATION AND PATTERN OF NEW DEVELOPMENT DOES NOT NEGATIVELY IMPACT THE NATURAL SYSTEMS AND SPACES WITHIN MURRAY CITY.

Strategy: Create a master plan for natural systems and spaces.

Strategy: Ensure development regulations offer appropriate buffering.

OBJECTIVE 9: PROVIDE A MIX OF HOUSING OPTIONS AND RESIDENTIAL ZONES TO MEET A DIVERSE RANGE OF NEEDS RELATED TO LIFESTYLE AND DEMOGRAPHICS, INCLUDING AGE, HOUSEHOLD SIZE, AND INCOME.

Strategy: Ensure residential zoning designations offer the opportunity for a spectrum of housing types.

Strategy: Simplify the residential zoning district designations.

OBJECTIVE 10: PROMOTE A TRANSITION OF DEVELOPMENT PATTERNS BETWEEN COMMERCIAL AREAS AND STABLE RESIDENTIAL NEIGHBORHOODS.

Strategy: Support transitions with form-based development and design guidelines.

Strategy: Review zoning to ensure that parcels have the appropriate designation to allow for a transition of uses.

Strategy: Adopt more detailed and specific landscape and tree requirements for buffers between commercial and residential areas. Trees must be used as a buffering mechanism; walls alone are not an accepted buffering mechanism.

OBJECTIVE 11: STIMULATE REINVESTMENT IN DETERIORATING AREAS OF THE CITY TO SUPPORT GROWTH AND ENHANCE THE IMAGE OF THE COMMUNITY.

Strategy: Offer zoning, density, street improvements and other indirect incentives for areas targeted for revitalization.

OBJECTIVE 12: SUPPORT THE INTERMOUNTAIN MEDICAL CENTER (IMC) THROUGH COMPATIBLE AND COMPLEMENTARY LAND USES.

Strategy: Identify desired uses and work with potential developers to bring those uses to the targeted areas. Support with zoning that facilitates complementary development patterns.

CHAPTER 6 - TRANSPORTATION SYSTEMS

Murray's size and location in the middle of the Salt Lake Valley tremendously influence the variety of mobility options in its transportation system. Current options for mobility include a roadway network with local streets, collectors, arterials and access to both I-15 and I-215 freeways. Non-automobile mobility options include some sidewalks, pedestrian facilities such as crosswalks, a few streets with bicycle lanes, ten bus routes, three light-rail stations and one commuter rail station.

Given uncertain fuel prices of recent years combined with concerns regarding the long-term negative public health consequences of sedentary lifestyles, it is important that Murray City listens to comments received during the public input process. Numerous comments expressed a desire for a more walkable and bikeable city. When the concept of a City Geared Toward Multi-Modality was presented to the public as a Key Initiative (see part One), it received strong support.

TRANSPORTATION SYSTEMS GOAL AND SUPPORTING OBJECTIVES

6.1 WHAT WE KNOW

KEY POINTS

- Overall, traffic volumes in Murray have not substantially increased on either arterials or collectors.
- There are 69 traffic signals in Murray. Of these, 40 are owned and maintained by UDOT. Murray owns the remaining 29 signals and they are maintained by Salt Lake County.
- A decline in the use of transit for work has occurred in the last decade in Murray; statewide has seen an increase.
- People would like to walk more but do not always feel safe in doing so or feel that destinations are not easily reachable by foot. (e.g. People have to cross large parking lots to get to a store entrance.)
- People would like to bike more but do not always feel safe in doing so.
- Residents continue to be concerned about traffic impacts (volume and congestion overflow) on the livability of neighborhoods.
- Cottonwood Street, identified in the 2003 General Plan, has an identified Preferred Alternative for future alignment that resulted from an Environmental Assessment completed in 2011. Construction is dependent on funding.
- The existing three TRAX light rail stations in Murray City may be better utilized by providing appropriate land uses around the stations to make them more of a destination than just park and ride lots or transfer stations. The development near the Fireclay Station is a good start.
- With regional commuter rail, Murray City has a huge opportunity to become a suburban commercial destination for office development. The development of work destinations in suburban areas has created reverse commute riders who live in city centers and work in the suburbs.

EXISTING TRANSPORTATION INFRASTRUCTURE

The transportation infrastructure in Murray is comprised of several components: roadway network, bikeways, and pedestrian ways.

ROADWAY NETWORK

The roadway network is the largest component of the City's transportation system, designed to facilitate public travel from one location in Murray to another. The City maintains approximately 146 miles of streets. The road network is comprised of a hierarchy of roads whose functional classifications are defined by their usage and their function. In general, the road network is separated into four main categories of streets: Freeways, Arterials, Collectors, and Local Streets.

Freeways are designed to service long distance trips between cities and states, with limited interference.

Major Arterials are continuous streets that serve large traffic volumes and are designed to limit access to abutting property via driveways, alleys and business entrances. Major arterials are planned to eliminate through traffic in residential neighborhoods and adjacent school facilities.

Minor Arterials are continuous streets designed to provide direct connectivity between, but not through neighborhoods. These streets are planned with the intent to eliminate through traffic in residential areas and adjacent schools.

Collectors are continuous streets designed to collect traffic from local streets and distribute it to minor and major arterials.

Local Streets are streets other than collectors or arterials that are designed to provide access to abutting property.

Depending upon their trips, travelers typically use a combination of arterial, collector, and local streets to go from one location to another. Each type of facility is designed to serve a specific function. Some provide access to various land uses, while others offer different levels of mobility. Understanding the basic difference between mobility and accessibility is critical in the process of formulating transportation goals and policies. The overall goal is to maintain a balance between accessibility and mobility by providing multimodal transportation alternatives to the end users. As illustrated in Figure 6.1, arterial facilities provide a considerably high level of mobility and very limited access, whereas local streets provide a high level of access to abutting properties. Collectors, on the other hand, provide a balance between mobility and access to land uses.

A detailed description of characteristics of the different functional classifications of the roadway network is included in Table 1. The existing roadway classifications for Murray City are provided in Map 6.1

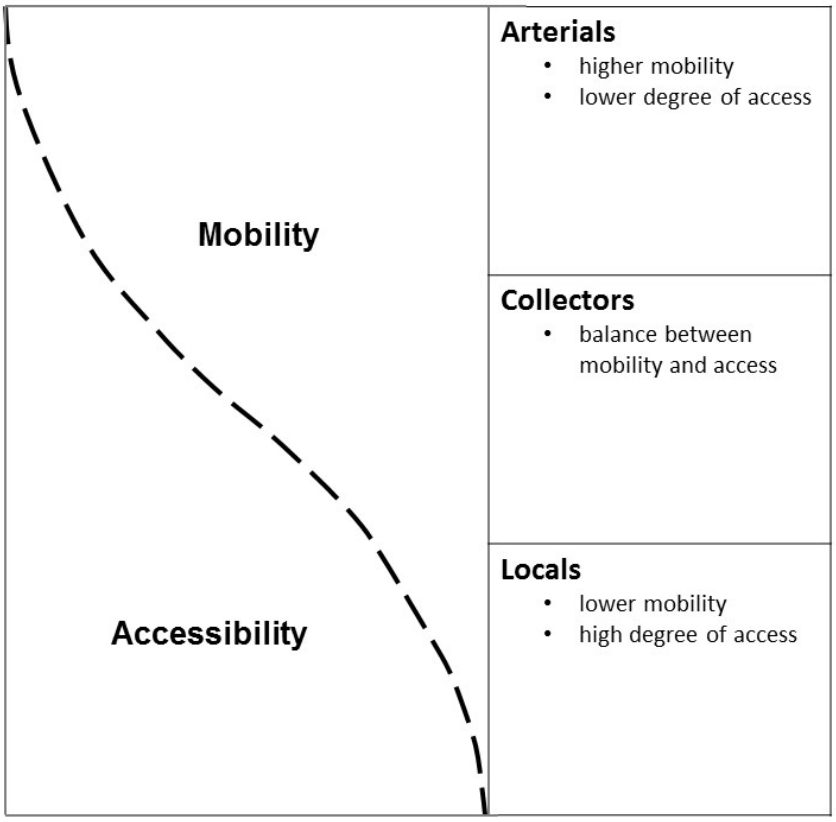


Figure 6.1. Relationship between Access and Mobility using the Functionally Classified Highway System. Source: FHWA, 1992.

Table6.1. Classification Characteristics

Type of Facility	USE		Dimensions		Volume
	Trip Length (miles)	Design Speed*	Lane Width (feet)	Number of Lanes	Average Daily Trips (ADT) (in thousands)
Freeway	> 5 miles	> 65	12	6~8	80
Major Arterial	1-2 miles	45~55	12	5~6	15~50
Minor Arterial	> 1 mile	40~45	12	3~5	10~25
Major Collector	1 mile	30~40	12	2~5	3.5~10
Minor Collector	1 mile	25~35	11~12	2~3	1.5~3.5
Local Street	< 1 mile	20~30	10~12	2	< 1.5

*Design Speed refers to the design specifications and can differ from posted speed limit.

TRAFFIC VOLUMES

Overall, traffic volumes in Murray have not substantially increased on either arterials or collectors. Annual Average Daily Traffic (AADT) data for the arterials and most of the major collectors was obtained from the Utah Department of Transportation (UDOT). Table 2 provides the 2004 and 2013 recorded AADT as well as the associated percentage growth for various roadway segments throughout the City.

TRAFFIC SIGNAL SYSTEM

Within Murray City's boundary, there are currently a total of 69 operational traffic signals. Of these, 40 are owned and maintained by UDOT. Murray owns the remaining 29 signals and they are maintained by Salt Lake County. UDOT manages the operations of traffic signals in a number of jurisdictions throughout the state via their i2 Central System. This method allows the traffic signals to be remotely monitored and adjusted in real time. Currently, UDOT maintains signal coordination on several arterials throughout the City, including State Street (US-89), 900 East (SR-71), Van Winkle Expressway (SR-152), 4500 South (SR-266), and 5300 South (SR-173).

RAILROAD TRAFFIC

Several major railroad lines owned by Union Pacific Railroad and Utah Railroad carry freight and Amtrak passenger trains through Murray. There is currently one commuter rail station operated by UTA with its station located at Murray Central.

Map 6.1 Functional Classification of Roadways

Table 6.2. Murray Roadway Segment Volumes and Growth

MURRAY ROADWAY SEGMENT VOLUMES AND GROWTH				
ROADWAY	LIMITS	2004	2013	% Change
I-15	4500 to 5300 South	188730	207560	1.11
I-15	5300 South to I-215	163433	179205	1.07
I-215	**State St. to Union Park (900E)**	**120715**	**115130**	-0.51
State Street	4500 to 4800 South	30080	31240	0.43
5300 South	700 West to I-15 Interchange	29360	32415	1.16
4500 South	300 West to Main St.	33505	39435	1.30
Van Winkle Expressway	6100 to 6200 South	23470	25940	1.17
900 East	**Van Winkle Expressway to 5600 South**	**27815**	**24520**	**-1.32**
1300 East	**5600 to Vine St.**	**21535**	**17945**	**-1.85**
700 East	**4500 to 4800 South**	**27610**	**24230**	**-1.36**
Winchester Street	**State St. to Fashion Blvd**	**23165**	**22765**	**-0.19**
Winchester Street	**700 West to State St.**	**12285**	**9850**	**-2.20**
700 West	**5300 to 5900 South**	**10576**	**10545**	**-4.61**
Fashion Blvd	**5900 South to Winchester St.**	**9983**	**10465**	**-5.29**
Murray Blvd	**4800 to 5300 South**	**10113**	**8290**	**-8.08**
Murray Parkway Avenue	Winchester St. to 5400 South	6795	8625	2.99
Vine Street	5300 to 5600 South	8360	13055	6.24
300 West	4500 to 4800 South	5190	3610	-3.38
300 West	**4800 South to Vine St.**	**5105**	**4380**	-1.58
4800 South	Commerce Drive to State St.	8770	8960	0.24
5300 South	**State St. to Vine St.**	**10500**	**9990**	-0.54
5600 South	**Fashion Blvd to Vine St.**	**7250**	**5870**	-2.11
5900 South	**300 West to State St.**	**11285**	**9252**	-9.24
Source: UDOT Traffic Data				

TRANSIT SERVICE SYSTEM

Currently, Murray City is served by the UTA transit system through a number of bus routes and transit stations including, the Murray Central, the Fashion Place West, and the Murray North stations. The bus route system provides direct connectivity between the west and the east areas of the City to all of the transit stations along three major arterials: 4500 South, 5300 South, and Winchester Street. Murray Central is a light rail and commuter rail station, served by the TRAX and the FrontRunner that operate in Salt Lake County. The Fashion Place West is a light rail station serviced by both the blue line and the red line that provides service in various locations throughout the Salt Lake County area. The Murray North station has been in operation since 1999 in Murray and is serviced by both the blue line and the red line. Map 6.2 illustrates UTA bus routes, light-rail, and commuter rail stations throughout the City.

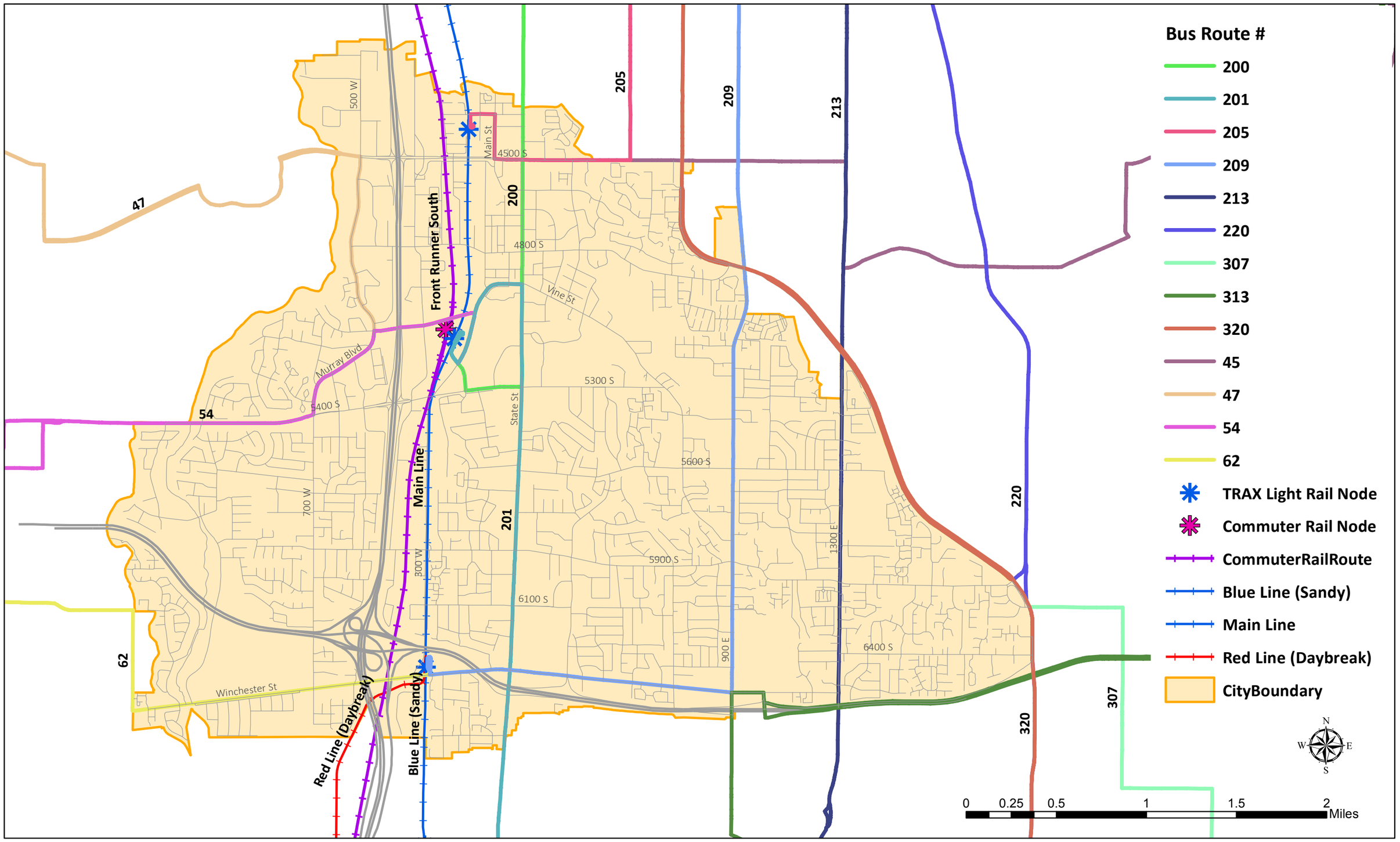
With the existing light rail, commuter rail, and bus system, Murray residents are given ample transit alternatives. Mode choice data from the preceding American Community Survey and the Transportation Planning Product show a decline in the use of transit for work in the last decade. Table 3 provides an illustration of mode choice of work trips for Murray and the rest of the state in 2000 and 2006 to 2010.

Table 6.3. Mode Choice to Work

Mode Choice	2000[1]	2006-2010[2]	2000[1]	2006-2010[2]
	Murray		Utah	
Drove alone	76.3%	79.2%	75.5%	75.7%
2-person Carpool	9.4%	8.9%	10.9%	9.3%
3-or-more-person Carpool	2.1%	1.6%	3.2%	3.1%
Public Transportation	4.4%	2.8%	2.2%	2.4%
Bike	0.3%	0.5%	0.5%	0.8%
Walked	2.4%	2.8%	2.8%	2.8%
Taxi, Motorcycle and Other means	0.4%	1.1%	0.7%	1.1%
Worked at Home	4.7%	3.1%	4.2%	4.8%

1. Obtained from the Transportation Planning Product
2. Obtained from the American Community Survey (ACS)

MAP 6.2 - TRANSIT ROUTES



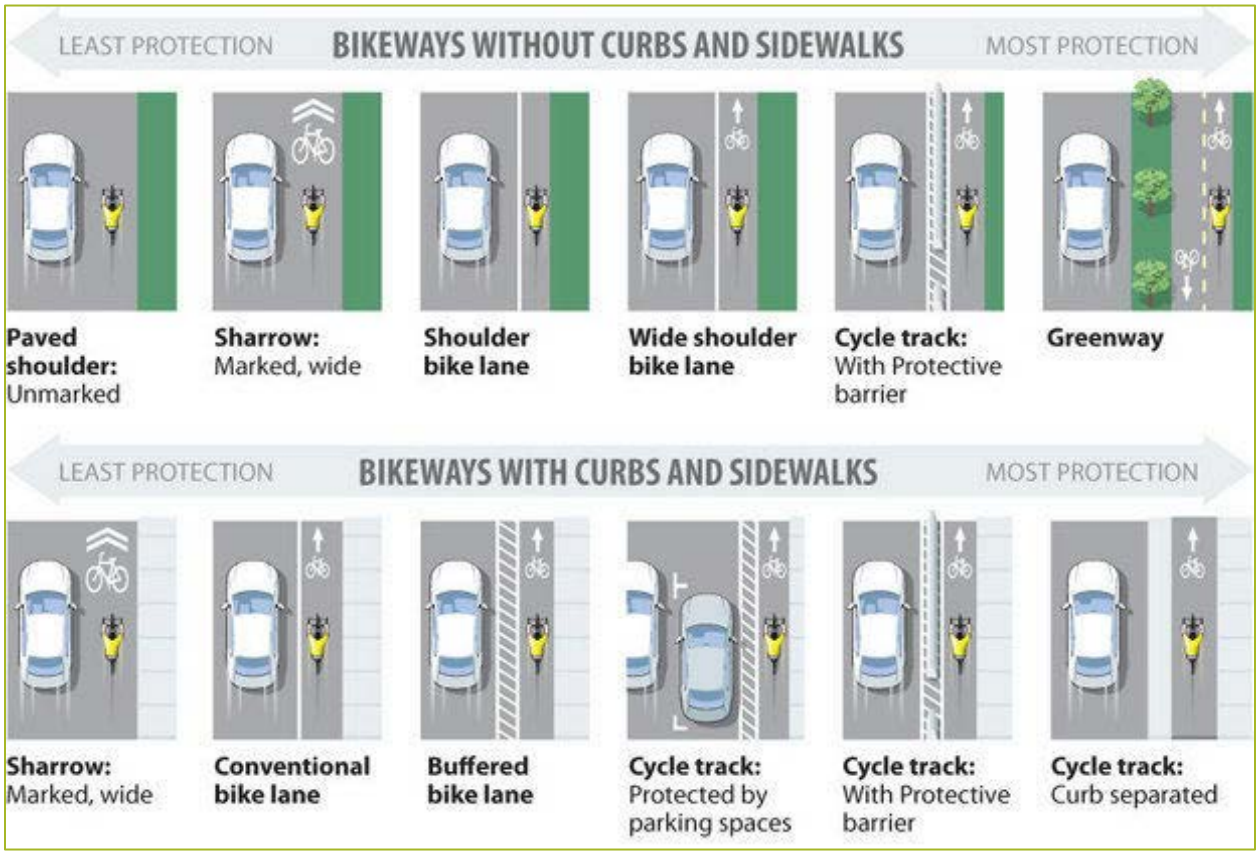
BIKEWAYS

Murray City has been proactively involved in providing safe, convenient, and enjoyable biking facilities for bikers to safely navigate through the City. The types of bikeways include:

- ***Shared Use Path (Class I)***: Two-way bikeway located within right-of-way of a given facility, including a transitway. Bike paths located on such facilities are usually separated from motorized vehicular traffic. Shared Use Path may also be used by a variety of non-motorized users, including pedestrians, skaters, and wheelchair users.
- ***Bike Lane (Class II)***: A portion of a roadway facility that is designated through pavement markings for the use of bicycle.
- ***Signed Shared Roadway (Class III)***: A shared roadway which is designated by signing as a preferred route for bicycle travel.

Figure 6.2 shows a range of bikeway configurations organized from least protection to most protection for two general categories: (1) Bikeways without Curbs and Sidewalks; (2) Bikeways with Curbs and Sidewalks. Map 6.3 shows both existing and desired/planned bikeways in Murray City.

Figure 6.2 Bikeway configurations



Map 6.3 Existing and Planned/Desired Bikeways

PEDESTRIAN WAYS

The pedestrian system includes facilities intended solely for pedestrians and those designed to be shared between pedestrians and bicyclists. Some facilities are oriented toward basic circulation between destinations and others are more recreational. Existing pedestrian facilities in Murray include sidewalks on many streets, and a proposed City Center District with ample opportunities for safe and convenient walkable facilities.

Figure 6.3 Street visually narrowed with paint

6.2 HOW DOES IT HELP US PLAN FOR THE FUTURE

GENERAL PLAN PRIORITIES

Transportation is an important component in the General Plan priorities that have been defined for Murray. In focusing the City's priorities in the core commercial area between Interstate 15 and State Street, transportation facilities are critical to providing infrastructure to existing and planned large-scale commercial development. Being a core business-oriented development area, it should be a continual priority for strategic transportation improvements that include both roads and transit.

Concentrating commercial and office development in this core area brings opportunities for increased concentrations of varying types of commercial development. For example, commercial development that follows office space includes restaurants, retail establishments, and specialty commercial such as dry cleaners, drug stores, etc. With these types of concentrated land uses, mass transit becomes an increasingly viable alternative for commuters to the area. In this pursuit of increased office development, mass transit, including both commuter rail and light rail transit, can be better utilized to offer commuters to the area an alternative form of transportation.

While concentrating commercial development in the core area of Murray, limiting commercial development in or near residential neighborhoods minimizes the need for increased traffic volume on residential streets. Collector streets serving residential neighborhoods should not be prioritized for improvement over regional level priorities such as those associated with the I-15 to State Street commercial development.

TRAFFIC CONGESTION

Like in many urban areas, traffic congestion has been identified as an area of concern along with the spillover traffic from major streets into neighborhoods in Murray. The proposed construction of the Cottonwood Street corridor, which is currently in partial completion, will offer commuters viable north/south alternatives to Interstate-15 and State Street. This additional alternative should decrease the impacts of congestion-related traffic on local streets in particular, State Street and 700 West/Murray Boulevard.

In the future, the automobile will remain an important way of travel. To maintain a balance between mobility and accessibility, land use and transportation policies must recognize the work, live, and play aspects of daily life and more efficient and accessible transportation options must be provided. To reduce both traffic congestion and the impact on the built environment, appropriate land use decisions must be made that help reduce the length and number of automobile trips. In addition, alternatives to the automobile that are efficient, accessible, and comfortable, can challenge the reliance on the automobile and further help reduce congestion on our streets. In order to further reduce peak period trips for purposes of improving air quality and traffic congestion, employers should consider supporting and offering a range of incentive and alternatives to their employees.

NEIGHBORHOOD TRAFFIC

Concerns identified by the City related to neighborhood traffic included congestion on 5300 South east of State Street. While Table 2 illustrated that traffic has decreased on 5300 South east of State Street in comparison to other local streets, the street is reaching capacity for its present configuration. Murray residents have voiced concerns that widening 5300 South east of State Street would only increase traffic through neighborhoods and reduce their sense of community.

6.3 TRANSPORTATION SYSTEMS GOAL, OBJECTIVES & STRATEGIES

TRANSPORTATION SYSTEMS OVERALL GOAL

Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front.

TRANSPORTATION SYSTEMS OBJECTIVES & STRATEGIES

OBJECTIVE 1: PROVIDE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC ON CITY STREETS WHILE MAINTAINING THE INTEGRITY OF NEIGHBORHOODS.

Strategy: Adopt a complete streets policy to be implemented on new and reconstructed streets where feasible. Prioritize a list of existing streets to redesign as complete streets.

Strategy: Update Murray's Transportation Plan to identify future transportation needs.

OBJECTIVE 2: PROMOTE THE USE OF ALTERNATIVE TRANSPORTATION SYSTEMS, INCLUDING MASS TRANSIT, PEDESTRIAN, AND BIKE TRAVEL.

Strategy: Where feasible, provide adequate sidewalks and bicycle facilities on new and reconstructed City streets.

Strategy: Identify impediments to transit use, such as lack of benches, shelters and posted schedules at bus stops, and prioritize addressing those impediments. Work to establish a partnership with UTA to implement improvements.

Strategy: Develop an Active Transportation Plan and implement recommendations.

Strategy: Maintain the design guidelines for streets and sidewalks in the city's ordinance and ensure they stay relevant as the best mechanism for enhancing and elevating the pedestrian realm with wide sidewalks, street trees and furniture in the TOD, MCCD, and other redevelopment areas.

Strategy: Designate a funding stream solely for the use of improving pedestrian and bicycle facilities.

Strategy: Provide training for city officials, staff, and citizens on how to promote the use of alternative transportation systems.

OBJECTIVE 3: SUPPORT RESIDENTIAL TRAFFIC CALMING WHERE PROVEN EFFECTIVE AND COST EFFICIENT.

Strategy: Identify neighborhoods where traffic operates beyond the target speed. Implement neighborhood traffic calming measures where needed.

OBJECTIVE 4: UTILIZE TRANSPORTATION CORRIDORS AS OPPORTUNITIES TO SHOWCASE THE IMAGE OF MURRAY CITY THROUGH BEAUTIFICATION AND URBAN DESIGN.

Strategy: Improve and maintain the aesthetic quality of the City's streets through the use of streetscape enhancements, such as landscaping, street trees, and pavement treatments.

Strategy: Maintain policies to address new billboards, signs and other similar visual clutter.

Strategy: Ensure policies to require consistent street trees in new developments are enforced and create an implementation priority plan to add consistent street trees throughout the city.

Strategy: Establish street design guidelines outlining requirements for street trees, sidewalk width and street furnishings.

Strategy: Use tools such as Collector for ArcGIS to identify streets most in need of aesthetic improvements.

OBJECTIVE 5: OPTIMIZE THE EXISTING TRANSPORTATION NETWORK TO EFFECTIVELY MEET CURRENT AND FUTURE NEEDS WITHOUT COMPROMISING QUALITY OF LIFE.

Strategy: Use LOS (Level of Service) information to understand traffic flow needs, but consider adjacent land uses and neighborhood integrity before making changes.

OBJECTIVE 6: ENHANCE CONNECTIVITY BETWEEN CITY DESTINATIONS, NEIGHBORHOODS, TRANSIT STATIONS, AND OPEN SPACES.

Strategy: Work to provide East-West pedestrian connections across State Street, especially between the Intermountain Medical Center campus and its surroundings to promote a community of healing atmosphere.

Strategy: Identify locations with impediments to bicycle and pedestrians and review the National Association of City Transportation Officials (NATCO) Phases of Transformation for interim design considerations. Evaluate full roadway reconstruction projects for bicycle and pedestrian facilities and implement where feasible.

Strategy: Where feasible, provide bicycle and pedestrian facilities on new roadway and roadway reconstruction projects.

Strategy: Perform a Transportation Network Analysis between major destinations to identify where connectivity is lacking.

OBJECTIVE 7: PROMOTE TRANSIT ORIENTED DEVELOPMENT AND CONNECTIVITY TO TRANSIT STATION AREAS.

Strategy: Review zoning to ensure that appropriate designations are supporting transit oriented development and transit supportive neighborhoods.

Strategy: Develop an Active Transportation Plan and implement as recommended.

OBJECTIVE 8: ENSURE TRANSPORTATION/MOBILITY DECISIONS ARE MADE WITH RESPECT TO EXISTING AND FUTURE ADJACENT LAND USES.

Strategy: Identify corridors for future corridor concept planning development.

Strategy: Work with UDOT to develop detailed context-sensitive corridor concept plans to guide future improvements on UDOT managed roadways.

OBJECTIVE 9: SUPPORT REGIONAL COOPERATION AND COORDINATION IN REGARD TO ALL TYPES OF TRANSPORTATION SYSTEMS AND MODES.

Strategy: Continue to appoint representatives of the City to regularly attend and participate in Cooperative County Plan (Plan-TAC) meetings and other regional transportation planning meetings to share transportation plans. Have these representatives report back to the city on discussions.

CHAPTER 7 - ECONOMIC DEVELOPMENT

The Economic Development chapter of the Murray General Plan is intended to provide direction for the City to maintain sustainable economic growth while preserving its historic character, natural environment and suburban developments. A stable and diverse economy supporting high-quality job growth plays a significant role in maintaining the vitality and quality of life within a community. A healthy tax base is essential to providing schools, parks, infrastructure, public safety, and other public facilities and services.

The current conditions and economic projections are used as the basis for this section, which also includes goals and strategies to improve the economic well-being of residents, the local economy and the region as a whole.

ECONOMIC DEVELOPMENT GOAL AND SUPPORTING OBJECTIVES

7.1 WHAT WE KNOW

EMPLOYMENT AND WAGES

Murray has an average of 3,016 firms, with an average of 44,791 individuals employed by these firms. Murray's jobs-per-capita ratio is high compared to surrounding areas. With a jobs-per-capita ratio of 0.92, there is almost 1 job for every resident in the City. Only South Salt Lake and Salt Lake City have higher jobs per capita in Salt Lake County compared to Murray.

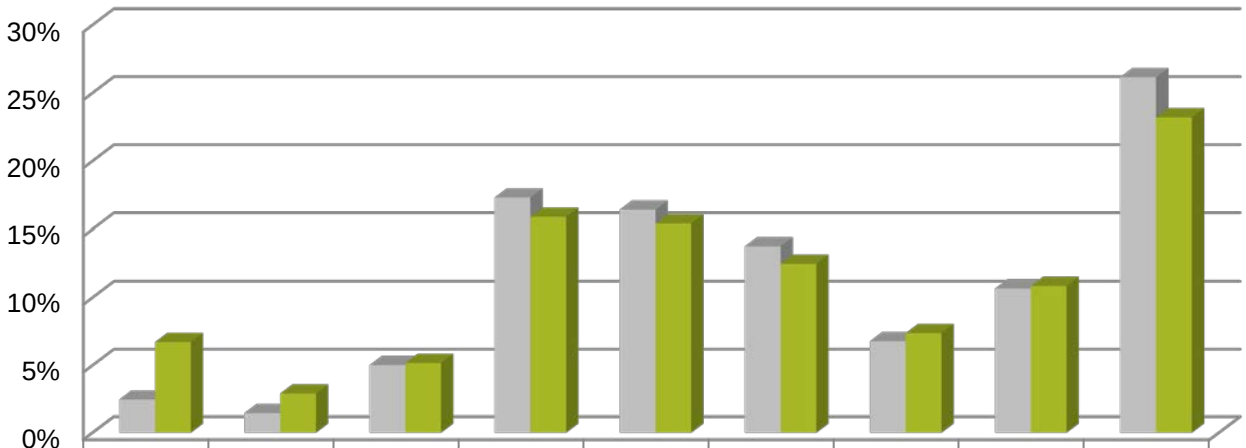
The average monthly wage in Murray of $3,691 is eight percent higher compared to the State's average monthly wage of $3,422, but four percent lower compared to Salt Lake County's average monthly wage of $3,852. Murray's average monthly wage is higher than the majority of surrounding areas with 64 percent of the surrounding areas having a lower monthly wage and 36 percent having a higher monthly wage.

Employment in Murray grew by 2,194 jobs, or 5 percent, from 2009 to 2013. Intermountain Medical Center (IMC) located on Cottonwood Street is the largest employer in the City, and The Orthopedic Specialty Hospital (TOSH) is the second largest employer. IMC falls into the 5000-6999 employment range, while TOSH is in the 500-999 range.

EMPLOYMENT IN THE REGION

Murray City had 16 percent of the total employment in the regional area in 2013. This is down from 17 percent in 2009. (See Figure 7.1) In addition to Murray, Sandy, South Salt Lake, and West Valley City also dropped their share of total employment (one percent, two percent, and three percent, respectively). These drops in employment share were acquired by both Cottonwood Heights and Holladay, which saw increases in their total share of the employment in the area (5 percent and 2 percent increases, respectively.)

Figure 7.1: Employment Market Share (2009-2013)



	Cottonwood Heights	Holladay	Midvale	Murray	Sandy	South Salt Lake	Taylorsville	West Jordan	West Valley
2009	2%	1%	5%	17%	16%	14%	7%	11%	26%
2013	7%	3%	5%	16%	15%	12%	7%	11%	23%

Source: Utah Department of Workforce Services; ZBPF

During the same period, the average monthly wage in Murray increased by 10 percent, from $3,359 to $3,691, an absolute change of $332. This is slightly above average for the County, which averaged an increase of $301 between 2009 and 2013.

EMPLOYMENT PROJECTIONS

Employment in Salt Lake County and Murray City is projected to increase through 2060. According to the Governor's Office of Management & Budget (GOMB), total employment in Murray is projected to reach 50,818 in 2020 and continue to 62,338 by 2040.[1]

7.2 HOW DOES THIS HELP US PLAN FOR THE FUTURE?

Murray has the second highest General Fund revenues per capita compared to the neighboring cities of South Salt Lake, West Valley, Midvale, Sandy, Cottonwood Heights, Holladay, West Jordan, and Taylorsville. Although the City has a large sales tax base, due to the regional shopping nature of Murray, property tax revenues are below average for comparison communities. Murray is ranked 5 of 8 for Property Tax Revenues per Capita of the comparison cities. Pursuing Class A office space in Murray will increase the property tax base and ultimately property tax revenues. Furthermore, the redevelopment of commercial sites throughout Murray can also help to increase the economic stability of the City through higher property values.

A sales leakage analysis can identify economic development opportunities for a community by evaluating the total purchases made by residents inside and outside the community. A sales leakage analysis first identifies sales within the State of Utah for each major NAICS code category and then calculates the average sales per capita in each NAICS category. Per capita sales in Murray are compared to average per capita sales statewide in order to estimate what portion of resident purchases are being made within City boundaries and what purchases are being made by residents outside of the City.

The percent of purchases being made within a City's boundary is the capture rate. Therefore, a capture rate less than 100 percent indicates that residents are leaving the City to purchase goods elsewhere and may represent an opportunity for the City to recapture some of these lost sales. A capture rate of over 100 percent indicates that residents from surrounding areas are coming into the City to purchase goods and services and represents areas of strength on which the City can build. Corresponding sales leakage amounts show the amount of lost sales annually when the capture rate is less than 100 percent. A positive sales leakage amount, which corresponds to a capture rate above 100 percent, indicates the City is capturing more than its proportionate share of sales compared to other communities in the State.

[1] Projections based on the average annual growth rate projected by the GOMB and current employment counts by the Utah Department of Workforce Services. Projections assume that Murray's portion of total County employment (7% average between 2007 and 2013) remains consistent.

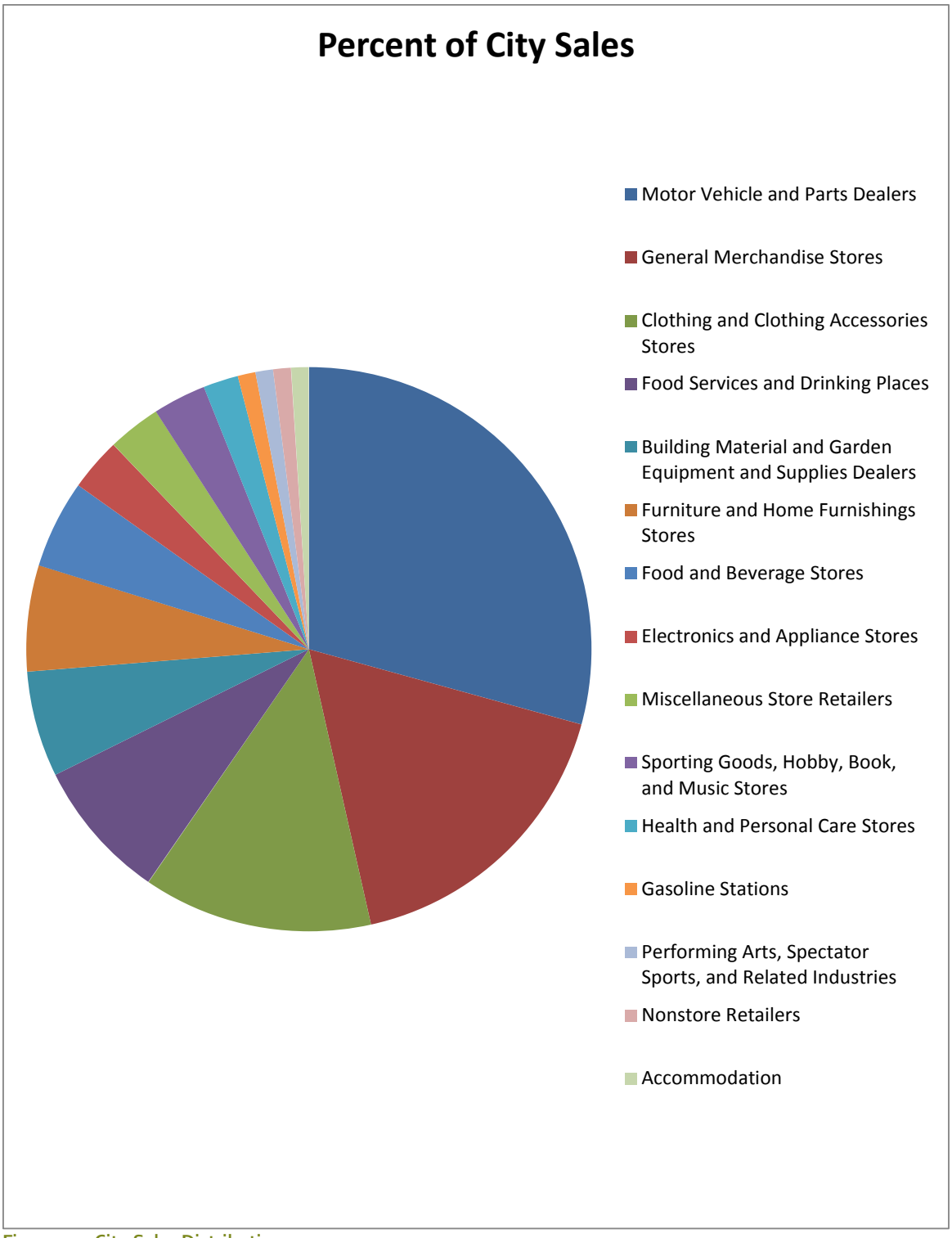
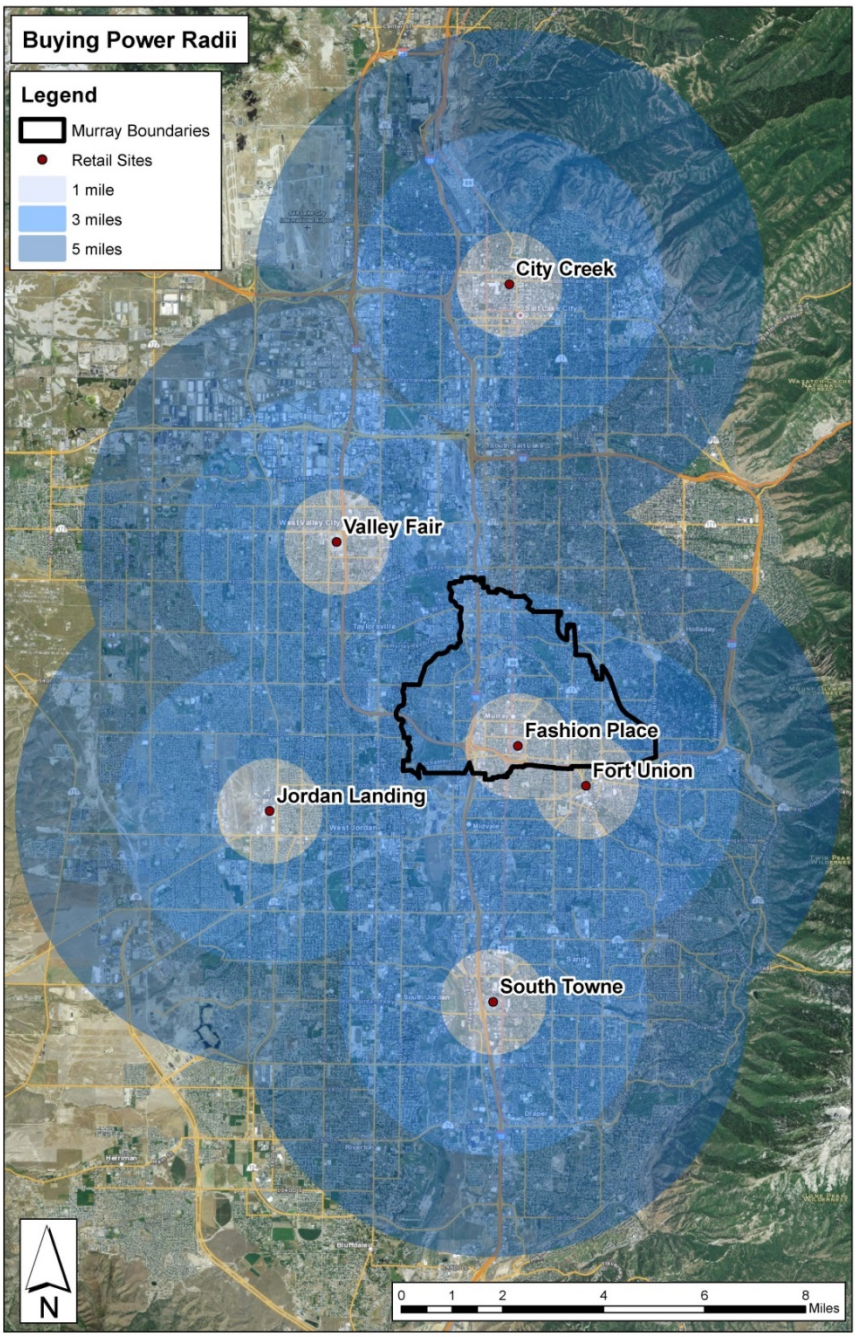


Figure 7.2: City Sales Distribution

Murray City has an overall capture rate of 291 percent, which represents approximately $944,097,603 in "gained" sales of goods and services purchased by residents outside of the City. The City has a positive sales leakage in the majority of categories, indicating diversification of retail within the City.

Leakage is also reflected in the percent of retail market share. Murray's portion of the retail market share is large compared to other communities. When compared to other communities, Murray makes up only 8.68 percent of the population but has 17.28 percent of the market share. This is a reflection of the retail pull that Murray has within the area. Across all major sectors, Murray's market share increased from 18.9 to 19.6 from 2009 to 2013.

Map 7.1: Buying Power Radii of Major Retail Centers



Retailers consider population and employment levels to determine whether a new outlet would be sustainable at a given site. Using population and employment projections developed by Wasatch Front Regional Council (WFRC) in Traffic Analysis Zones (TAZ), the projected growth in employment and population within one, three and five-mile radii of Fashion Place Mall were analyzed and compared to other competitive retail sites in the County. The Buying Power Radii map shows these retail sites using the distance of these radii. This is a comparison for Fashion Place Mall only and not the buying power of the entire city.

Murray's buying power based on population is greater than competitive sites. Fashion Place has approximately 394,818 persons within a 5-mile radius, with 464,923 persons by 2040. The great buying power is likely due to Murray's central location in the Salt Lake Valley. The area with the greatest projected growth is Jordan Landing, with 109,240 more persons by 2040.

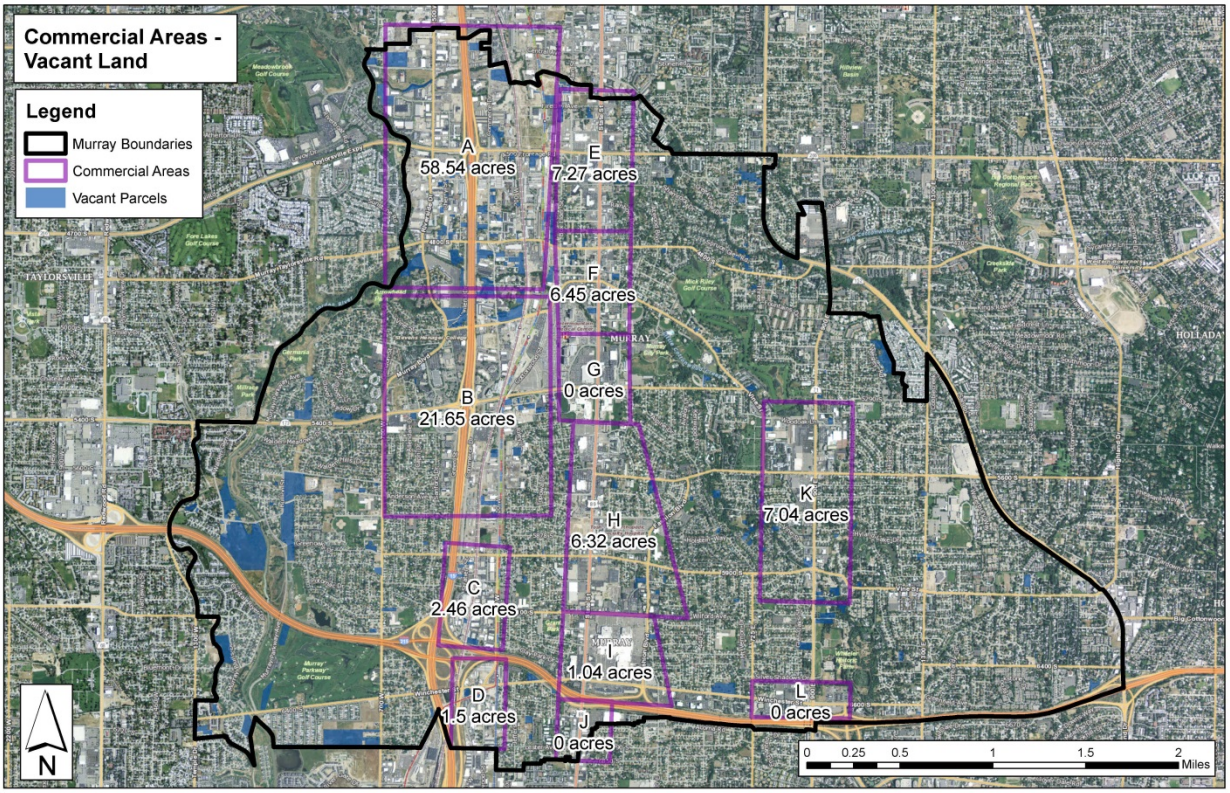
The buying power based on employment in Murray is above average for the area, with 240,185 persons within 5 miles. A large employment base increases daytime eating and shopping, which leads to increased sales tax revenues.

DEVELOPMENT OPPORTUNITIES

NEW DEVELOPMENT

Murray City has relatively little vacant land available for development. According to the Salt Lake County Assessor's Office, of the 18,188 parcels in the City, 436 are listed as vacant, with a total vacant area of 271 acres. The average acreage of vacant parcels is .6 acres, while the largest vacant parcel is 25 acres, and is located near Walden and Cottonwood Grove Parks by the Jordan River Parkway.

Map 7.2: Vacant Land



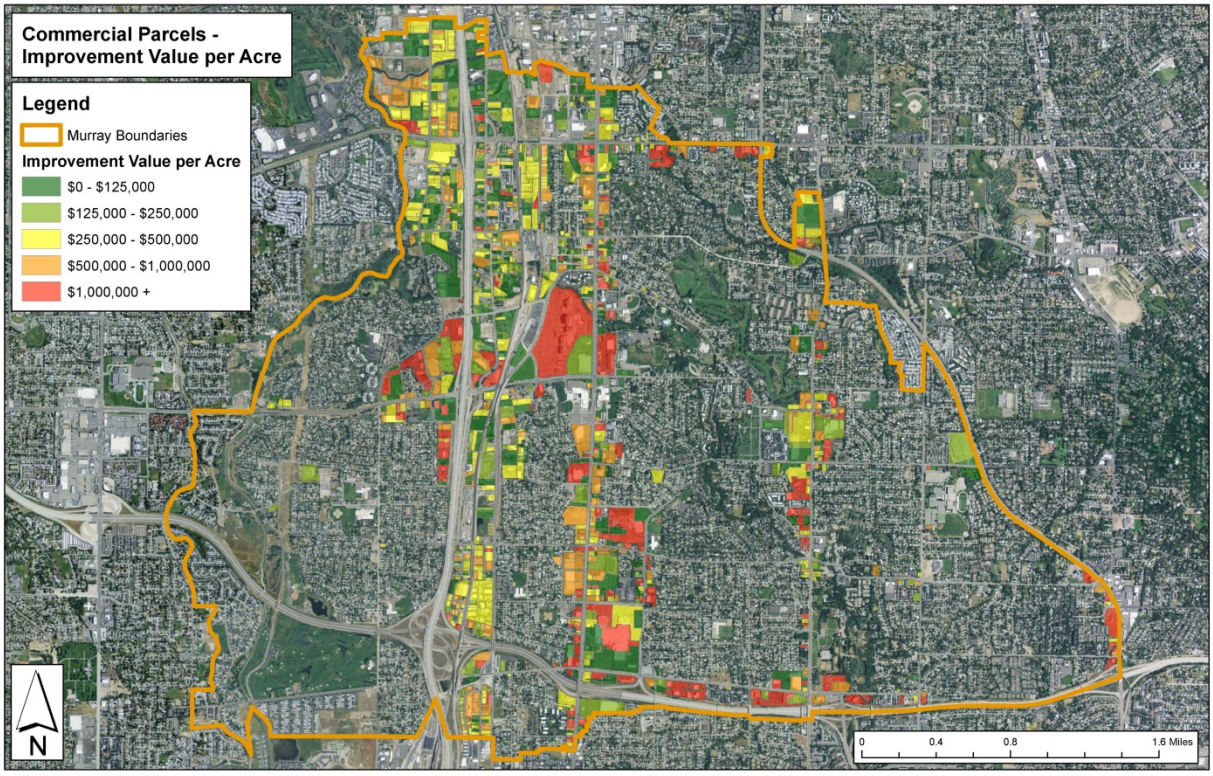
The majority of vacant land is outside of the twelve commercial districts (identified for use in the economic analysis and shown on Map 7.2), with approximately 79 acres of vacant land within a commercial district. Districts A, B, C, and D have the greatest amount of vacant land, with a total of 54 acres.

REDEVELOPMENT

Because very little vacant space is available in the economic districts, redevelopment of parcels will be key to economic growth in Murray City in the future. Potential parcels for redevelopment are those that have low improvement values, both on a parcel and per acre basis.

Map 7.3 shows commercial parcels in Murray and their improvement value per acre. Some of the highest improvement values are located at the major commercial districts, including 5300 South State Street and Fashion Place Mall.

Map 7.3 Commercial Parcels – Improvement Value per Acre



COMMERCIAL NODE POTENTIAL

Several areas within Murray City have potential for redevelopment to occur. These locations would be based on low improvement values and available vacant land, as well as transportation access and their general location. Redevelopment at these sites would likely fall under one of three categories: city center/arts district, neighborhood nodes, or commercial office.

COMMERCIAL OFFICE SPACE

The City currently has no Class A office space. Collectively, suburban Salt Lake County (7,432,238) captures 59.8% percent of the Class A office space in the entire County (12,437,164). On the other hand, Murray comprises 4.5 percent of the total population in Salt Lake County and 7.2 percent of total employment in the County. Furthermore, Murray has excellent access to I-15 and I-215, and regional transit stations, making Murray a great location for Class A office space. There are preliminary plans underway to redevelop the northwest corner of 5300 South and I-15 into a six-building Class A office complex, which would help fill this void in Murray.

As mentioned previously, job growth in Murray within the Professional & Business industry is expected to increase. Growth in this sector will demand additional office space to accommodate these additional employees. Table 7.2 shows the amount of additional office space created per decade as well as per year, based on estimated employment growth in this sector and an average of 200 square feet of office space per employee.

Table 7.1 Current Office Space in Murray City

Class	Total Sq Ft	Vacant Sq Ft	% Vacant
Class A	0	0	0.0%
Class B	1,820,311	220,432	12.1%
Class C	939,838	127,901	13.6%
Total	2,760,149	348,333	12.6%

Source: Commerce CRG; ZBPF

Table 7.2: Office Sq Ft Created by Employment Growth in Murray

Professional and Business Services	2013-2020	2020-2030	2030-2040	2040-2050	2050-2060
Jobs Created per Decade	1,545	1,806	1,704	1,845	1,996
Office Space Created per Decade	309,081	361,125	340,887	369,009	399,168
Jobs Created Annually	221	181	170	185	200
Office Space Created Annually	44,154	36,113	34,089	36,901	39,917

These employment projections are based on the current percent of total employment within Salt Lake County and could change as development occurs in Murray. For example, Holladay currently has 7 percent of all Professional & Business Services employees in the County. If additional office space were created in Murray, the City's percent of total employment will likely increase, which will also increase the projected amount of office space created.

Over the past decade, office development and absorption in Salt Lake County has been markedly stronger in suburban areas than in other areas of the County. In fact, there was decline and negative absorption outside of suburban areas over the past three years; yet, during that same time period the suburbs absorbed an average of 550,731 square feet annually. This bodes well for Murray which is an excellent location for the development of Class A office space.

7.3 ECONOMIC DEVELOPMENT GOAL, OBJECTIVES, & STRATEGIES

ECONOMIC DEVELOPMENT OVERALL GOAL

Ensure a resilient economy, prepared to handle future change through the support of a strong and diverse tax base for the city.

ECONOMIC DEVELOPMENT OBJECTIVES & STRATEGIES

OBJECTIVE 1: REVITALIZE DOWNTOWN EAST AND WEST OF STATE STREET TO SUPPORT A CITY CULTURAL, CIVIC, AND MEDICAL CENTER.

Strategy: Encourage redevelopment of this area, focusing on parcels with low improvement values per acre.

Strategy: Pursue businesses, services, and amenities for this area that support the already-existing arts industry and the Intermountain Medical Center, including arts and entertainment, restaurants, and small-scale retail.

Strategy: Create a community of healing atmosphere allowing patients at the Intermountain Medical Center to engage with the surrounding area. The Mayo Clinic in Rochester, MN can serve as a precedent for what Murray can achieve along State Street in this regard.

OBJECTIVE 2: CREATE "ONE-OF-A-KIND" NEIGHBORHOOD RETAIL NODES WITH AN IDENTITY AND MAKE THEM ACCESSIBLE TO THE LOCAL NEIGHBORHOOD VIA URBAN DESIGN AND FORM (E.G. 9TH & 9TH; 15TH & 15TH IN SALT LAKE CITY).

Strategy: Improve the visual and physical appearance of existing and future economic nodes.

Strategy: Focus less on sales tax generation and more on beautification and creating an accessible environment.

Strategy: Follow urban design/urban form best practices.

Strategy: Develop and implement high quality architectural and site design standards for neighborhood nodes, multi-family residential, commercial, and mixed-use developments.

Strategy: Add outdoor amenities (e.g. gathering places such as plazas and nodes; street furniture such as benches, bike racks, and pedestrian-scale lighting) near existing retail destinations.

Strategy: Make existing retail destinations attractive to pedestrians for a park-once-visit-multiple-destinations experience.

OBJECTIVE 3: MAINTAIN SUPREMACY AS THE REGIONAL RETAIL HUB OF SALT LAKE COUNTY BY SUPPORTING EXISTING BUSINESSES AND NOT UNDERMINING CURRENT RETAIL BY ADDING MORE, COMPETING RETAIL/COMMERCIAL USES THAT WILL RESULT IN A TRANSFER OF CUSTOMERS FROM ONE STORE TO ANOTHER SIMILAR STORE RATHER THAN ADDING NEW CUSTOMERS.

Strategy: Pursue "one-of-a-kind" destinations (e.g. the Planetarium) arts, entertainment, and cultural venues, and/or highly popular retail outlets (e.g. Cabela's), that will set Murray apart and add to the City's image as a retail destination, as well as create additional employment opportunities in the City.

Strategy: Create office and employment centers that will strengthen the retail base by bringing in a larger daytime population.

OBJECTIVE 4: CREATE ECONOMIC DISTRICTS/NODES THAT ARE SUPPORTED BY AND GEARED TOWARDS PEDESTRIAN AND BICYCLE INFRASTRUCTURE.

Strategy: Encourage the redevelopment of key economic districts into more walkable areas by bringing store-fronts closer to the street with parking behind. Economic districts to target include 900 East shopping centers. (See Initiative #5)

Strategy: Adopt sidewalk width and other sidewalk design criteria as recommended in the NATCO Urban Street Design Guide.

Strategy: Adopt pedestrian circulation standards for developments and develop a checklist. Require new developments to submit a Pedestrian Plan to show pedestrian circulation and accesses within and to the site.

OBJECTIVE 5: INCREASE THE SUSTAINABILITY OF THE CITY'S TAX BASE THROUGH INCREASED OFFICE PROPERTY VALUES AND BY CREATING ADDITIONAL EMPLOYMENT CENTERS.

Strategy: Pursue Class A office space at key sites, including along I-15 at 5300 South and 4500 South.

Strategy: Provide a variety of incentives, flexibility, density, etc., for the development of Class A office space.

Strategy: Allow the market to drive height of Class A office space.

Strategy: Encourage office at TOD areas.

Strategy: Modify or create a new office zone that allows the type of Class A office space the city desires. The current General Office zone is too restrictive to attract Class A office space.

Strategy: Pursue the redevelopment of key economic districts, including along State Street, 4500 South, 700 East, and at Neighborhood Nodes.

OBJECTIVE 6: ENHANCE THE SURROUNDINGS OF EXISTING MEDICAL INDUSTRY CENTERS (SUCH AS IMC. TOSH, AND THE UNIVERSITY OF UTAH CLINICS) TO PROMOTE A COMMUNITY OF HEALING IN MURRAY.

Strategy: Target development in and around these areas with entertainment, amenities, such as open spaces and other services that support those using the medical centers.

Strategy: Recruit technology-related businesses related to the medical industry.

Strategy: Strengthen connections to Downtown Murray and continue to enhance this area with amenities that may serve the medical centers.

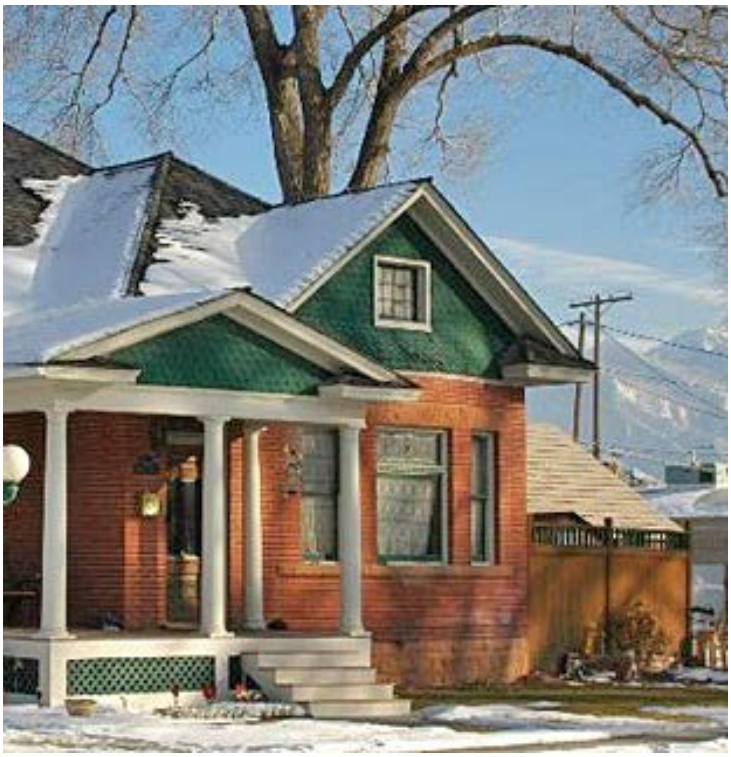
OBJECTIVE 7: ENHANCE EXISTING KEY INDUSTRY CENTERS.

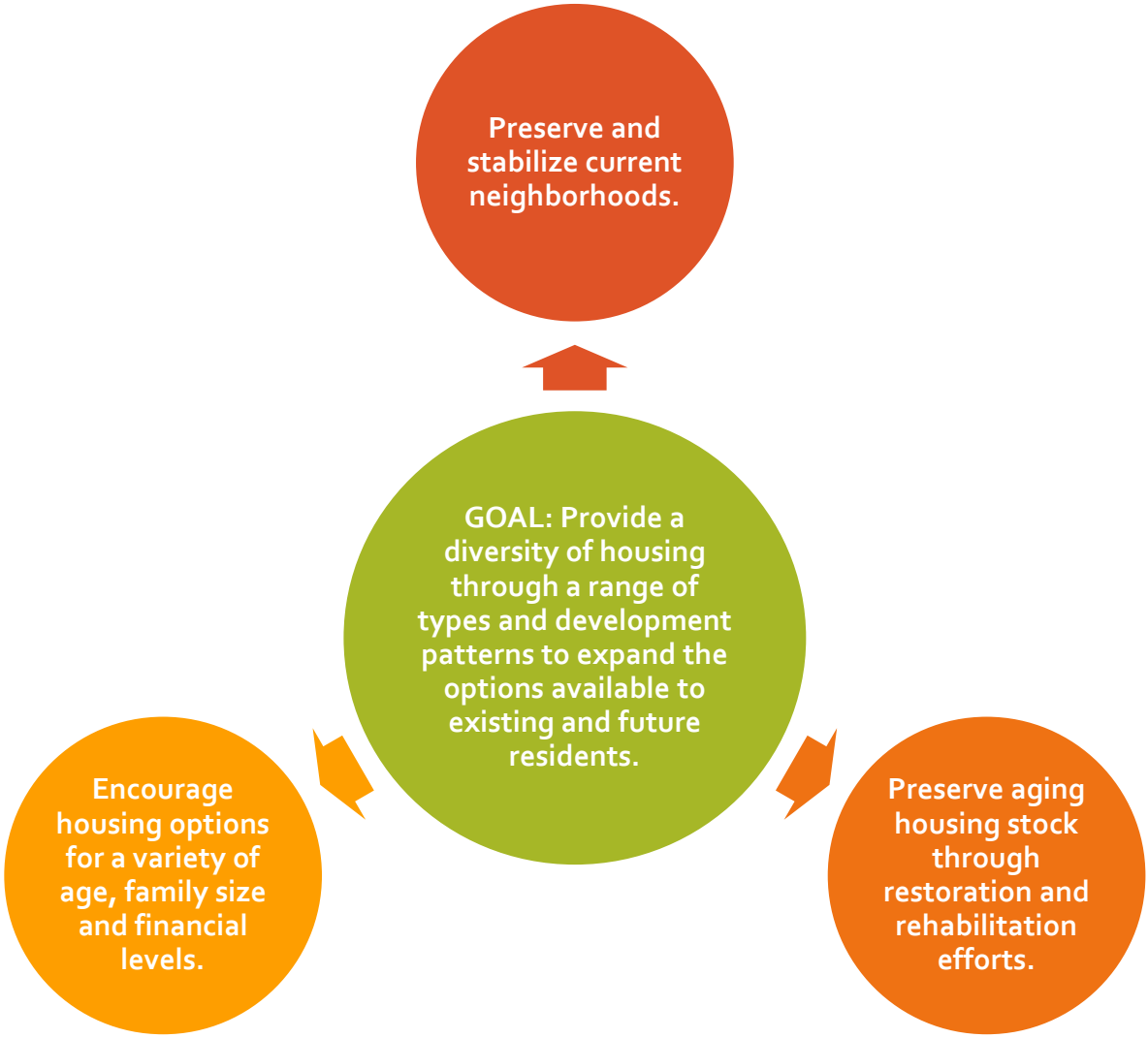
Strategy: Recruit technology-related industries, especially those that support the existing medical industry.

Strategy: Encourage the redevelopment of the economic district, focusing on attracting businesses in the arts and entertainment industry as well as business types to support this niche, including restaurants and small-scale retail.

CHAPTER 8 - NEIGHBORHOODS & HOUSING

This chapter generally covers what we know and how to plan for the future of Murray's residential neighborhoods and housing. A specific chapter on Moderate Income Housing follows (Chapter 9). Murray's residential areas are not clearly delineated by neighborhood boundaries, with the exception of the well-established residential historic districts (Downtown Residential Historic District and Hillside Historic District). Some areas are identified by neighborhood landmarks or key transportation corridors (e.g. Grant Park, Box Elder Street, and Vine Street). By contrast, over 80 subdivisions are recorded within Murray City boundaries, each with an identified name. Some are just a couple lots while others are quite expansive and lend their name to the general neighborhood.




Preserve and stabilize current neighborhoods.
GOAL: Provide a diversity of housing through a range of types and development patterns to expand the options available to existing and future residents.
Encourage housing options for a variety of age, family size and financial levels.
Preserve aging housing stock through restoration and rehabilitation efforts.

8.1 WHAT WE KNOW

KEY POINTS

Murray currently has nearly 15,000 residential parcels listed with the Salt Lake County Assessor's Office, with over 19,000 total housing units. Over 50 percent of those units are categorized as single-family residences, with 21.7 categorized as apartment units.

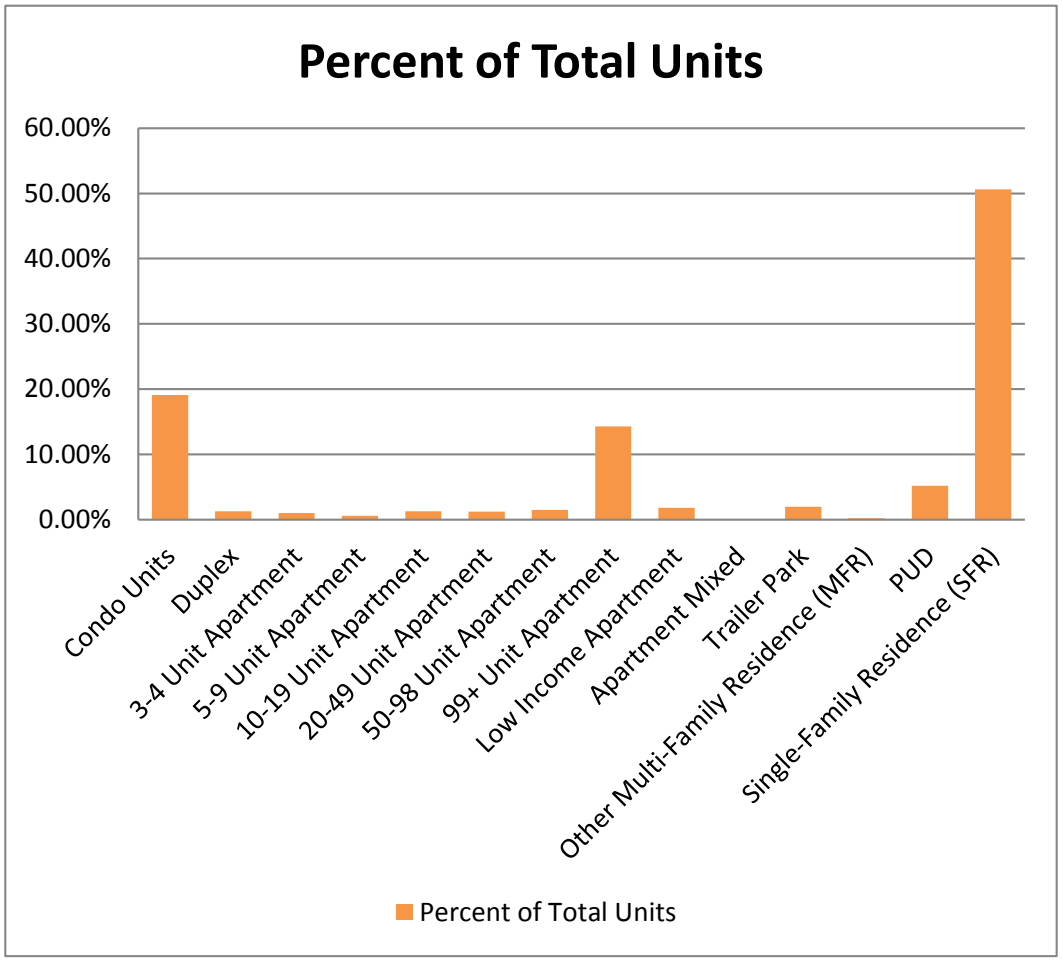
Key points regarding the current housing supply in Murray include:

- 2013 American Community Survey (ACS) data estimates a 66 percent home ownership rate for Murray. This is slightly below the County average, at 67 percent, and the State average, at 70 percent. Murray has a higher tenure rate than Salt Lake City, Midvale, and South Salt Lake, but is lower than Sandy, West Jordan, Holladay, Taylorsville, and Cottonwood Heights.
- The ACS estimates that a 5.4 percent vacancy rate for housing units in Murray. This is below the average for the County (6.1%) and the State (10.3%).
- Murray has approximately 4,203 apartment units in multiple complexes of various sizes. Rental rates range between $614 and $1,399, and are further discussed in Chapter 9, Moderate Income Housing.

HOUSING TYPES

Murray is dominated by single-family homes and condos, with large apartment complexes rounding out the primary housing type. As can be seen on Graph 8.1, there is a dearth of 'missing middle' housing types – options between the apartment complexes and single-family homes.

Graph 8.1: Housing Types Distribution



HOUSING CONDITIONS

Homes in Murray are on average older than other homes in Salt Lake County, with approximately 19 percent of homes built in the last 20 years, compared to 33 percent for the County. However, Murray and the County both have 32 percent of the homes that are 50 years old or older.1 Most homes in Murray were built between 1970 and 1979.

[1] Buildings older than 50 years are eligible for "historic" status

Graph 8.2: Housing Built by Decade

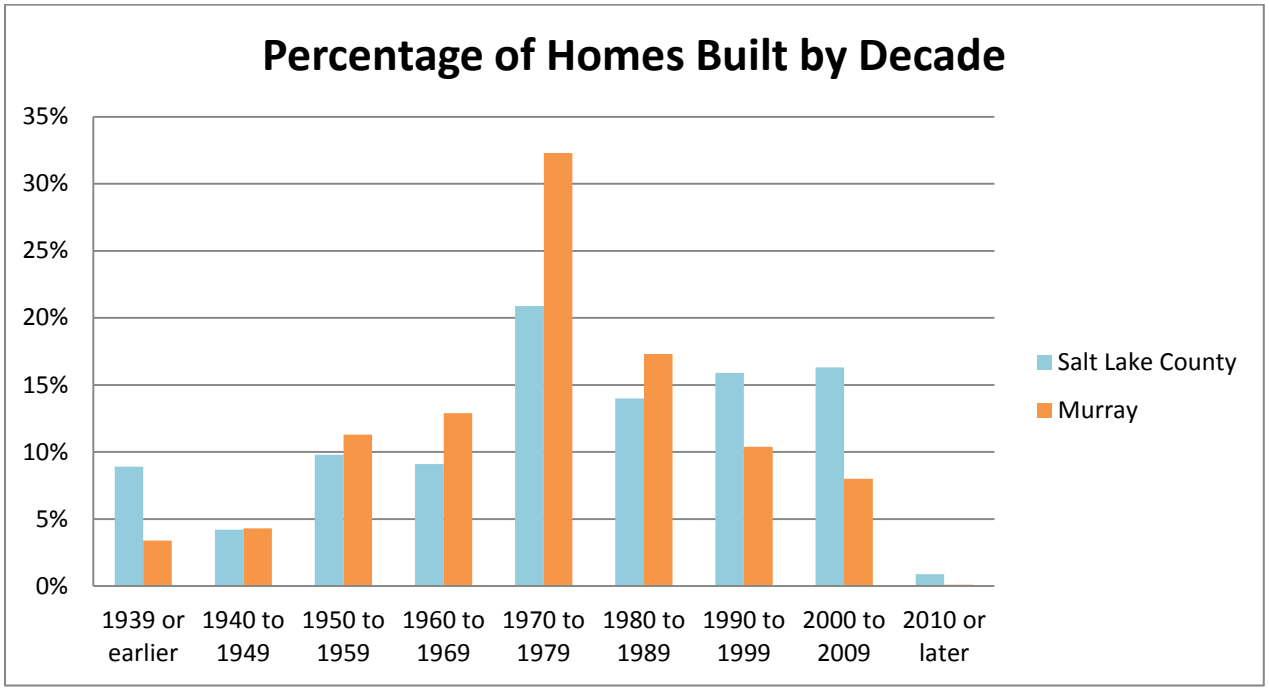
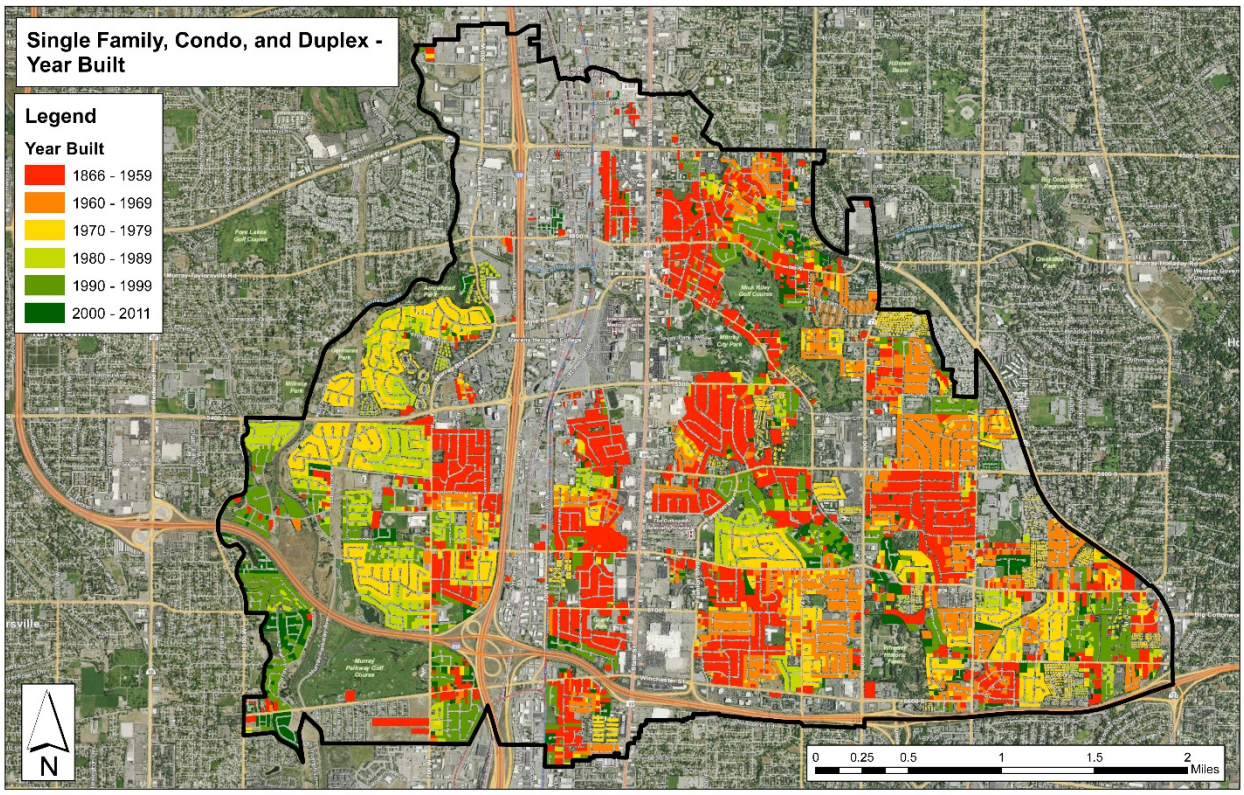


Table 8.1: Residential Year Built

Year Structure Built	Salt Lake County	Murray
2010 or later	0.9%	0.1%
2000 to 2009	16.3%	8.0%
1990 to 1999	15.9%	10.4%
1980 to 1989	14.0%	17.3%
1970 to 1979	20.9%	32.3%
1960 to 1969	9.1%	12.9%
1950 to 1959	9.8%	11.3%
1940 to 1949	4.2%	4.3%
1939 or earlier	8.9%	3.4%

Source: ACS (2013)

Map 8.1: Year Built by Decade

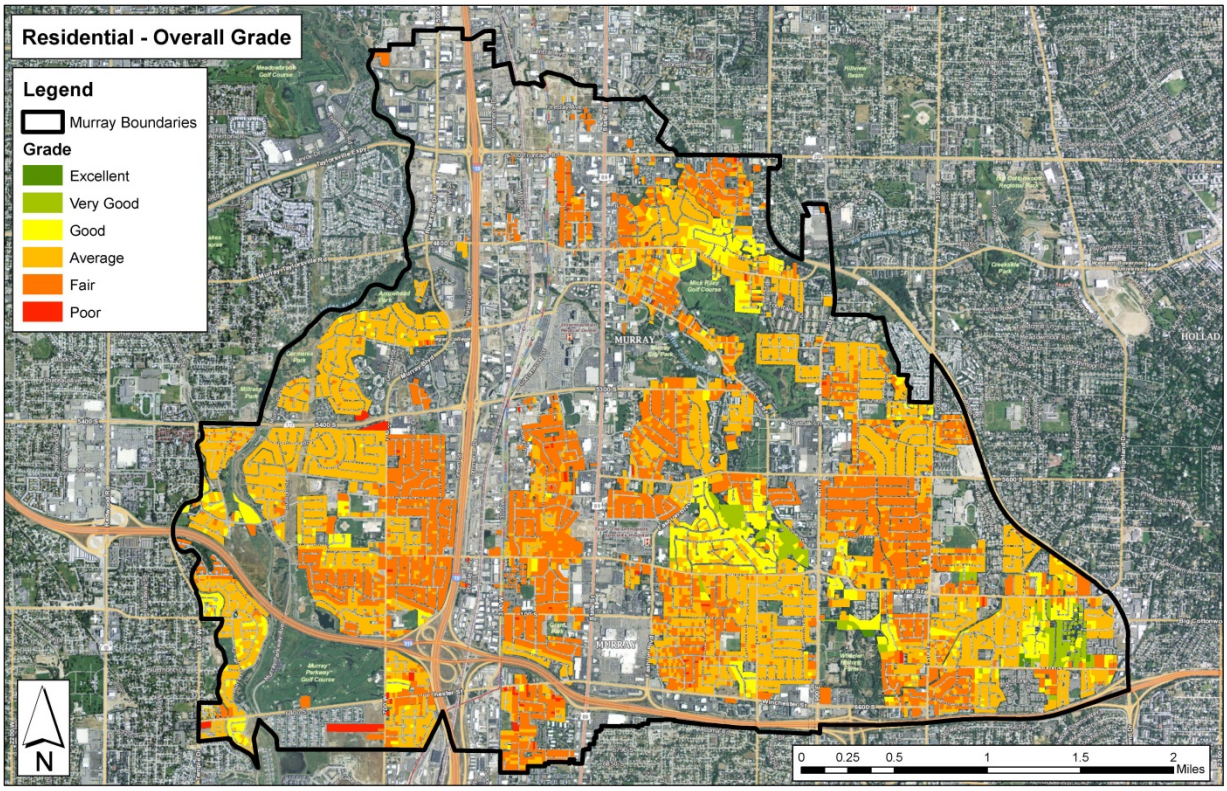


Building permit data from the Bureau of Economic and Business Research at the University of Utah shows that Murray makes up a very small portion of residential building permits in Salt Lake County. From 2004 to 2013, Murray averaged 74 residential building permits per year, or 1.6 percent of all residential building permits in Salt Lake County.

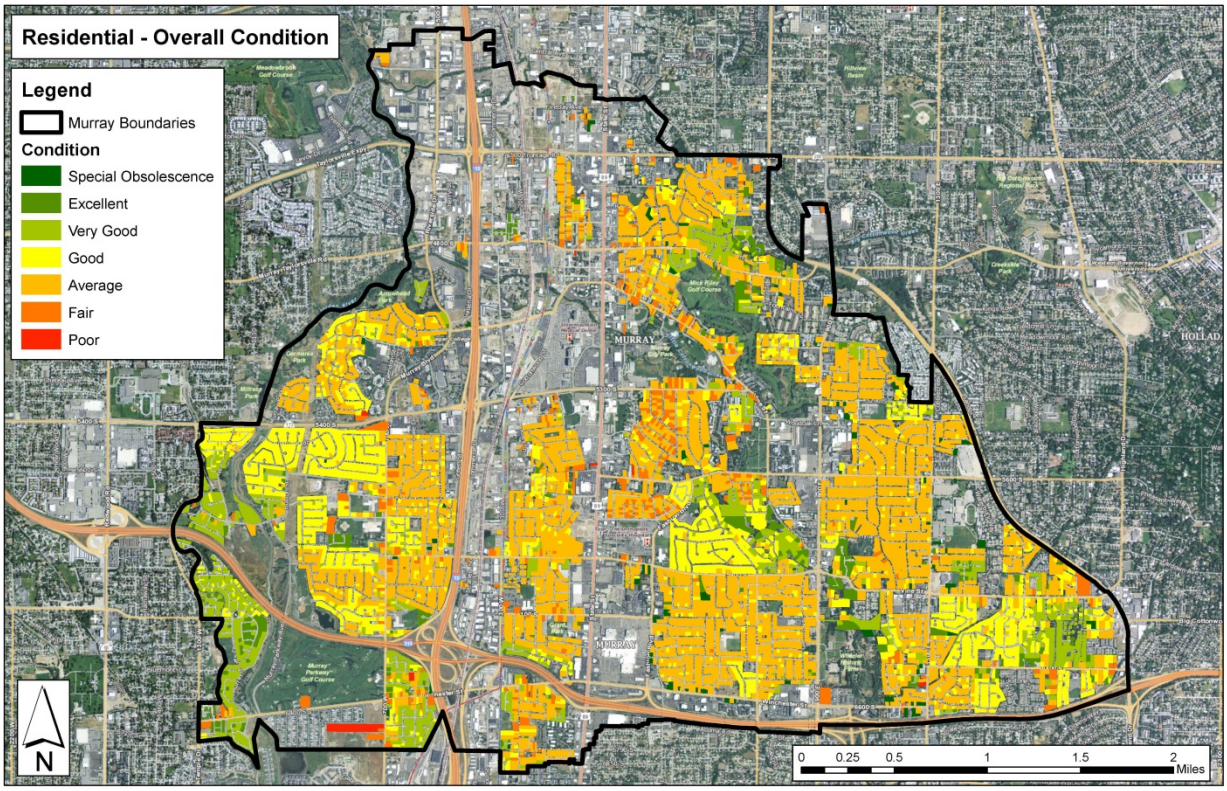
The majority of homes in Murray are of average grade and condition, according to the Salt Lake County Assessor's Office. [2] The distribution of grade and condition of homes are shown in Maps 8.2 and 8.3.

[2] Grades and conditions are not kept for multi-family dwellings, including apartments and condos.

Map 8.2: Overall Grade of Residential



Map 8.3: Overall Condition of Residential



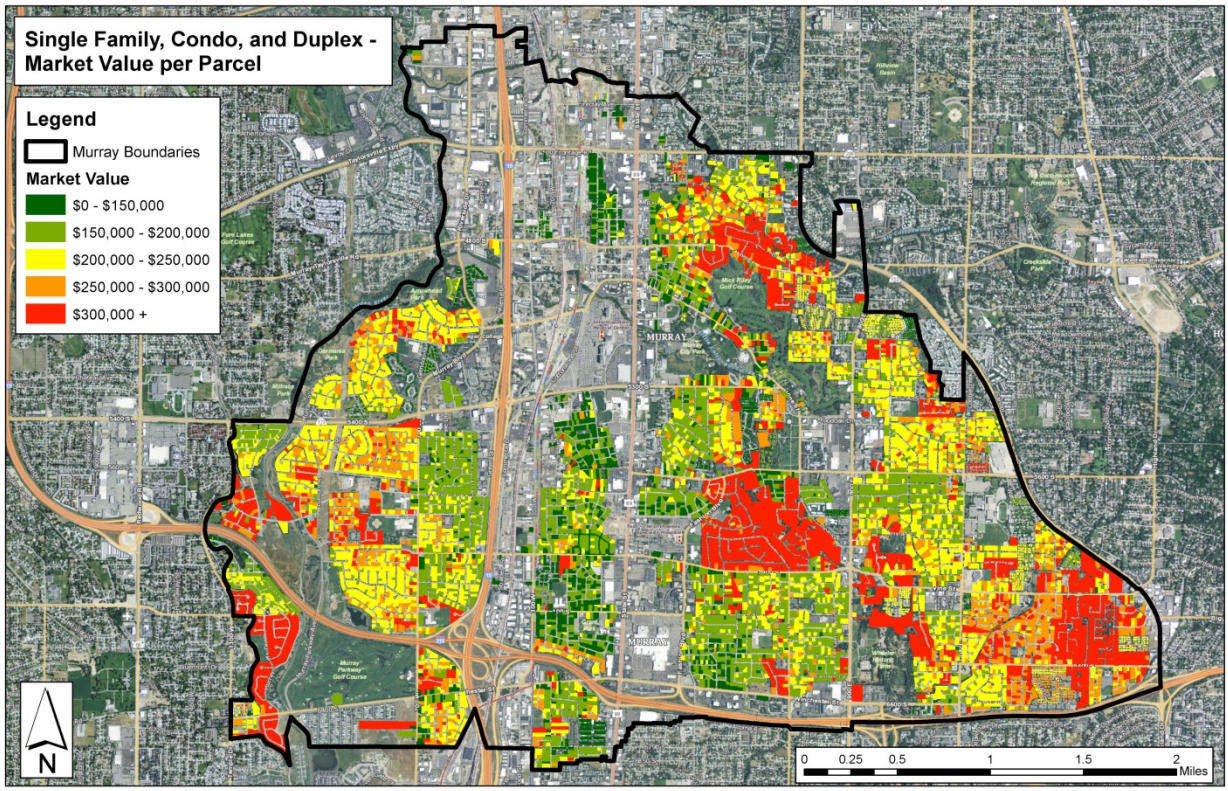
HOUSING VALUE

According to the Assessor's Office, the median home value in Murray is $200,300. This is below the ACS estimate of $227,400; however, the ACS estimate only includes owner occupied units. According to the ACS, the median home value in Salt Lake County is $212,800.

Table 8.2: Median Home Value, Murray City

Type	Median Value
Condo Units	$135,400
Duplex	$244,900
Other Multi-Family Residence (MFR)	$238,400
PUD	$209,150
Single-Family Residence (SFR)	$213,000
Overall Median	**$200,300**
Median - ACS (2013)	**$227,400**

Map 8.4: Market Value by Parcel



Average sale prices in Murray of single-family homes indicate a slight decrease in home values. Furthermore, Murray is below average compared to other communities. Regardless of decreasing sale prices, it will be important to monitor that affordability keeps pace with population growth and if interest rates rise.

8.2 HOW IT WILL HELP US PLAN FOR THE FUTURE

FUTURE HOUSING SUPPLY

PROJECTIONS

The population in Murray City is projected to increase from 46,746 in 2010 to 67,668 by 2040, based on projections from the Governor's Office of Management and Budget. Projections indicate an additional 17,543 people between 2015 and 2040. These additional people will require housing in Murray.[3] Based on an average of 2.54 persons per household in Murray,[4] about 6,900 additional households would be created between 2015 and 2040, or an average of 276 households per year. Determinations will need to be made on how to best accommodate this growth if it occurs.

[3] Assumes a 2015 population of 50,125 (GOMB, ZBPF)

[4] ACS 5-year average (2009-2013)

Table 8.3: Population Projections

City	Census 2010	Estimated 2015	Projection 2020	Projection 2030	Projection 2040
Cottonwood Heights	33,433		37,336	38,738	39,321
Holladay	26,472		33,240	34,834	35,883
Midvale	27,964		33,010	41,207	50,464
Murray	46,746	50,125	53,748	61,798	67,668
Salt Lake City	186,440		210,592	227,824	229,985
Sandy	87,461		97,826	102,107	104,993
South Salt Lake	23,617		26,845	29,693	31,287

Source: Governor's Office of Management and Budget; ZBPF

MURRAY HOUSING PERMITS

As mentioned previously, Murray makes up a small portion of the total residential building permits in the County. Of the building permits issued in Murray, the majority have been for single-family units. Between 2004 and 2013, 32 percent of building permits in Murray were issued for multi-family units, with 104 multi-family units issued between 2009 and 2013.

Graph 8.3 shows the number of residential building permits issued per year between 2004 and 2013. Construction decreased significantly during the recession of 2009 and 2010, and has not returned to the pre-recession levels.

In addition to an increase in building permits issued, there are additional housing units in the pipeline of which the City is aware. Table 8.4 lists these developments.

Graph 8.3: Building Permits 2004-2013

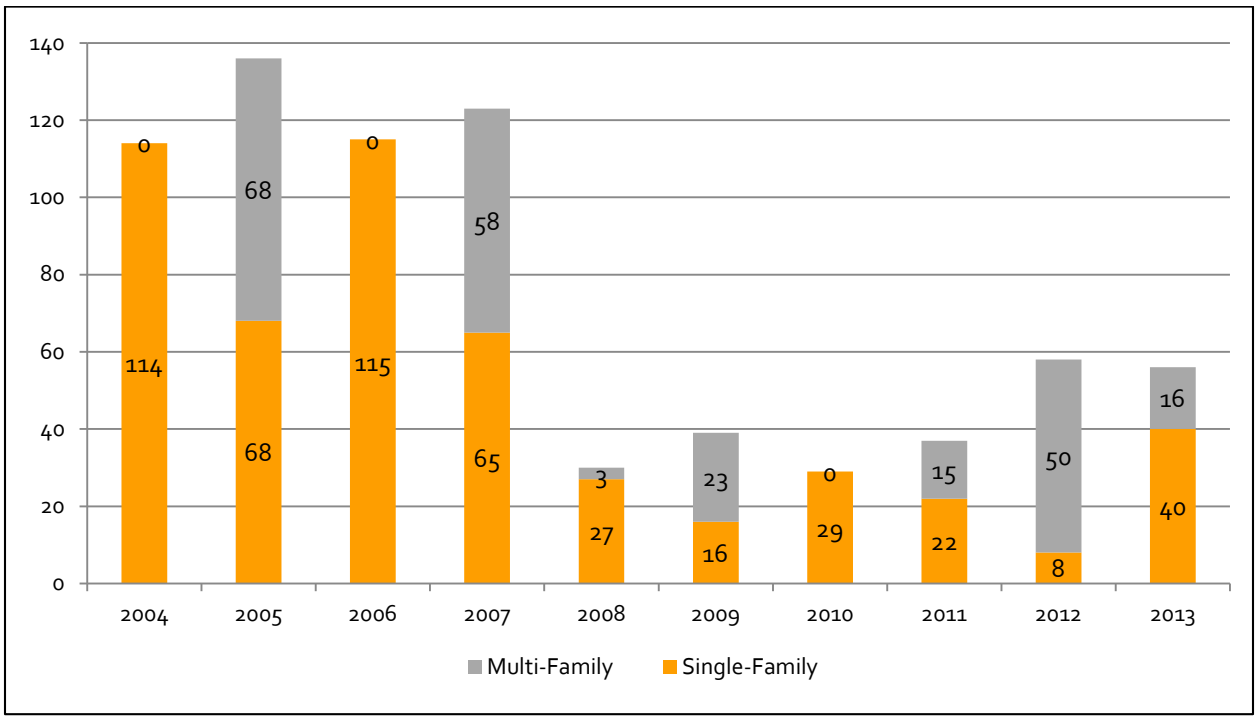


Table 8.4: Housing Developments in Pipeline

Name	Type	Street	Total Units
Murray Crossing	Apartments/Mixed Use[5]	5059 S Commerce Drive 248 West Vine Street	285
Metro @ Fireclay	Apartments	57, 61 & 65 West Fireclay Avenue	Approved for 175; is a phase 2 application which will double this #
Murray Bluffs Subdivision – Phase 3	Single Family Detached	6320 South Murray Bluffs Drive	17
Cottages on Vine	Single Family Detached	520 East Vine Street	11
Total			**449**

[5] Includes 15,485 sq ft of commercial tenant space

LIFECYCLE HOUSING

It is important to ensure housing suitable for different stages of life, such as units for singles and young couples, townhomes for retirees, as well as opportunities for senior citizen housing and long-term care/assisted living facilities. Such an approach creates opportunities for people to live and grow in the same community. This has been identified as an important value for Murray residents, many of whom are life-long residents and have been in Murray for many generations. It also enables young couples, families, and the elderly to live near relatives.

Murray has a wide range of housing options for different demographics. Murray has two assisted living facilities for a total of 143 units. The City is also home to several large care centers, suggesting that aging needs are well met in the City. There are also a significant number of apartment, duplex and condo units in the City, suggesting that there is housing stock for entry-level households.

Figure 7.3: Life-Cycle Housing
Source: Salt Lake County Cooperative Plan

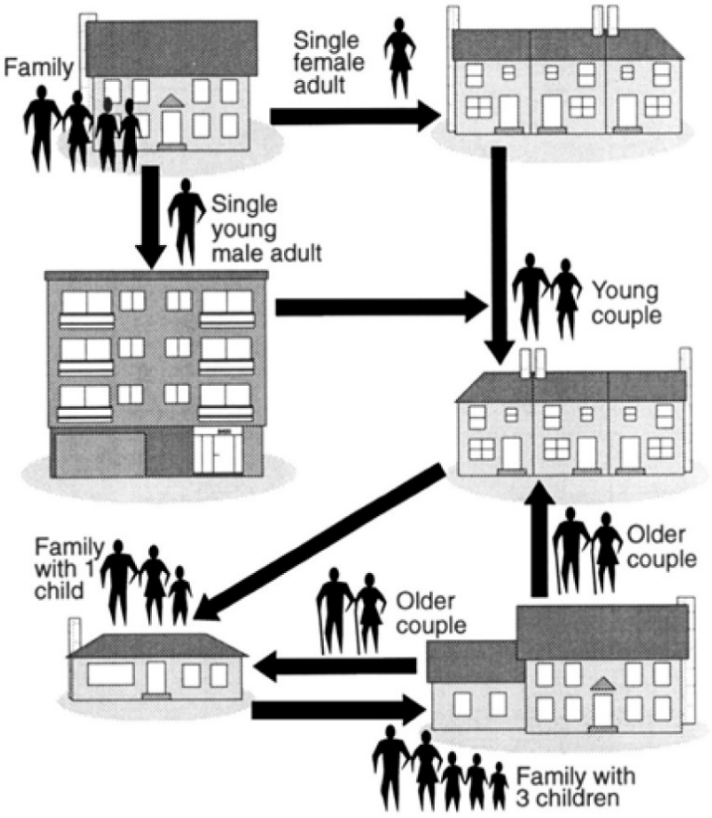


Table 8.5: Assisted Living Facilities in Murray

Name	Number of Units
Legacy Retirement Inn	28
Olympus Ranch	115

The 2013 ACS data shows that 4,500 of 18,611 householders, or 24 percent, are at least 65 years old, and this percentage is increasing. Townhomes in the community can help independent retirees live in the City without the maintenance needs of a detached house.

Table 8.6: Householders by Age Group

Name	Number of Householders	% of All Householders
Under 25	1,112	6%
25 to 44	6,318	34%
45 to 64	6,681	36%
65+	4,500	24%

Source: ACS 2013

2013 ACS data shows that 1,112 of 18,611 householders are under the age of 25 – only about 6 percent of all households. Development at the Fireclay project is on the right track to cater to this group. Millennials see socially-conscious shopping and living as highly desirable. This generation is also highly social and often seeks semi-urban, mixed-use development. Since this demographic is generally value-conscious, developments like the Fireclay site that matches modern aesthetics, but at a discount compared to more urban areas, will be a draw.

8.3 NEIGHBORHOODS & HOUSING GOAL, OBJECTIVES, & STRATEGIES

NEIGHBORHOODS & HOUSING OVERALL GOAL

Provide a diversity of housing through a range of types and development patterns to expand the options available to existing and future residents.

NEIGHBORHOODS & HOUSING OBJECTIVES & STRATEGIES

OBJECTIVE 1: PRESERVE AND STABILIZE CURRENT NEIGHBORHOODS.

Strategy: Protect the character and integrity of residential neighborhoods through landscape buffers, use, and visual buffer transitions.

Strategy: Continue detailed landscape buffer requirements to commercial and institutional zoning codes.

Strategy: Implement transition housing types that would integrate well with surrounding single-family dwellings and create a physical and visual transition from commercial developments.

Strategy: Support residential infill projects of a compatible scale and form.

OBJECTIVE 2: PRESERVE AGING HOUSING STOCK THROUGH RESTORATION AND REHABILITATION EFFORTS.

Strategy: Provide information to homeowners on available grants, loans and other programs to assist in restoration and rehabilitation efforts.

Strategy: Continue to work with NeighborWorks Salt Lake on housing rehabilitation and infill projects.

OBJECTIVE 3: ENCOURAGE HOUSING OPTIONS FOR A VARIETY OF AGE, FAMILY SIZE AND FINANCIAL LEVELS.

Strategy: Support a range of housing types, including townhomes, row-homes, and duplexes, which appeal to younger and older individuals as well as a variety of population demographics.

Strategy: Promote the construction of smaller-scaled residential projects that are integrated with current and future employment, retail, and cultural areas.

Strategy: Implement transition housing types that would integrate well with surrounding single-family dwellings and create a physical and visual transition from commercial developments.

Strategy: Review zoning ordinances and make modifications where necessary to allowable housing types, lot size, setbacks and other factors that limit types of housing in a zone.

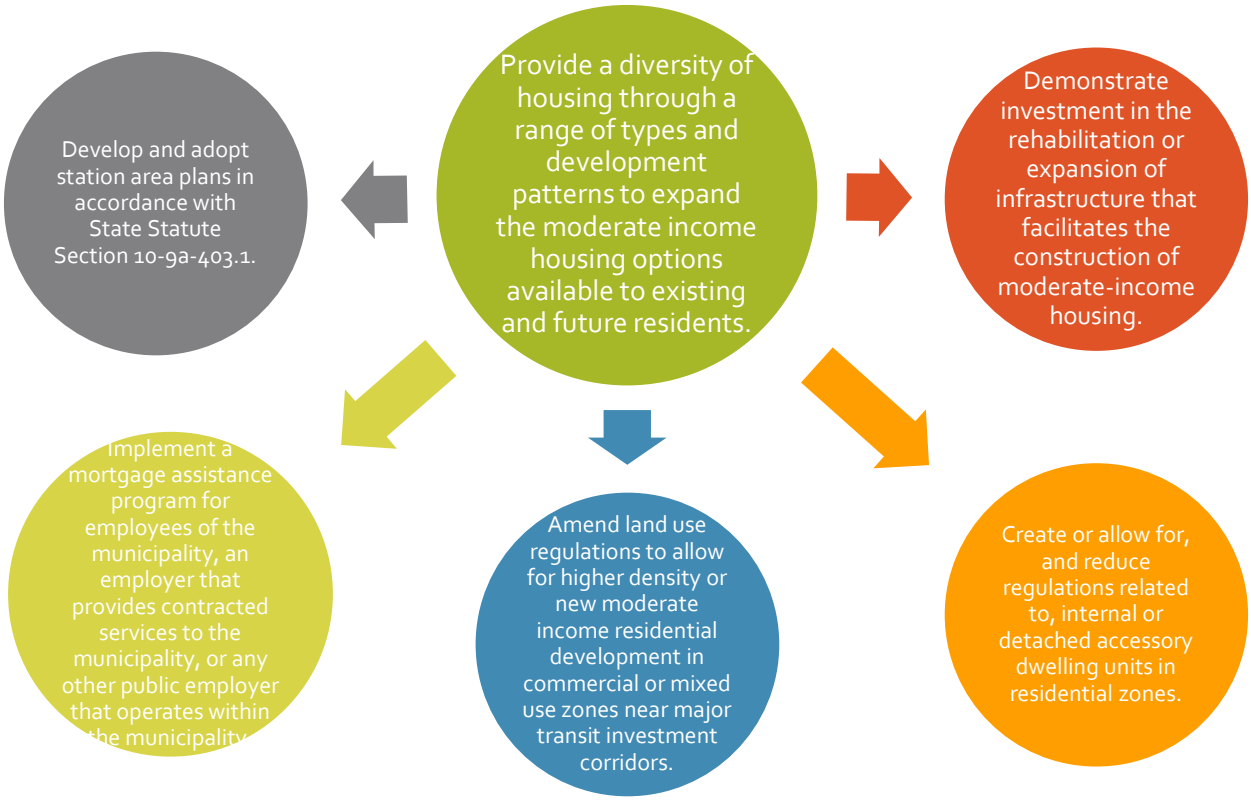
Strategy: Continue to support ADUs (Accessory Dwelling Units) in all single-family residential zones and allow ADUs for single-family homes located in multi-family zones.

CHAPTER 9 - MODERATE INCOME HOUSING

Utah State Code (Section 10-9a-403) requires municipalities to include a plan for moderate-income housing as part of a general plan. It outlines a responsibility of a City to facilitate a "reasonable opportunity" for those households with moderate income to live within the City. This chapter meets the requirements of a Moderate Income Housing Plan for Murray.

Moderate-income housing is defined by the U.S. Department of Housing and Urban Development (HUD) as "housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80 percent of the median gross income for households of the same size in the county in which the City is located." This study uses Area Median Income (AMI) in Salt Lake County as determined by HUD and average household size to determine moderate income thresholds for an average household.

MODERATE INCOME HOUSING GOAL AND SUPPORTING STRATEGIES



9.1 WHAT WE KNOW

LOW-INCOME HOUSING

The Utah Affordable Housing Database, managed by the Utah Department of Housing & Community Development, lists four apartment complexes as low-income apartments, which contain a total of 352 units. These are comprised of 70 one-bedroom units; 223 two-bedroom units; and 59 three-bedroom units. See Table 9.1. Additional low-income units are available in complexes that, as a whole, are not classified low income, such as Lions Gate and Brick Gate in the Fireclay District.

Table 9.1: Current Low Income Apartment Complexes in Murray

Property Name	Address	Bedrooms	Total Units	Approximate Monthly Rent
Birkhill on Main	16 E. Gilbride Ave	1	70	$447
Birkhill on Main	16 E. Gilbride Ave	2	15	$629
Birkhill on Main	16 E. Gilbride Ave	3	11	$815
Frontgate Apartments	4623 South Urban Way (230 West)	2	80	$784
Frontgate Apartments	4623 S Urban Way	3	48	$950
Hillside Apartments	5484 S. 235 E.	2	48	$699
Parkgate Apartments	5491 Jackie s Way (141 East)	2	80	$784
Total			**352**	

Source: Utah Affordable Housing Database (Utah Department of Housing & Community Development)

As part of the creation of redevelopment areas, Murray has set aside housing funds to be used to assist with the development of affordable housing within the City. The City's five redevelopment areas, along with the estimated amount of housing set-aside funds is shown in Table 9.2

Table 9.2: Housing Set Asides by Redevelopment Area

Description	CBD	Cherry	East Vine	Smelter	Fireclay
Base Year	1982	2005	2007		
Total Years	20	15	20	32	20
Expiration Year	2034	2023	2028	2023	2032
Housing Set Aside	20%	0%	0%	20%	20%
Estimated Total Housing Funds	*$4,663,824*	*$0*	*$0*	*$2,636,337*	*$4,493,131*

AREA MEDIAN INCOMES

In order to determine the availability of affordable housing, or the opportunity for low- to moderate-income households to live in the City, this section defines what is affordable for the targeted income groups at 80 percent, 50 percent, and 30 percent of the Area Median Income. The FY2014 HUD AMI[1] is $68,700. Given this AMI, the targeted income group cut-offs are shown in the Table 9.3 below.

Table 9.3: Income Thresholds for Targeted Income Groups

	30% of AMI	50% of AMI	80% of AMI
Household Income (based on HUD AMI for families)	$20,610	$34,350	$54,960

9.2 HOW IT WILL HELP US PLAN FOR THE FUTURE

HUD considers an affordable monthly housing payment for either a mortgage or rent to be no greater than 30 percent of gross monthly income. This 30 percent should include utilities and other housing costs such as mortgage and hazard insurance. Table 9.4 below shows affordable monthly allowances for each of the targeted income group levels. These amounts represent total housing costs affordable at 30 percent of gross income. Utah Code does not stipulate whether those of moderate income must be able to purchase a home, so the allowance considers affordability for either a mortgage or rental rate. A family choosing housing would need to factor utilities and other fees for a given housing unit within this affordable range. For example, a household at the 80 percent AMI threshold has a monthly housing allowance of $1,374. If utilities are $250, the family can afford a rent or mortgage payment of $1,124 per month.

Table 9.4: Affordable Monthly Housing Allowances for Targeted Income Groups

Family Income Level	30% of AMI	50% of AMI	80% of AMI
Monthly Housing Allowance (Including Utilities)	$515	$859	$1,374
Monthly Housing Payment Allowance (not including $250 in Utilities)	$265	$609	$1,124

[1] The HUD AMI figure is released annually. It is based on a median family income and used as a standard figure across all HUD programs. Although it is a family income, it is the standard figure used by HUD and other housing programs, as well as affordability studies and consolidated plans, even when compared against households. This is to maintain comparability across programs and studies. This study uses the HUD AMI for this comparability and industry standard. If household income were to be used instead of family income to compare to affordable housing units, the City would find less affordable units within the City.

Table 9.5 shows the home price ranges affordable for targeted income groups to purchase at various interest rates. Note the significant difference the interest rate makes on affordability. This assumes utility payments at $250 per month,[2] current Murray property tax rates, mortgage and hazard insurance, interest at the given rates, 30-year mortgage term and a ten percent down payment. While current rates are between four and five percent, making housing much more affordable now, affordability in the City will be more difficult to maintain if interest rates rise.

Table 9.5: Affordable Home Price Ranges by Targeted Income Group and Interest Rate

Household Income Range	Household Income Range	Home Price Range					
		4 Percent Mortgage		5 Percent Mortgage		6 Percent Mortgage	
		Low	High	Low	High	Low	High
< 30% of AMI	< $20,610	$0	$52,346	$0	$47,456	$0	$43,172
30% to 50% of AMI	$20,610 - $34,350	$52,346	$120,135	$47,456	$108,912	$43,172	$99,811
50% to 80% of AMI	$34,350 - $54,960	$120,135	$221,818	$108,912	$201,095	$99,811	$182,940

The maximum monthly rental allowance for 80% AMI is $1,374, including $250 for utilities.

Table 9.6: Affordable Home Rental Ranges, Including Utilities

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)
< 30% of AMI	< $20,610	up to $515
30% to 50% of AMI	$20,610 - $34,350	$515-$859
50% to 80% of AMI	$34,350 - $54,960	$859-$1,374
Above 80%	>$54,960	More than $1,374
Total		

[2] Utilities are assumed to be higher for a larger average home size.

PRICING AND AFFORDABILITY

Single-Family Residential

As in the housing stock analysis, affordability is broken into two housing categories: one for SFRs, condos, duplexes, PUD, and PUD townhomes and a second for multi-family rental. The affordability of the first category of units, regardless of rental status, is based on market value as given by the County Assessor's Office. The affordability of multi-family units is based on rental rates, as gathered through interviews with each complex and data from the US Census.

Table 9.7 below shows the distribution of single-family units by home value, as maintained by the Salt Lake County Assessor's Office. Nearly 51percent all units are valued less than $220,000, or above the $201,095 threshold.[3] The median value, according to the Salt Lake County Assessor's Office, is $200,300, while the 2013 ACS places the City's median household value higher at $227,400. Approximately 51 percent of single-family units are within the affordability range.

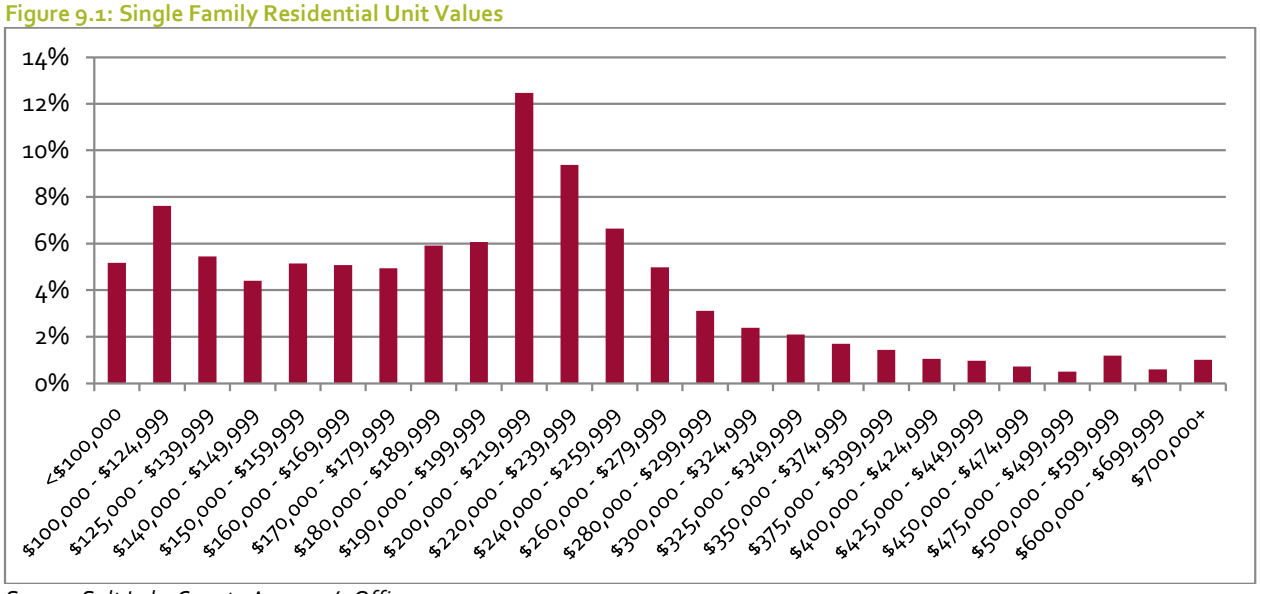
Table 9.7: Single Family Residential Unit Values

Home Value	# of Units	% Total	Cumulative % of Total
<$100,000	757	5%	5%
$100,000 - $124,999	1,115	8%	13%
$125,000 - $139,999	797	5%	18%
$140,000 - $149,999	645	4%	23%
$150,000 - $159,999	752	5%	28%
$160,000 - $169,999	742	5%	33%
$170,000 - $179,999	723	5%	38%
$180,000 - $189,999	865	6%	44%
$190,000 - $199,999	888	6%	50%
$200,000 - $219,999	1,823	12%	62%
$220,000 - $239,999	1,371	9%	72%
$240,000 - $259,999	971	7%	78%
$260,000 - $279,999	728	5%	83%
$280,000 - $299,999	456	3%	86%

[3] Based on a 5 percent mortgage rate

Home Value	# of Units	% Total	Cumulative % of Total
$300,000 - $324,999	349	2%	89%
$325,000 - $349,999	306	2%	91%
$350,000 - $374,999	248	2%	93%
$375,000 - $399,999	210	1%	94%
$400,000 - $424,999	154	1%	95%
$425,000 - $449,999	141	1%	96%
$450,000 - $474,999	105	1%	97%
$475,000 - $499,999	73	0%	97%
$500,000 - $599,999	175	1%	98%
$600,000 - $699,999	87	1%	99%
$700,000+	148	1%	100%
Total	14,629	100%	100%

Figure 9.1: Single Family Residential Unit Values



Source: Salt Lake County Assessor's Office

Multi-Family Residential

Based on interviews with apartment complexes in Murray, as shown in Table9.8, it appears that rental units in Murray are quite affordable, with over 90 percent of apartments below 80% AMI.[4]

Table 9.8: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Affordable Home Rental Price Range (with Utilities)	Estimated # of Affordable Multi-Family Units	Percent of Total
< 30% of AMI	< $20,610	up to $515	34	0.8%
30% to 50% of AMI	$20,610 - $34,350	$515-$859	243	5.6%
50% to 80% of AMI	$34,350 - $54,960	$859-$1,374	3,676	85.0%
Above 80%	>$54,960	More than $1,374	370	8.6%
Total			4,323	100%

According to the ACS, the median gross rent in Murray is $902, which falls in the 50 to 80 percent of AMI income level ($1,374 monthly rental allowance). If we assume that 3/4 of the rental units between $1,000 and $1,499 are below $1,374, and the other 1/4 are above $1,374, then approximately 82 percent of occupied rental units are within the 80 percent of AMI threshold. While this number is less than the estimated affordable rental units based on the apartment interviews, it is still an extremely high affordability rate.

[4] Data was collected for 4,323 units from 26 complexes. The Assessor's Office listed 4,721 units that could potentially be rental units, leaving 398 units not accounted for which data was not collected.

Table 9.9: Gross Rent (with AMI Levels)

Gross Rent	Number of Units	% of Total	Cumulative % of Total
Less than $200	10	0%	0%
$200 to $299	65	1%	1%
$300 to $499 (approx.. 30% AMI)	100	2%	3%
$500 to $749	1,169	19%	22%
$750 to $849 (approx. 50% AMI)	928	15%	36%
$849 to $999	1,407	23%	59%
$1,000 to $1,375 (approx. 80% AMI)	1,436	23%	82%
$1,375 or more	776	12%	94%
No Cash Rent	355	6%	100%
Total	6,246	100%	

Source: ACS 2013; ZBPF

If we assume that 82 percent of the remaining 398 units[5] fall below the 80 percent threshold, then there are approximately an additional 326 affordable rental units, for an estimated total of 4,279 affordable rental units in Murray, with 442 rental units that are above the 80 percent threshold, for a total rental affordability rate of 91 percent. Table 9.10 shows the distribution of all 4,721 rental units, assuming that the distribution of these units is similar to the distribution by the US Census (Table __).

[5] Units from the apartment interviews for which data was not available

Table 9.10: Number of Households by Income Category with Number of Affordable Units

Household Income Level	Income Range	Home Rental Price Range (with Utilities)	Estimated # of Multi-Family Units	Percent of Total Rental Units
< 30% of AMI	< $20,610	up to $515	46	1.0%
30% to 50% of AMI	$20,610 - $34,350	$515-$859	375	7.9%
50% to 80% of AMI	$34,350 - $54,960	$859-$1,374	3,859	81.7%
Above 80%	>$54,960	More than $1,374	442	9.4%
Total			4,721	100%

MATCHING MARKET WITH DEMOGRAPHICS

Using the housing allowances calculated earlier, Table 9.11 below shows how Murray's SFR, condo, PUD, and duplexes match against current income at all levels for Salt Lake County. The median household income for Salt Lake County is $60,555, with 21 percent of households in the County falling within the $50,000 to $74,999 range. In Murray, roughly 48 percent of the SFR, condo, PUD and duplex units are affordable to households in that income range. The percent of homes in each home value range meet the percent of income ranges within the County for incomes between $25,000 and $74,999. There is, however, a shortage homes for incomes above $75,000 and below $25,000, though it is likely that housing needs for homes with less than $25,000 in income rent are met through the low-income rental market.

Table 9.11: Percent of Households by Income Category with Percent of Affordable Single-Family Units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Housing Price Range (5% Mortgage)	% of Properties in Value Range
$10,000 or less	5.0%	$0	0.0%
$10,000 to $14,999	3.9%	$0 - $22,359	0.0%
$15,000 to $24,999	9.0%	$22,364 - $67,087	0.1%
$25,000 to $34,999	9.3%	$67,091 - $111,814	10.0%
$35,000 to $49,999	13.6%	$111,819 - $178,906	27.3%
$50,000 to $74,999	20.9%	$178,910 - $290,724	47.8%
$75,000 to $99,999	14.7%	$290,729 - $402,543	9.0%
$100,000 to $149,999	14.5%	$402,548 - $626,181	4.5%
$150,000 to $199,999	4.9%	$626,185 - $849,819	0.9%
$200,000 or more	4.3%	$849,823 or more	0.5%

Based on the percent of households in Salt Lake County within specific income ranges, and the percentage of rental units in Murray that are within the affordable home rental ranges for those income ranges, 91 percent of rental units are affordable to households at 80 percent of AMI; therefore, there is a reasonable opportunity for a household in Salt Lake County to rent in Murray. Furthermore, the majority of apartment complexes interviewed stated that they accept Section 8 vouchers, which increases the overall affordability of apartments in Murray to low-income households.

Table 9.12: Percent of Households by Income Category with Percent of Affordable Multi-Family units

Household Income Range	% of Households in Income Range – Salt Lake County	Affordable Home Rental Price Range	Estimated % of Units in Value Range - Murray
$10,000 or less	5.0%	$0 - $250	0.0%
$10,000 to $14,999	3.9%	$250 - $375	0.0%
$15,000 to $24,999	9.0%	$375 - $625	2.0%
$25,000 to $34,999	9.3%	$625 - $875	10.0%
$35,000 to $49,999	13.6%	$875 - $1,250	61.7%
$50,000 to $74,999	20.9%	$1,250 - $1,875	26.5%
$75,000 to $99,999	14.7%	$1,875 - $2,500	0.0%
$100,000 to $149,999	14.5%	$2,500 - $3,750	0.0%
$150,000 to $199,999	4.9%	$3,750 - $5,000	0.0%
$200,000 or more	4.3%	$5,000 or more	0.0%

For the targeted low- and moderate-income households, there are many units available that are affordable to households below 50 percent of AMI. Of the 14,630 single-family, duplex, PUD, or condo units, approximately 7,392, or 51 percent, are available to those with less than 80 percent of AMI.

Table 9.13: Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Affordable Home Price Range (5% Mortgage)	Number of Affordable SFR, Condo, PUD, Duplex Units
< 30% of AMI	< $20,610	$0 - $47,546	0
30% to 50% of AMI	$20,610 - $34,350	$47,456 - $108,912	1,411
50% to 80% of AMI	$34,350 - $54,960	$108,912 - $201,095	5,981

Combining the total number of affordable single family units and multi-family units indicates a total of 9,840 affordable units in Murray or 60 percent of the 19,351 units in Murray (Table 9.14). Therefore, there is a reasonable opportunity for those making 80 percent of AMI to live in Murray.

Table 9.14: Total Number of Affordable Units by Targeted Income Group

Household Income Level	Income Range	Number of Affordable SFR, Condo, PUD, Duplex Units	Number of Affordable Multi-Family Units	Total Affordable Units	% of All Units	Cumulative % of All Units
< 30% of AMI	< $20,610	0	46	46	0.2%	0.2%
30% to 50% of AMI	$20,610 - $34,350	1,411	375	1,786	9.2%	9.5%
50% to 80% of AMI	$34,350 - $54,960	5,981	3,859	9,840	50.9%	60.3%
Total		7,392	4,279	11,671	60.3%	

Table 9.15: Percent of Units by Household Income Range

Household Income Range	% of Households in Income Range –Salt Lake County	% of Single Family Units in Value Range	% of Multi-Family Units in Value Range	% of Total Units in Value Range
$10,000 or less	5.0%	0%	0%	0%
$10,000 to $14,999	3.9%	0%	0%	0%
$15,000 to $24,999	9.0%	0%	2%	1%
$25,000 to $34,999	9.3%	12%	10%	11%
$35,000 to $49,999	13.6%	36%	62%	49%
$50,000 to $74,999	20.9%	40%	26%	33%
$75,000 to $99,999	14.7%	7%	0%	4%
$100,000 to $149,999	14.5%	3%	0%	2%
$150,000 to $199,999	4.9%	1%	0%	0%
$200,000 or more	4.3%	0%	0%	0%

Mortgage rates can significantly influence the percent of affordable homes. For example, when calculating housing costs, if a 6 percent mortgage rate is used instead of a 5 percent mortgage then the overall percent of affordable homes decreases from 60.3 percent to 52.0 percent.

Table 9.16: Percent of Units by Mortgage Rate

Household Income Level	4% Mortgage	% of Total	5% Mortgage	% of Total	6% Mortgage	% of Total
Affordable SFR	9,279	63.4%	7,392	50.5%	5,791	39.6%
Affordable MFR	4,279	50.5%	4,279	50.5%	4,279	50.5%
Total Affordable Units	13,558	70.1%	11,671	60.3%	10,070	52.0%
Total Units	19,351		19,351		19,351	

9.3 MODERATE INCOME HOUSING GOAL, OBJECTIVES & STRATEGIES

MODERATE INCOME HOUSING OVERALL GOAL

Provide a diversity of housing through a range of types and development patterns to expand the moderate income housing options available to existing and future residents.

MODERATE INCOME HOUSING STRATEGIES & IMPLEMENTATION PLANS

STRATEGY: DEMONSTRATE INVESTMENT IN THE REHABILITATION OR EXPANSION OF INFRASTRUCTURE THAT FACILITATES THE CONSTRUCTION OF MODERATE-INCOME HOUSING

Action Item: The Community and Economic Development will collaborate with the Murray City Water Department to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2023.

Action Item: The Community and Economic Development Department will collaborate with Murray City Power to create a masterplan and help identify areas of opportunity for increased capacity and other infrastructure improvements by December 31st, 2025.

Action Item: In coordination with Murray City Parks and Recreation, Community and Economic Development Staff will evaluate the 2020 Parks and Recreation Masterplan and provide an update to the City Council on the progress of the 10-year plan by December 31st, 2025.

Action Item: In coordination with the Murray City Engineering Division, Community and Economic Development Staff will evaluate the 2021 Transportation Masterplan and provide an update to the City Council on the progress of the key elements by December 31st, 2026.

Action Item: The Community and Economic Development Department will collaborate with the Murray City Waste Water Division to update their masterplan and identify areas of opportunity for increased capacity by December 31st, 2027.

STRATEGY: CREATE OR ALLOW FOR, AND REDUCE REGULATIONS RELATED TO, INTERNAL OR DETACHED ACCESSORY DWELLING UNITS (ADU) IN RESIDENTIAL ZONES.

Action Plan: The Community and Economic Development Department by December 31st, 2023 will review regulations to facilitate the construction of additional detached accessory dwelling units, including a review of the following items:

- Determine whether the city should allow a second ADU to be located on residential properties.
- Conduct a review of the setback requirements for detached ADUs and propose changes.
- Consider allowing a second level for appropriately located accessory structures when the second story would be used as an ADU.

STRATEGY: AMEND LAND USE REGULATIONS TO ALLOW FOR HIGHER DENSITY OR NEW MODERATE INCOME RESIDENTIAL DEVELOPMENT IN COMMERCIAL OR MIXED USE ZONES NEAR MAJOR TRANSIT INVESTMENT CORRIDORS.

Action Item: In conjunction with city leadership, the Community and Economic Development Department will review the Murray City Center District zone by December 31st, 2023 and recommend changes to help facilitate moderate income housing.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Murray Central Mixed-Use zone by December 31st, 2024, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: Murray City Community and Economic Development Department staff will conduct a review of the Centers Mixed Use zone by December 31st, 2025, and propose amendments that would increase the availability and likelihood that moderate income housing would be constructed.

Action Item: As part of the station area planning process the Community and Economic Development Department staff will conduct research into and draft an appropriate mixed-use zone or zones for use in the Fashion Place West area by December 31st, 2024.

STRATEGY: IMPLEMENT A MORTGAGE ASSISTANCE PROGRAM FOR EMPLOYEES OF THE MUNICIPALITY, AND EMPLOYER THAT PROVIDES CONTRACTED SERVICES TO THE MUNICIPALITY, OR ANY OTHER PUBLIC EMPLOYER THAT OPERATES WITHIN THE MUNICIPALITY.

Action Item: The Community and Economic Development Department in conjunction with the Murray City Finance Department will scope and determine feasibility for a down payment assistance program by December 31st, 2022.

Action Item: By December 31st, 2023, city staff will present a proposal for a down payment assistance program to be reviewed by city leaders.

STRATEGY: DEVELOP AND ADOPT STATION AREA PLANS IN ACCORDANCE WITH STATE STATUTE 10-9A-403.1.

Action Item: By December 31st, 2025, in accordance with state statute; Murray City will have adopted Station Area Plans for all currently active light and commuter rail stations.

Action Item: By December 31st, 2023, Murray City will have adopted a Station Area Plan for the Murray North, also known as Fireclay, light rail station.

Action Item: By December 31st, 2024, Murray City will have amended the Murray Central Small Area Plan to reflect the requirements dictated by state statute.

Action Item: By December 31st, 2025, Murray City will have amended the Fashion Place West Small Area Plan to reflect the requirements dictate by state statute.

CHAPTER 10 - PUBLIC SERVICES

Murray City provides most of its own services, including Police, Fire, Power, Water, Sewer, Library, Senior Center, and Parks and Recreation.

In this chapter, plans for the future are discussed in three sections: 10.1 Parks/Trails/Open Space; 10.2 Nature/Environment/Infrastructure/Resilience; and 10.3 Community/Culture/Historic Preservation.

10.1 PARKS/TRAILS/OPEN SPACE

Playgrounds, sports fields, walking and biking trails, city parks with towering mature trees, neighborhood pocket parks, the city cemetery, vacant lots, bike lanes, and networks of street trees all comprise the natural environment of the city. Together, these individual components enrich daily life.

> "People with regular access to urban green spaces experience less stress, lower levels of fear and aggression and a lower incidence of childhood asthma than those who lack such access." [1]

[1] http://www.americanforests.org/magazine/article/in-the-garden-cemetery-the-revival-of-americas-first-urban-parks/

10.1 PARKS & OPEN SPACE GOAL AND SUPPORTING OBJECTIVES

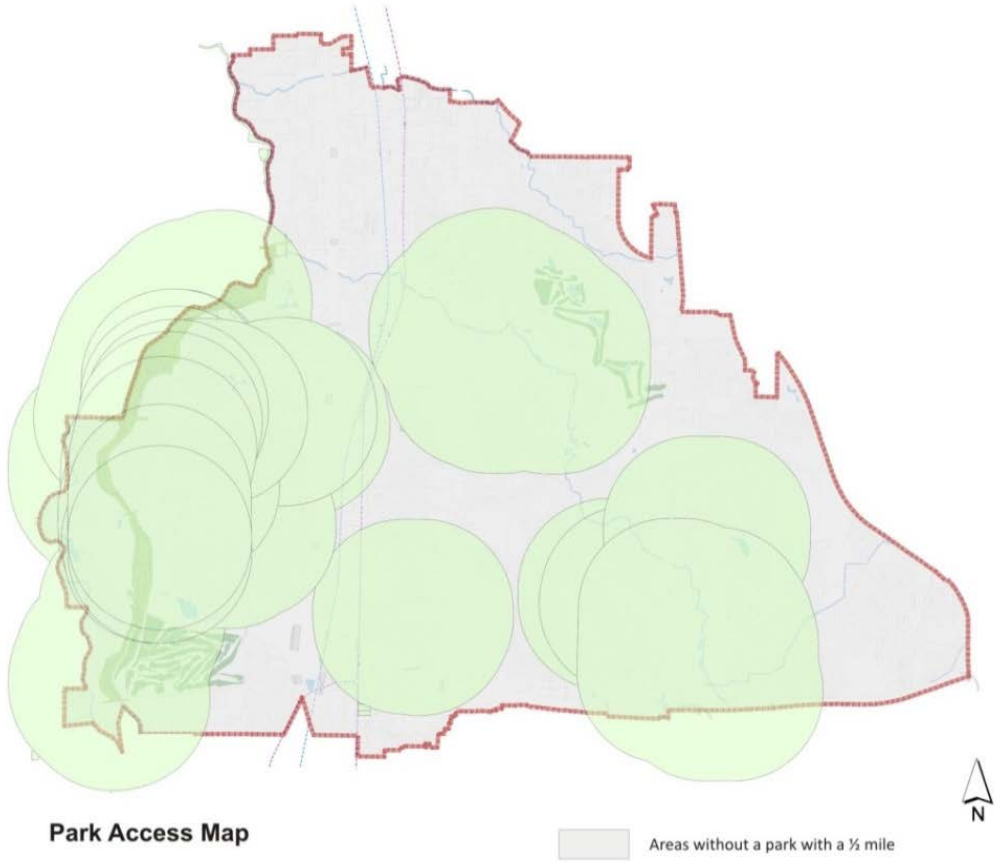
WHAT WE KNOW: PARKS/OPEN SPACE

Murray's approximately 275 acres of parkland consist of a variety of park types from Mini-Parks less than 1 acre in size to Neighborhood Parks that range from 2-50 acres, to one Community Park, Murray City Park, which is larger than 50 acres. The 2003 General Plan included a Park Needs Analysis based on guidelines from the National Recreation and Park Association (NPRA) which recommend a ratio of park/open space acres to population of 6.25 to 10.5 acres of park/open space per 1,000 people. In 2003 Murray's ratio was 6.9 acres per 1,000 people. The 2003 plan directed that in order to maintain the status quo as the population increases, approximately 55 acres of parks and open space will need to be added by 2020. Unfortunately, although since 2003 the population has grown and a new area annexed, no new parks/open space have been added. This means that the current ratio of park/open space to population has dropped to 5.6 acres per person.

While the acres-to-population ratio is an important consideration, parkland distribution is perhaps an even more important concern of Murray residents. The NRPA recommends various radii for park size to ensure convenient access for all citizens. This is ¼ mile for mini-parks, ½ mile for neighborhood parks, and 1 mile for community parks. Map 10.1 shows areas of the city that do or do not have access to a park/open space within these parameters.

The current Murray City Parks and Recreation Comprehensive Master Plan was completed in 1994. While an excellent plan, Murray City needs an updated Parks and Recreation Master plan that addresses the changes of the last twenty plus years.

Map 10.1 Park Access Extent



WHAT WE KNOW: TRAILS

"Trail" in the context of this section is a linear route for pedestrians and bicyclists that is separated from vehicular traffic and used for recreation or transportation. On-street bicycle facilities are addressed in the transportation section of this plan. The 1994 Parks and Recreation Comprehensive Master Plan identified the Jordan River Parkway Trail as the only significant trail in the City. Over 20 years later, the City is working to implement the 2003 plan's recommendation for trails along Little Cottonwood Creek and Big Cottonwood Creek.

Despite being the only significant trail, the Jordan River Parkway fills an important role as a regional trail. A 1994 Salt Lake County Trail Master Plan identified the Jordan River Trail as a multi-jurisdictional trail that would eventually connect Utah Lake with the Great Salt Lake. As of this writing, the Jordan River Trail connects to Utah Lake on the south and the Legacy Parkway trail on the north with only three gaps in 45-miles. All three of those gaps are outside of Murray City and are expected to be complete by Spring 2017.

In recognition of the regional significance of the Jordan River, in August 2010 the Jordan River Commission was created by an Interlocal Cooperation Agreement to "facilitate the implementation of the Blueprint Jordan River, to serve as a technical resource to local communities, and to provide a forum for coordination of planning, restoration, and responsible development along the Jordan River corridor."

The Commission has no regulatory or maintenance authority for the Jordan River corridor. Planning and regulation of development within the corridor fall to the cities and counties through which the river runs. The role of the commission is "to increase and improve our member agencies' ability to implement the recommendations of the Blueprint Jordan River, to raise public awareness of the Jordan River corridor and the opportunities available to enhance it, and to help promote coordination and communication among Jordan River stakeholders." Murray City has not joined the Commission.

HOW DOES THIS HELP US PLAN FOR THE FUTURE?

Knowledge of existing conditions combined with input from the public provides a framework in which to reach desired conditions for parks, open space and trails. To ensure a focused effort, one main goal for parks and open space was crafted and presented to the public. Supporting objectives and strategies guide the implementation of the goal.

PARKS/TRAILS/OPEN SPACE GOAL, OBJECTIVES, & STRATEGIES

PARKS & OPEN SPACE OVERALL GOAL

Provide and promote a variety of parks and open spaces for residents and visitors to serve a range of needs related to lifestyle and demographics, including age, ability, accessibility and income.

PARKS & OPEN SPACE OBJECTIVES & STRATEGIES

OBJECTIVE 1: CONTINUE TO PROMOTE MURRAY'S IMAGE THROUGH ITS PARKS AND OPEN SPACE OPPORTUNITIES.

Strategy: Create a visually appealing map of Murray's parks and open space opportunities and make it available on the city's website homepage.

OBJECTIVE 2: MAINTAIN PARKS AND OPEN SPACE SERVICE LEVELS WITHIN NEIGHBORHOODS (EXISTING AND NEW) AND CITY-WIDE.

Strategy: Update the Murray Parks and Open Space Master Plan.

Strategy: Provide small, neighborhood-size parks and open space opportunities city-wide.

OBJECTIVE 3: ENSURE THE PROVISION AND MAINTENANCE OF PARKS AND OPEN SPACE FACILITIES ARE A PRIORITY AS MURRAY GROWS AND CHANGES IN THE FUTURE.

Strategy: Create sustainable maintenance plans for parks and open space facilities.

OBJECTIVE 4: ENSURE MURRAY CONTINUES TO LEAD AS A STEWARD OF THE JORDAN RIVER PARKWAY.

Strategy: Evaluate the benefits of joining the Jordan River Commission.

Strategy: Evaluate opportunities to enhance the JRP north of 4800 South.

OBJECTIVE 5: CONTINUE TO DEVELOP NEW AND IMPROVE EXISTING TRAILWAYS AND ROUTES TO OFFER SAFE AND EFFICIENT TRAVEL OPTIONS FOR NON-MOTORISTS.

Strategy: Identify a list of trailways to be improved or developed

Strategy: Provide on-going funding for planning and construction of trails.

Strategy: Pursue a separated crossing over State Street to facilitate safe east-west connectivity for non-motorists.

OBJECTIVE 6: COORDINATE WITH SURROUNDING COMMUNITIES, THE COUNTY, AND THE BROADER REGION IN ACHIEVING A REGIONAL NETWORK OF TRAILS.

Strategy: Assist Salt Lake County with implementation of the recommendations of the East-West Trails Master Plan.

Strategy: Have a Murray City representative attend CCP (Plan-TAC) meetings to stay connected with leaders of neighboring local governments.

Strategy: Proactively identify preferred routes through Murray.

OBJECTIVE 7: GREEN UP THE CORE OF THE CITY – BRING VEGETATION BACK TO THE COMMERCIAL AND INDUSTRIAL AREAS OF THE CITY.

Strategy: Where feasible, plant street trees and incorporate landscaped park strips along State Street, Main Street and other core areas of the city.

Strategy: Identify locations on key corridors that would benefit from landscaped medians.

OBJECTIVE 8: ENSURE NEW DEVELOPMENTS OF ANY DEVELOPMENT PATTERN AND SCALE HAVE PARKS AND OPEN SPACE OPPORTUNITIES TO SERVE THEIR RESIDENTS.

Strategy: Adopt parks and open space requirements for developers and provide density and other incentives to enable developers to meet parks and open space requirements.

10.2 NATURE/ENVIRONMENT/INFRASTRUCTURE/RESILIENCE

Acknowledging the natural environment allows cities to be more efficient, resilient and livable. Whether it is a broad view of planning development to preserve natural lands, a network of green infrastructure to handle storm water, or solar power for one building, a coordinated plan for how the city interacts with the natural environment is a critical aspect of the general plan.

> *"A resilient city is sustainable in its economy, environment, and community, but it has a deeper quality which enables it to quickly adapt to challenges and rebuild itself for any challenge it faces."*

From time to time all cities experience catastrophic events. Some events are environmental calamities such as Superstorm Sandy that flooded New York City in 2012 or the EF-5 tornado that leveled Greensburg, Kansas in 2007. Other events are financial disasters such as the 2001 tech bubble and the 2008-2010 Great Recession. Still other events are community tragedies such as the Sandy Hook Elementary school shooting in 2012 or the clashes between residents and police that took place in several cities during 2014-2015. Some cities will quickly rebound from such events and others will not. What is the difference? Resiliency. Resiliency is the ability to recover readily from adversity. Cities that rebound easily operate from a paradigm of resiliency and thus have capacity to recover from catastrophes.

BENEFITS OF RESILIENT CITIES

The benefits of resiliency seem obvious. A city that is prepared to recover from adverse economic, environmental, or community events is better for the citizens and businesses of that city. People can feel secure in their homes. Businesses that can remain in business offer job security. However, resilient cities are capable of much more than just recovering from adversity. Resilient cities are also adaptable to change—variable environmental conditions, fluctuating economic conditions, shifting social conditions. Adaption allows cities to meet the daily, sometimes seemingly insignificant, demands of civilization.


Maintain up to date awareness of population trends and forecasts to help determine the extent and capacity of public services, facilities and infrastructure to support growth sustainably without compromising quality of service.
Promote low-impact development (LID) standards and the use of green infrastructure mechanisms.
Ensure that infrastructure needs are met with the most sustainable approach.
Supports the protection of areas that are less suitable for development through the use of clustered development patterns.
Capitalize on areas unsuitable for development and use them for open space and trail opportunities.
Ensure development does not negatively impact water quality, both above and underground.
GOAL: Be stewards of the natural environment through sustainable growth and development patterns, which help Murray City be prepared for change and the ability to adapt to new situations, whether they are economic, environmental, or cultural in nature.

WHAT WE KNOW: NATURE/ENVIRONMENT/INFRASTRUCTURE/RESILIENCE

NATURE/ENVIRONMENT

Water, or rather the lack of water, defines the relationship between the city and the environment. The climate of northern Utah is hot and dry in the summer with generally cold, snowy winters. However, in recent years the region has experience a wide range of seasonal conditions. As is always true of a semi-arid place, water is a concern. Currently storm water is handled with a traditional curb, gutter and pipe system. Murray provides culinary water for its residents through eight springs and twenty wells. However, even this ground water shows signs of depletion when there are years of successive low snow pack. Unlike other arid western cities, Murray provides water in a manner standard for the Wasatch Front without any unique programs or water restrictions.

Little Cottonwood Creek and Big Cottonwood Creek flowing from the mountains into the Jordan River are the main above ground water resources in the city. Their neighboring wetlands and river/creek banks are areas sensitive to human intrusion.

UTILITIES/INFRASTRUCTURE

Murray City is also an electric power provider and the comparatively low cost of power is one reason why people are attracted to live in Murray. Power is charged on an off-peak/peak season schedule with a two-tiered system that charges more per *kwh* beyond a set base amount. Murray does have a net metering pilot program, however it does not currently have any policies regarding requirements for city buildings to use renewable energy. Also, city light design standards are scattered throughout various sections of the city code and are not in one comprehensive dark sky ordinance.

RESILIENCE

Murray currently boasts high levels of resiliency in several areas. At the same time, opportunities exist for adding areas of resiliency.

Economic Resiliency

Murray has strong economic resiliency in several areas. The city has a wide range of economic diversity across a variety of industries including healthcare, retail, car sales, and small businesses. This means that jobs and tax revenue for the city is not tied to one industry and the city could weather economic ups and downs specific to any one industry. Murray is also self-supporting in terms of having its own power company, school district, and recreation center. This allows the city flexibility regarding determination of management of these services and

facilities. Essentially, in these areas Murray has control over its future and isn't bound to decisions made by outside service providers in terms of cost and other service considerations.

Transportation is another area of strong resilience for Murray. The city is a transportation node for two types of rail – local light rail and regional commuter rail – and also is a node for two freeways – north/south I-15 and east/west belt route I-215. This location as a transportation node provides everyday options in terms of mode choice, is attractive to businesses and visitors, and offers choices in the event of an emergency. Finally, a small yet significant area of economic resiliency is the farmer's market. Hosting a farmer's market provides seasonally access to fresh food which could be critical if the current food distribution chain to grocery stores is disrupted.

Environmental Resiliency

Murray City has strong environmental resiliency is several areas including renewable energy sources, rainwater harvesting, and disaster planning and preparedness. Murray's strength in renewable energy comes from offering net metering for power customers with renewable energy sources such as solar panels. Net metering can encourage people to acquire renewable energy sources for their home. Murray also allows rainwater harvesting which residents can use to water their yards. This can provide a measure of independence from traditional water sources. Finally, Murray City has a disaster preparedness plan which will provide resiliency in times of natural disasters.

Community Resiliency

A community with strong social resiliency is a desirable place to live. Murray has several qualities that positively contribute to community resiliency. These include a historic downtown that provides a sense of identity and sense of place, a library that is also a city gathering place, and a city parks and recreation center as a gathering place.

HOW DOES THIS HELP US PLAN FOR THE FUTURE?

Utilities have a significant impact on land use as they can dictate how land is use. For example, water and sewer capacity are a significant drivers in determining if a particular piece of land can be used for a large housing or office project. Providing utility infrastructure can also significantly a city's finances and limit a city's ability to free finances to provide other services. With these items in mind, the following goal and supporting objectives were crafted to guide decisions regarding nature, environment and infrastructure.

While there are many strong areas of economic resiliency, there are also areas that need improvement. More people need to have alternative modes of transportation such as riding the bus, biking, and walking to be a more readily accessible and viable option. Considering that transportation is a top household spending category, this will provide Murray residents with individual economic resiliency as people could choose the form of transportation that best fits their economic condition as opposed to being dependent on car ownership.

Housing is an area to evaluate for improved economic resiliency. For most households, housing is the top spending category. Affordable options are needed for a range of life stages. This means people need options for more types of housing than only single family homes or apartments. Townhouses, mother-in-law units or carriage houses, bungalow courts, and live/work units are all options to encourage within the city.

Environmental areas where Murray City could benefit from increased resiliency are storm water, individual water use, and urban heat islands. Storm water in the city is currently handled with a traditional pipe system. In the long term, this can be costly and could fail in large rain events. Moving to green infrastructure could prove more beneficial over time in terms of cost and environmental benefits.

Individual water use is an area to target for increased environmental resiliency. In an arid climate, conserving water as much as possible provides resiliency in times of drought. Two easy ways to decrease water use is to target two areas high in individual water use: landscape watering and toilets. Murray City can work with organizations such as the Jordan River Water Conservancy district to implement their Localscapes program to show homeowner's how to transition to a lower water use yard. The city can also adopt requirements for dual flush toilets in new construction and offer rebates for people who swap current toilets for dual flush water efficient toilets.

Urban heat islands within the city should be addressed to improve environmental resiliency. Unshaded parking lots and sidewalks reflect large amounts of heat that can increase the need for air conditioning in adjacent buildings. Hot sidewalks also discourage walking thus effecting other elements of resiliency.

To improve environmental resiliency Murray City should evaluate the possibility of a green infrastructure policy and implement if feasible, change codes to require dual flush and low flow fixtures in new construction, offer residential water check-ups and education on outdoor water use; review pricing structure for tiered pricing levels and appropriateness of rate and address urban heat islands by change zoning/ordinances to require street trees and parking lot shading.

Areas in need of improvement in terms of community resiliency are tension between home owners & apartment dwellers, a need to proactively foster a sense of community as older people pass away and new people move, and a need to reaching out to residents in annexed areas on the east side of Murray to help them feel that they are a part of Murray City.

Murray City can improve community resiliency by providing buffers between single-family homes and apartment buildings so homeowners don't feel invaded and resentful towards people living in apartments, and by hosting community events to encourage people getting to know each other. These events could range from recreational events such as slide-the-city, to library stuffed animal sleepovers, community councils encouraging block parties and organizing volunteer opportunities, Murray local merchants association or team with Local First Utah, Fun Days, revisit annexed area being on Murray City garbage pick-up, and add city-update emails to people who would like to receive consistent communication from the city.

Improved resiliency can be reached by achieving the goals listed in the five Key Initiatives.

NATURE/ENVIRONMENT/INFRASTRUCTURE/RESILIENCE GOAL, OBJECTIVES, & STRATEGIES

NATURE/ENVIRONMENT/INFRASTRUCTURE/RESILIENCE OVERALL GOAL

Be stewards of the natural environment through sustainable growth and development patterns, which help Murray City be prepared for change and the ability to adapt to new situations, whether they are economic, environmental, or cultural in nature.

NATURE/ENVIRONMENT/INFRASTRUCTURE/RESILIENCE OBJECTIVES & STRATEGIES

OBJECTIVE 1: PROMOTE LOW-IMPACT DEVELOPMENT (LID) STANDARDS AND THE USE OF GREEN INFRASTRUCTURE MECHANISMS.

Strategy: Require that all government funded projects meet a minimum one-star Sustainable Sites (SITES) rating

Strategy: Provide incentives for new development that use Low-Impact Development (LID) techniques

Strategy: Create a city-wide green infrastructure master plan to identify which green infrastructure techniques to implement

OBJECTIVE 2: ENSURE THAT INFRASTRUCTURE NEEDS ARE MET WITH THE MOST SUSTAINABLE APPROACH. MAINTAIN UP TO DATE AWARENESS OF POPULATION TRENDS AND FORECASTS TO HELP DETERMINE THE EXTENT AND CAPACITY OF PUBLIC SERVICES, FACILITIES AND INFRASTRUCTURE TO SUPPORT GROWTH WITHOUT COMPROMISING QUALITY OF SERVICE.

Strategy: Conduct a life cycle analysis at both a system wide level and individual product level

OBJECTIVE 3: SUPPORT THE PROTECTION OF AREAS THAT ARE LESS SUITABLE FOR DEVELOPMENT THROUGH THE USE OF CLUSTERED DEVELOPMENT PATTERNS.

Strategy: Adopt cluster development regulations for areas adjacent to open space and natural areas

OBJECTIVE 4: CAPITALIZE ON AREAS UNSUITABLE FOR DEVELOPMENT AND USE THEM FOR OPEN SPACE AND TRAIL OPPORTUNITIES.

Strategy: Identify areas unsuitable for development and create an overlay designation

Strategy: Create an open space and trail implementation plan

OBJECTIVE 5: ENSURE DEVELOPMENT DOES NOT NEGATIVELY IMPACT WATER QUALITY, BOTH ABOVE AND UNDERGROUND.

Strategy: Adopt code requirements for new projects to meet Sustainable Sites (SITES) requirements

10.3 COMMUNITY, CULTURE, AND HISTORIC PRESERVATION

"We regret much of what we've built; we regret much of what we've torn down. But we've never regretted preserving anything." ~Daniel Sack

A comment received from a public meeting during the general plan update process read "I love my historic neighborhood." Preserving historic structures, neighborhoods, and businesses districts provides a tangible link to the past that can tie people to a place.

WHAT WE KNOW: COMMUNITY, CULTURE, & HISTORIC PRESERVATION

Murray City created its own local Murray Historic Registry in 1997. The registry is a non-regulatory ordinance (City Code 2.40.020) that requires owners to communicate with the Cultural Arts Division prior to alterations to the original building materials or footprint of the building.

Two key accomplishments since the 2003 General Plan are the listing on the National Register of Historic Places of the Murray Downtown Residential Historic District in 2005 and the Murray Downtown Historic District in 2006.

The Murray Downtown Historic District includes 29 contributing structures, comprised primarily of the business district along State Street and the east side of Poplar Street, dating to Murray's establishment of a 'downtown' in the early 20th century.

The Downtown Residential District is located east of the Downtown Historic Business District. This area of early residential architecture includes 185 structures representative of the early 20th century neighborhoods. Buildings of significance date between 1870 and 1950.

The most recent historic district is the Hillside Residential District, listed in 2012. The contributing structures in this district represent the growth and change of Murray post World War II as the Salt Lake Valley experienced suburban growth.

HOW DOES THIS HELP US PLAN FOR THE FUTURE?

By knowing where the key, historic structures are and understanding how they contribute to the overall character and identity of Murray, the city can be informed as it makes decisions that will balance change with preservation. Achieving the right balance will be different for each context, and can be informed by doing more detailed analysis when historic sites are involved.

COMMUNITY, CULTURE & PRESERVATION GOAL, OBJECTIVES, & STRATEGIES

COMMUNITY, CULTURE & PRESERVATION OVERALL GOAL

Sustain the culture and identity of Murray City while embracing opportunities for change and progress.

COMMUNITY, CULTURE & PRESERVATION OBJECTIVES & STRATEGIES

OBJECTIVE 1: PRESERVE KEY HISTORIC LANDMARKS WHEN FEASIBLE.

Strategy: Prior to redevelopment, evaluate opportunities for incorporating key historic landmarks into new development rather than defaulting to demolition.

Strategy: Work to prioritize key historic landmarks to allow for balanced decisions regarding preservation and new development opportunities.

Strategy: Ensure adequate funding for city-owned historic landmarks and work with owners to provide incentives for the care of private landmarks.

OBJECTIVE 2: PROACTIVELY IDENTIFY HISTORIC NEIGHBORHOODS AND DISTRICTS AS THE COMMUNITY GROWS AND EVOLVES.

Strategy: Provide funding for reconnaissance and intensive level surveys of neighborhoods that will be over 50 years of age in the next 10 years.

OBJECTIVE 3: PROVIDE ARTS AND CULTURAL ACTIVITIES FOR A RANGE OF NEEDS AND DEMOGRAPHICS.

Strategy: Continue to provide funding for the city to coordinate and promote arts and cultural activities.

Strategy: Conduct a yearly survey to ascertain the range of needs and interests of Murray residents.

Strategy: Continue to support programs that engage residents and visitors in cultural experiences.

OBJECTIVE 4: INCREASE THE AWARENESS AND EDUCATION OF RESIDENTS AND VISITORS REGARDING MURRAY CITY'S HISTORY AND HERITAGE THROUGH THE PRESERVATION OF SIGNIFICANT SITES, STRUCTURES, AND AREAS.

Strategy: Monuments/markers like in Downtown Salt Lake City that indicate where historic sites were (e.g. pioneer era schools)

Strategy: Create an on-line walking/driving tour guide of significant Murray City historic sites.

OBJECTIVE 5: WORK TO PROVIDE A BALANCE OF NEW DEVELOPMENT AND THE PRESERVATION OF EXISTING DEVELOPMENT PATTERNS AS REDEVELOPMENT OCCURS.

Strategy: Identify structures and areas that can provide an anchor to new development opportunities.

OBJECTIVE 6: CAPITALIZE ON HISTORIC RESOURCES AS OPPORTUNITIES FOR INVESTING IN THE UNIQUE CHARACTER OF MURRAY CITY FROM AN ECONOMIC DEVELOPMENT PERSPECTIVE.

Strategy: Identify structures and areas that are iconic representations of Murray and evaluate the potential for rehabilitation and adaptive reuse.

CHAPTER 11 - PLAN ADMINISTRATION & IMPLEMENTATION

A general plan is only as good as the manner in which it is administered and implemented. Providing clear links between the guiding language of this document and the actions to be made by the city will help to ensure transparency and confidence in the General Plan.

An annual review provides the opportunity to analyze decisions compared with the policy guidance of the general plan and to evaluate recent trends. Using an annual progress report to communicate what has been done and what is on the priority list will help communicate how the general plan is being administered.

Predictability and knowing when to anticipate adjustments to the General Plan can help residents feel informed of potential changes to their expectations. Identifying a particular timeframe each year when modifications can be proposed to the General Plan can help achieve a level of predictability.

PLAN ADMINISTRATION GOAL AND SUPPORTING OBJECTIVES

PLAN ADMINISTRATION & IMPLEMENTATION GOAL, OBJECTIVES, & STRATEGIES

PLAN ADMINISTRATION & IMPLEMENTATION OVERALL GOAL

Create a readable, understandable document and ensure the responsibilities for administering the plan are clearly stated and metrics are established for evaluating progress in achieving desired outcomes.

PLAN ADMINISTRATION & IMPLEMENTATION OBJECTIVES & STRATEGIES

OBJECTIVE 1: ALIGN THE GOALS OF THE PLAN WITH THE CAPITAL IMPROVEMENT PLAN

OBJECTIVE 2: LINK OBJECTIVES WITH THE ANNUAL CITY BUDGET

OBJECTIVE 3: COORDINATE IMPLEMENTATION RESPONSIBILITIES

OBJECTIVE 4: REGULARLY REPORT IMPLEMENTATION STATUS

Strategy: Prepare an annual progress report that includes key accomplishments, priority issues, action items, and key implementing agencies. Analyze and report on how actions align with the policy direction(s) of the plan.

OBJECTIVE 5: USE BENCHMARKS/INDICATORS/TARGETS/OTHER METRICS

OBJECTIVE 6: ADJUST GOALS IF TARGETS ARE NOT MET

OBJECTIVE 7: MAKE THE GENERAL PLAN DYNAMIC WITH THE ABILITY TO AMEND AS FUTURE CONDITIONS CHANGE.

Strategy: Every five years, evaluate the past five years of implementation, take a new look at data and trends, and address new issues that may have emerged. Engage city departments in the evaluation and provide the general public a chance to provide input on new ideas or issues.

2017 MURRAY GENERAL PLAN