RESOLUTION OF THE LOCAL ADVISORY COUNCIL OF THE UTAH TRANSIT AUTHORITY APPROVING AND RECOMMENDING ADOPTION OF THE MURRAY NORTH STATION AREA PLAN

AR2024-08-01 August 28, 2024

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and was created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act (the "Act");

WHEREAS, the Act require the Local Advisory Council to review, approve and recommend for final adoption any plan for a transit-oriented development where the Authority is involved;

WHEREAS, the Authority's Board of Trustees has adopted Board of Trustees Policy 5.1 – Transit-Oriented Development (the "Policy");

WHEREAS, the Policy requires the Authority to establish Station Area Plans in collaboration with applicable municipalities;

WHEREAS, the Policy requires the Local Advisory Council to review, approve and recommend for adoption any Station Area Plan that involves the Authority prior to adoption by the Authority's Board of Trustees;

WHEREAS, the Authority has presented the Murray North Station Area Plan in Murray, Utah to the Local Advisory Council for review;

WHEREAS, the Local Advisory Council believes that the Station Area Plan is in the best interest of the Authority and the applicable municipalities and desires to recommend adoption of the Murray North Station Area Plan in Murray, Utah, included as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the Local Advisory Council of the Utah Transit Authority:

1. That the Local Advisory Council hereby approves the Murray North Station Area Plan in Murray, Utah, attached as Exhibit A.

2. That the Local Advisory Council forwards the Murray North Station Area Plan to the Authority's Board of Trustees with a recommendation for their adoption.

Approved and adopted on this August 28,2024.

DocuSigned by:
Troy Walker
67B9D87AF0824CC...

Chair or Acting Chair, Local Advisory Council

ATTEST:

DocuSigned by:
8D8A6B67F3AA459...

Second Vice-Chair, Local Advisory Council
Or Board Secretary

(Corporate Seal)

UTAH TRANSIT AUTHORITY
CORPORATE
SEAL
State of Utah

Approved As To Form:

DocuSigned by:
Mike Bell
70E33A415BA44F6...

Legal Counsel

Exhibit A

Murray North Station Area Plan

MURRAY NORTH STATION AREA PLAN

JANUARY 23, 2024 DRAFT

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ACKNOWLEDGMENTS

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Murray North Station Area was one of the first station areas to attract investment into transit supportive uses. Following the station's opening in 1999, this area has seen over 2,000 new housing units with additional neighborhood-serving commercial spaces. Private investment in housing and services continues in the area.

This plan envisions building on the success of the area to address some existing challenges and create a framework for expanding the core transit supportive neighborhood throughout most of the planning area. The plan establishes a framework for future growth and densities that will encourage investment in housing, services, and new neighborhood and community retail.

VISION

THE MURRAY NORTH STATION AREA IS AN ACCESSIBLE, VIBRANT, COMPLETE COMMUNITY THAT PROVIDES RESIDENTS AND VISITORS ALIKE WITH AN INTERESTING, ENGAGING MIX OF LAND-USES TO SERVE THEIR NEEDS.

The core area has seen significant new investment over the past 20 years. The core area's current boundaries of the station area – State Street, the Union Pacific Rail Line, and 4500 South – are barriers that require strategic new connections to take advantage of opportunities to the east, south, and west. Overcoming these barriers and expanding transit supportive development to areas beyond these barriers is a longer-term vision.

Over the next five-to-ten years, building on the existing and planned collection of transit-oriented developments in the area to create a safe, thriving transit supportive neighborhood in the core will set the stage and create momentum for the investments needed to overcome the identified barriers.

The station area itself is envisioned as the catalyst for the further transformation of the Murray North Station Area. There are several opportunities immediately adjacent to the station to create a hub of activity that will enhance safety, provide much needed community-based opportunities, and further establish the social fabric of the area as a thriving neighborhood. These opportunities include:

- Transforming the existing bus loop and two-acre parking lot into mixed income housing, community uses, restaurants, shops, and open space
- Redeveloping the Atlas Roofing site into mixed-income housing with improved site lines, lighting, and access, to address safety and parking issues on the west side of the station area
- Relocating the UTA mobility center and storage areas to create additional mixed income

housing, community space, parking and trails and connectivity

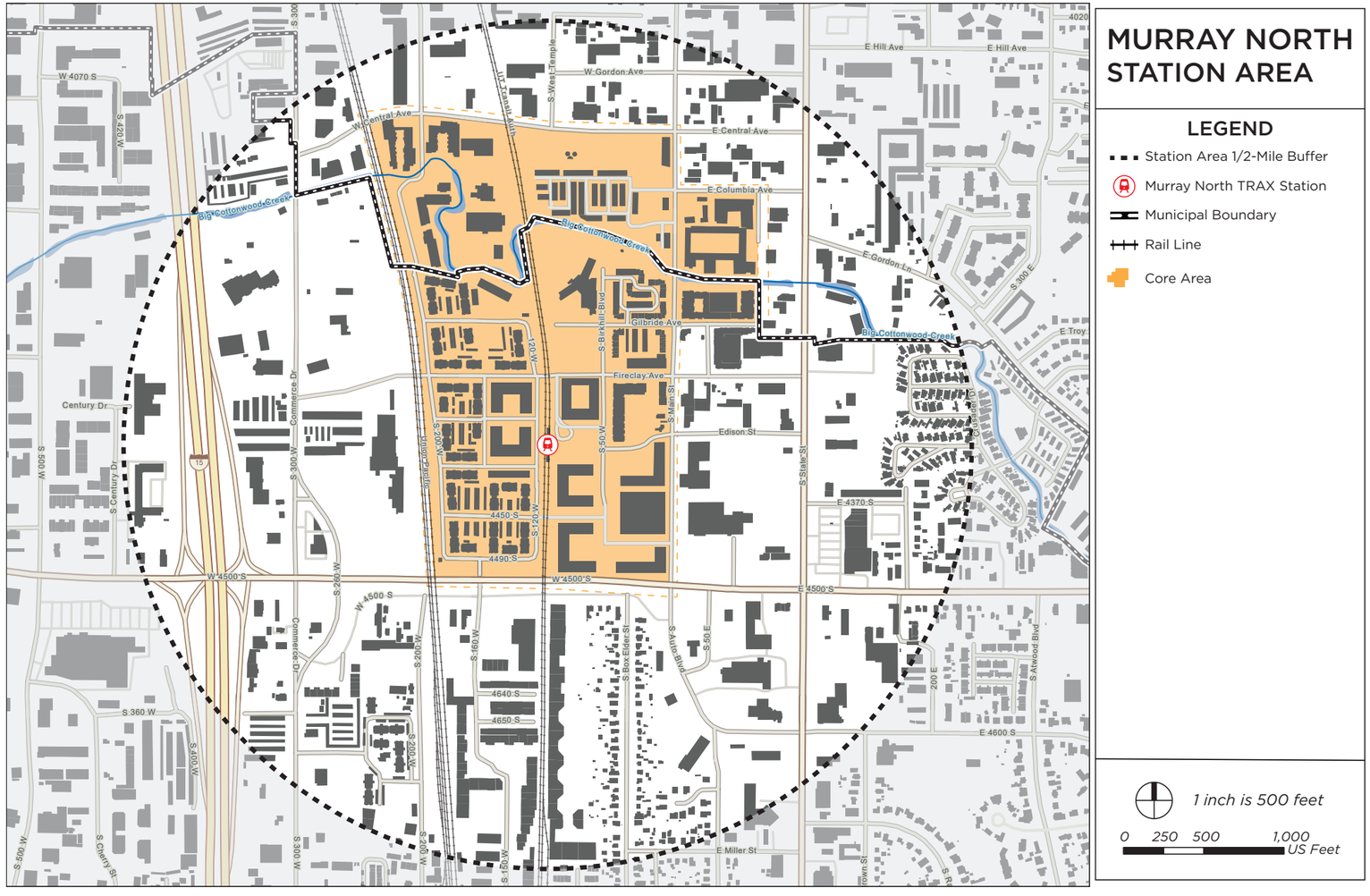
- Redeveloping the Salt Lake County Fleet Maintenance property into additional mixed income housing, a 10,000 to 14,000 SF market, parking, open space, and connectivity
- Redeveloping the commercial property on the corner of Fireclay Avenue and Main Street for additional mixed-income housing and to activate this critical corner

The transformation of the station area core will provide additional housing for all income levels and help address existing challenges in the neighborhood. These challenges include:

- Needed additional open space and trails. The proposed transformation of the immediate station area will add approximately 21.99 acres of new open space to this underserved area
- Improved site lines and additional community activity. Increasing desirable activity in the area and connecting currently dead-end streets physically and visually will help to reduce elevated levels of crime, particularly west of the station
- Additional parking spread throughout the station area in new parking structures will help alleviate current parking problems. The plan recommends the creation of a parking district to help fund the construction, maintenance, and operation of parking in the various recommended structures
- Address environmental contamination. The plan recommends a trail in the area of the contaminated berm on UTA property. The material in the berm should be processed to remove organic and construction waste materials. The remaining soils can then be "capped" beneath the trail. Any remaining materials should be characterized and disposed of in an appropriate facility.

Successful implementation of the plan will require policy changes, new administrative resources, and the use of a mix of impact fees, grants, tax-increment financing, and public/private partnerships to achieve the vision.

FIGURE E.1: MURRAY NORTH STATION AREA CORE



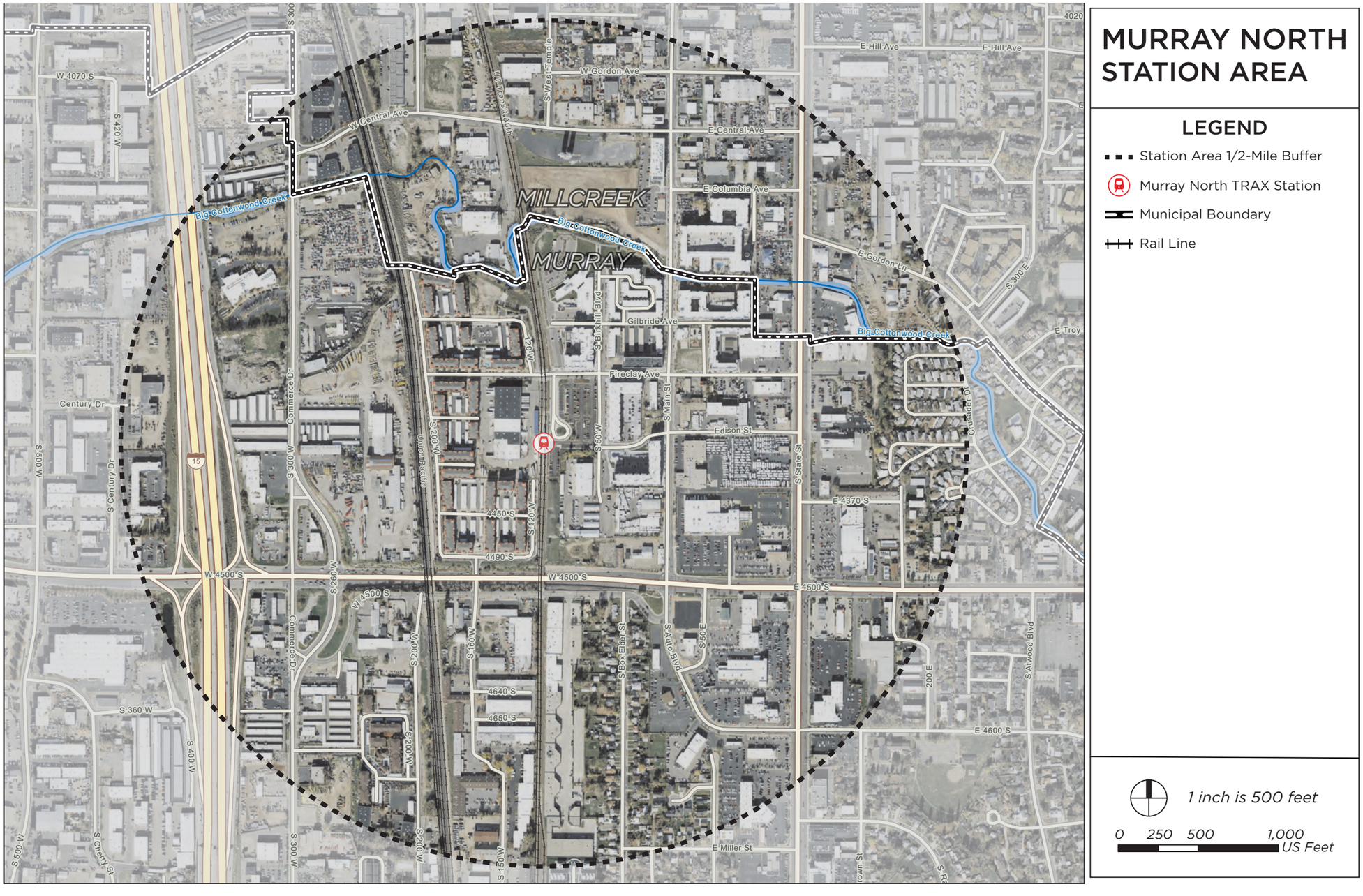
REPORT INTRODUCTION

INTRODUCTION

One of the first stations on the original TRAX Blue Line to draw a sizable amount of new investment in transit-oriented development was the Murray North Station Area. Since 2000, there have been more than 2.5 million square feet of commercial development and an estimated 2,200 new housing units built. The region has seen large public investment in addition to private investment, with new road connections, trails, and streetscape enhancements among the projects completed. The immediate station area between Main Street and the north side of the Union Pacific train line, as well as Central Avenue and 4500 South, has received the majority of the area's transit-supportive investment.

The Plan is a joint planning effort of the cities of Murray and Millcreek, the Wasatch Front Regional Council (WFRC), and the Utah Transit Authority (UTA). This plan identifies a community-based vision for the future, as well as goals, strategies, and key implementation actions for each of the primary stakeholders. Plan strategies seek to take advantage of opportunities, overcome challenges and continue to provide attainable and affordable housing within a vibrant, transit supportive neighborhood.

FIGURE1.1: MURRAY NORTH STATION AREA 1/2-MILE BUFFER



MURRAY NORTH STATION AREA

LEGEND

- Station Area 1/2-Mile Buffer
- Murray North TRAX Station
- Municipal Boundary
- Rail Line

1 inch is 500 feet

0 250 500 1,000 *US Feet*

Planning Area Description

This plan focuses on the Murray North Station Area, which is defined as the area within a ½-mile radius from the Murray North TRAX platform, located at 71 W. Fireclay Ave, in Murray, Utah. The area is between I-15 and State Street, south of Central Avenue and extending south of 4500 South to approximately 4700 South. Big Cottonwood Creek not only serves as the primary ecological asset to the station area, but it bifurcates the station area and serves as a significant portion of the jurisdictional boundary between Murray and Millcreek Cities.

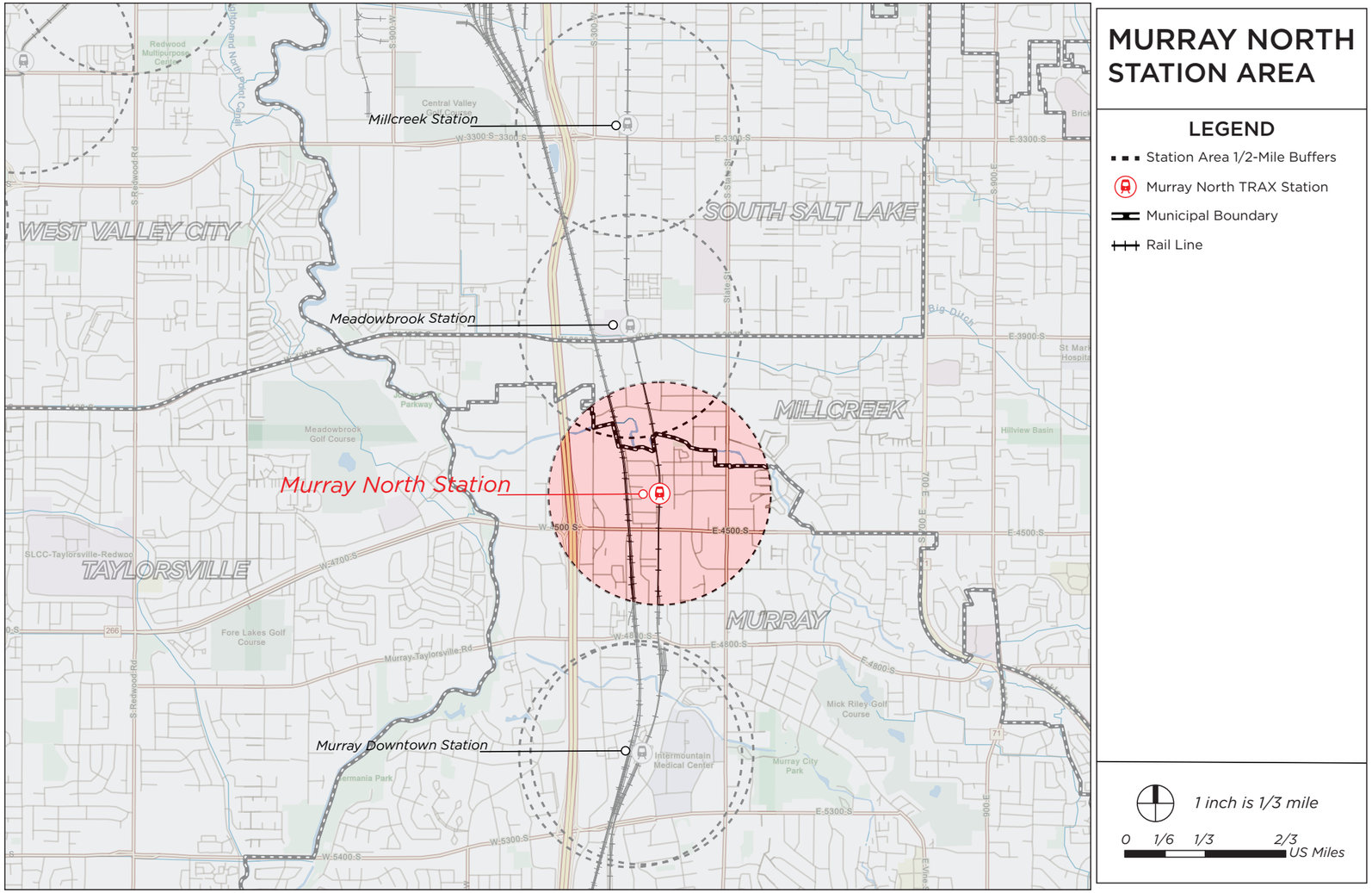
The planning areas for the Meadowbrook Station to the north and the Murray Central Station to the south closely abut the Murray North Station Area. Because of the close proximity of adjacent station areas, planning for the Murray North Station is approached as part of a large ecosystem of connected, transit supportive areas.

The Murray North TRAX Station is a mid-level light rail station within the TRAX system. The station is a 385-foot center platform accessed from the east by a north crossing of the tracks and a south crossing of the tracks. The southern walkway from the station connects to the Brickgate Apartments west of the platform. The northern walkway connects to the bus loop, station parking lot and Fireclay Avenue.

While not one of the major nodes, like nearby Murray Central Station, Murray North is served by TRAX lines--Blue and Red, and connects to two bus routes (Routes 205 and 45). Route 205 connects north generally along 500 East to Downtown Salt Lake City and has 789 daily boardings system-wide. Route 45 connects east to Holladay Village and Olympus Cove Park and Ride and has 389 daily boardings system-wide, so these are good regional bus connections.

In addition to the 205-bus route that serves the station, there is an additional bus route, the 200, on State Street that does not stop at the TRAX station but has stops within the station area. The State Street routes are primary connections north and south through the Salt Lake valley. During the public engagement process many residents north of State Street indicated that they use the routes on State Street rather than the TRAX line. Connection and coordination of transit between the station and the lines throughout the immediate area enhance the transit supportive nature of the entire neighborhood.

FIGURE 1.2: REGIONAL TRAX SYSTEM MAP



Background and Purpose

A Station Area Plan (SAP) is required per "H.B. 462 Utah Housing Affordability Amendments" for municipalities that have fixed-guideway public transit stations (rail or BRT). The code, 10-9a-403.1, requires the development of specific SAPs at both planned and existing stations along transit investment corridors to increase housing options. The code also requires that SAPs promote the following principles:

- Increase the availability and affordability of housing, including moderate income housing
- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Addressing adequate housing is a critical aspect of preparing for anticipated growth. The SAP process empowers local governments to conduct localized planning efforts and develop a contextual solution to an area's development needs and take advantage of regional investments in transit infrastructure. The planning process also seeks to enhance coordination of planning and reporting efforts and increase collaboration between stakeholders who want to improve housing affordability and availability—from state-level commissions and divisions, to regional transportation and planning agencies (UTA, UDOT, and WFRC), to municipalities and private sector developers. For the Murray North SAP, both Murray and Millcreek Cities served as local government representatives with representation from UTA and WFRC.

Station area plans are required to identify opportunities and constraints within the station area, identify opportunities for additional affordable housing and the need for supportive services, describe a preferred vision shared by the community within and around the station area, and provide strategic recommendations that may be pursued by both UTA, respective local governments, and private partners to help facilitate implementation.

Recognizing that housing and land use policies have profound impacts on individual transportation mode choices, quality of life, and growing environmental concerns, H.B. 462 requires a comprehensive integration of these aspects into local land use policy. Provisions include the modification of how municipal corporations develop and report their moderate-income housing strategies, and further defines the mechanism that distributes state funding to political subdivisions that meet defined transit-based planning requirements and withholds funding from those who fail to achieve the requirements in accordance with specified timelines.

Historical Context and Understanding

The first recorded building in the Murray North Station Area was a home constructed in 1858. The area was originally developed as a residential area with a correspondingly scaled grid system. Over time, the area transitioned to industrial uses. Prior to the opening of the TRAX Blue Line, the land uses around the Murray North TRAX Station were already primarily industrial, a result of its proximity to I-15, the State Street corridor, Union Pacific rail line, and Big Cottonwood Creek, which have provided the necessary transportation infrastructure and resources for operations. Today, the most prevalent land use in the station area is industrial, making up approximately 40% of the total land area. Industrial areas generally have large lots with limited internal infrastructure. This is true of many of the remaining industrial areas within the Murray North Station area.

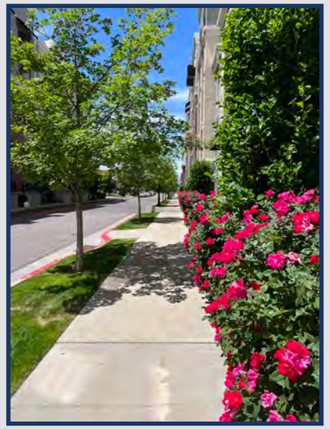
Over the past two and a half decades since the construction of the TRAX station, the area has seen a continual transformation towards transit supportive development, mostly consisting of high-density residential structures. The area east of State Street in Murray generally transitions from the commercial State Street corridor to single-family residential neighborhoods whereas Millcreek hosts a handful of apartments and mobile homes adjacent to the State Street corridor. Today, there are approximately 2,678 total housing units within the Murray North Station Area, 70% of which

FIGURE 1.3: MURRAY NORTH STATION HISTORICAL AERIALS

HISTORICAL AERIALS SOURCE: GOOGLE EARTH & SALT LAKE COUNTY

WALKING AUDIT CONDUCTED DURING THE "WHAT YOU HAVE" PHASE

GREEN/OPEN SPACE IDENTIFIED THROUGH THE "WHAT YOU NEED" PHASE



STREETSCAPE WITHIN THE STATION AREA THAT EXHIBITS "HOW YOU GET THERE"

have been constructed since 2000.

Plan Basis

This Station Area Plan leverages prior planning efforts conducted by both local and regional jurisdictions. In conjunction with a solid understanding of prior planning efforts, this plan considers the best path to align market opportunity with physical opportunity, and the community vision established throughout the planning process. Prior plans reviewed included:

- Murray General Plan (2017)
- Millcreek Together General Plan
- Millcreek Transportation Master Plan
- Mid-Valley Active Transportation Plan
- Fireclay Transportation Master Plan & Design Standards
- Life on State Implementation Plan
- Seven Greenways Vision Plan
- West Millcreek Meadowbrook Plan

Process

The consultant team engaged the public through online and in-person opportunities to provide feedback and contribute to the decision-making process. A three-phased approach was used to craft the plan that will guide decisions and embody values of the community as the Murray North Station Area continues to grow and develop. The phases implemented to guide this plan were as follows:

- **WHAT YOU HAVE** – This phase focused on gaining a comprehensive understanding of existing conditions and context within the area of influence for the Murray North Station Area. An initial site visit and public engagement kick-off was also associated with this phase. The complete existing conditions analysis that includes the following may be found in the appendix:
  - Accessibility analysis
  - Environmental analysis
  - Socioeconomic analysis
  - Public safety analysis
  - Market analysis
- **WHAT YOU WANT AND NEED** – While the second phase focused on dialogue with the community (listening, repeating back, and inviting input) this exchange of ideas and input occurred throughout the entire process. At this stage we not only shared what was learned through the initial phase, but we invited the public, technical partners, and stakeholders to tell us about what they want and need to make the station area a more complete community. This phase included several in-person input opportunities, a variety of stakeholder interviews, continued online engagement, and lots of thought digestion. A more complete detailing of community engagement takeaways can be found in the Community Engagement chapter.
- **HOW TO GET THERE** – Based upon the emerging unified vision, the consultant team worked to identify specific pathways toward the identified goals. Tangible goals and strategies were established based on input and direction from previous phases.

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EXISTING CONDITIONS

INTRODUCTION

Station Area Policy Background

The Murray North station is an existing light rail station that serves the Blue and Red TRAX lines that connect throughout Salt Lake County. The station is located at 71 West Fireclay Avenue in Murray, serving the immediate “Fireclay area.” The Blue line connects downtown Salt Lake City with Draper on the southern edge of Salt Lake County, and the Red line connects the University of Utah with Daybreak in South Jordan in the southwest of Salt Lake County.

The ½-mile Study Area is generally defined by I-15 on the west, the area north of 4500 South Street, and area west of State Street, and south of Central Avenue. Big Cottonwood Creek bisects the Study Area and is shared between Murray and Millcreek cities. The total population within the ~500-acre Study Area is currently estimated to be 6,541 people, or approximately 13 people per acre, distributed across 2,611 households. The Study Area is also home to 4,360 employees, or approximately 9 employees per acre (ESRI).

Today, the Study Area contains a mix of new high-density housing, auto-oriented retail, auto and RV dealerships, a mix of small businesses, and a wide range of industrial uses.

DEMOGRAPHICS

Population

ESRI estimates the current population of Murray to be 52,255 with an expected 0.5% annual growth rate to 53,448 by 2028. Similarly, Millcreek has a population of 64,778 and is projected to grow at a rate of 0.31% annually from 2023-2028 to 65,793 people. The population within a ½-mile radius of Murray North Station is currently 6,541 and is expected to grow to 6,791 by 2028, representing an annual growth rate of 0.75%.

CATEGORY	MURRAY	MILLCREEK	STUDY AREA
2023 Population	52,255	64,778	6,541
2028 Population	53,448	65,793	6,791
5-Year Annual Growth Rate (%)	0.5%	0.31%	0.75%
Source: ESRI			

TABLE 2.1: POPULATION COMPARISON

Income

The City of Murray has a median household income of $71,470 compared to the City of Millcreek with a median household income of $80,083. However, within the Study Area, the median household income is significantly less than the US and neighboring jurisdictions, at $50,437. This is likely attributed to the greater concentration of workforce housing within the Study Area and the greater number of single-member households that live in multifamily housing, as indicated in the household type statistics.

CATEGORY	MURRAY	MILLCREEK	STUDY AREA
Median HH Income	$71,470	$80,083	$50,437
Per Capita Income	$39,540	$46,650	$38,765
Source: ESRI			

TABLE 2.2: INCOME COMPARISON

Race and Ethnicity

The Study Area is much more diverse than the surrounding cities of Murray and Millcreek, Salt Lake County, and Utah. Diversity can promote economic growth and enhance vitality. Research shows that cultural diversity enables a community to be stronger and more productive. Increased diversity can also contribute to cultural experiences and artistry, which in turn increases quality of life. Exploring ways to celebrate the higher diversity in the Study Area with art, programming, and events could help support revitalization, expand economic opportunity, and help differentiate the Study Area from regional contexts.

Opportunities

Because the Study Area is projected to grow more quickly and with a more diverse population than the surrounding communities, the Murray North Station Area can become one of the more vibrant and interesting neighborhoods in the region. There is an existing diverse population in the area that seeks services and amenities that are culturally appropriate and easily accessible. Initial observations indicate an opportunity to balance the recent influx of high-density residential with additional amenities and services, including the addition of usable open space.

Challenges & Barriers

Household and per capita income in the Study Area is significantly lower than the surrounding communities. This presents a challenge for attracting new retail and services into the area. The lack of expendable household income and access to surrounding neighborhoods is a recognized barrier to attracting fresh food and similar resources into the station area. This was a consistent observation from area residents and visitors.

LEFT: flyer advertising Hispanic heritage month event in Murray
Source: Now Playing Utah!

RIGHT: Murray city celebrates cultural diversity through Hispanic Heritage Days Event in the Murray Park Amphitheater, September 2023
Source: KSL TV

LAND USE AND ZONING

Land Use

Existing land use is important because it establishes the current conditions for the subject area and determines what options are available for future development. Typically, land uses that are already in existence will remain the same because they are appropriate for the area or are difficult to transition. This generally leaves opportunities for development within vacant areas. The pattern of land use that exists today within the station area has evolved to adapt to the requirements of the community as it has experienced growth, both in geographic size and population. An existing land use assessment was conducted from generalized Salt Lake County assessor data obtained by the project team.

The planning area for this SAP can be thought of as several character areas. The “core area” identified is the area immediately around the station, generally from Main Street to the Union Pacific rail line and from 4500 South to Central Avenue. This core area has been and continues to be the focus of most of the transit supportive development that has occurred in the area since the opening of the TRAX Blue Line. The “State Street corridor area” includes both sides of State Street for the length of the planning area, spanning west to Main Street and north above Central Avenue. The “southern area” includes the area south of 4500 South. The “Western area” includes the area west of the Union Pacific rail line spanning the length of the study area. There are also small portions of the ½ mile radius that are west of I-15 and east of the State Street corridor and south 4500 South that are small and disconnected from the rest of the planning area and infeasible to address in the planning process.

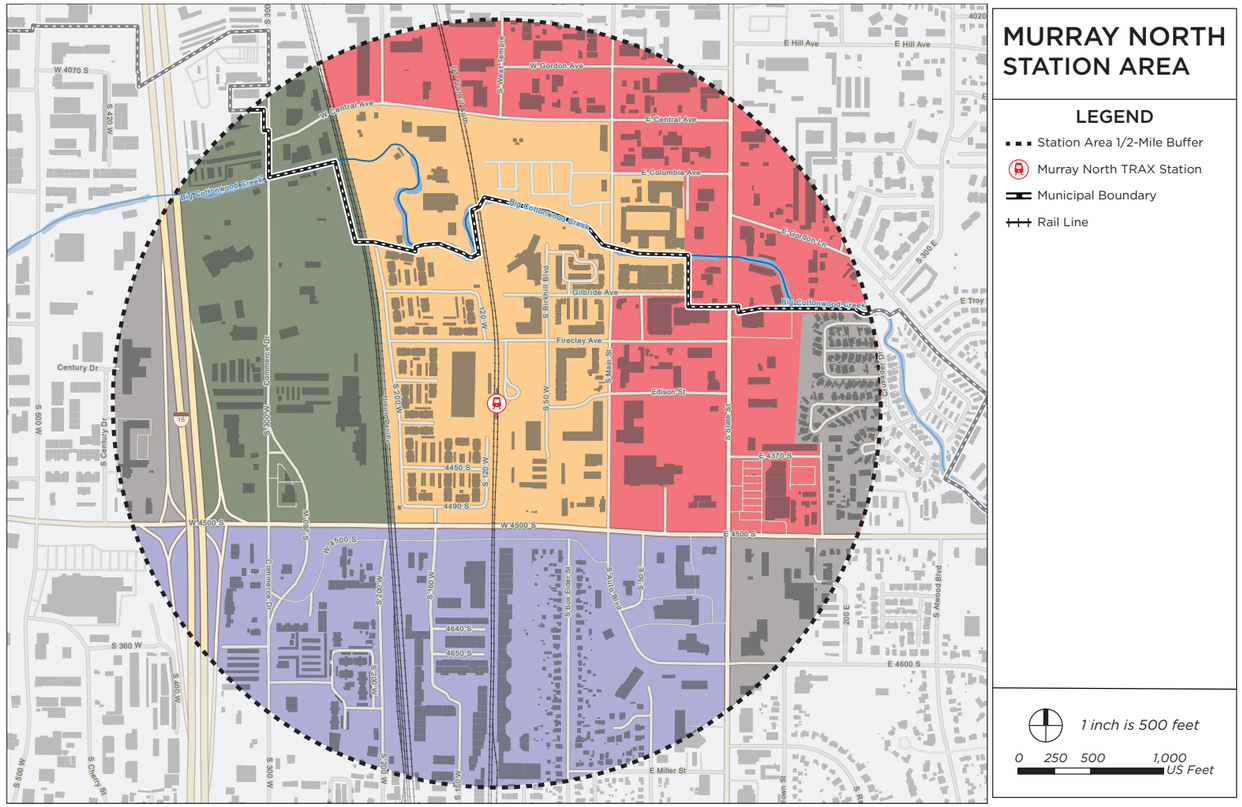
The Core Area includes newer residential developments closer to the station, primarily along Main Street and Fireclay Avenue. There is ground floor retail in many of the buildings that was required as part of the development approval process to activate the street level and is intended to support local households. The core area includes several remaining opportunities for new development.

The State Street Corridor Area is characterized primarily by auto-oriented commercial development. The deep, setback commercial uses along State Street varies in depth from one lot north of Big Cottonwood Creek to an entire block south of the Creek and south of 4500 South. Additional small-scale commercial services are located throughout the blocks north of Central Avenue.

The Southern area is characterized by a mix of uses. A well-established, single-family, residential neighborhood has existed in this area since the early 1940’s even as the surrounding area has transitioned. Other uses in the southern area include light industrial and newer townhomes along the light rail line and some commercial uses along Auto Boulevard. The area between the light rail line and the Union Pacific Rail line is characterized by light industrial uses including auto body repair shops and cabinet makers.

The Western Area west of the Union Pacific rail line includes heavy industrial, storage, and warehousing uses. The area closest to 4500 South is significantly lower than the rest of the area and includes highway focused commercial uses. The area is currently experiencing some redevelopment pressure; however, because it is currently disconnected from the Murray North Station by the Union Pacific rail line new development proposals are not currently transit supportive.

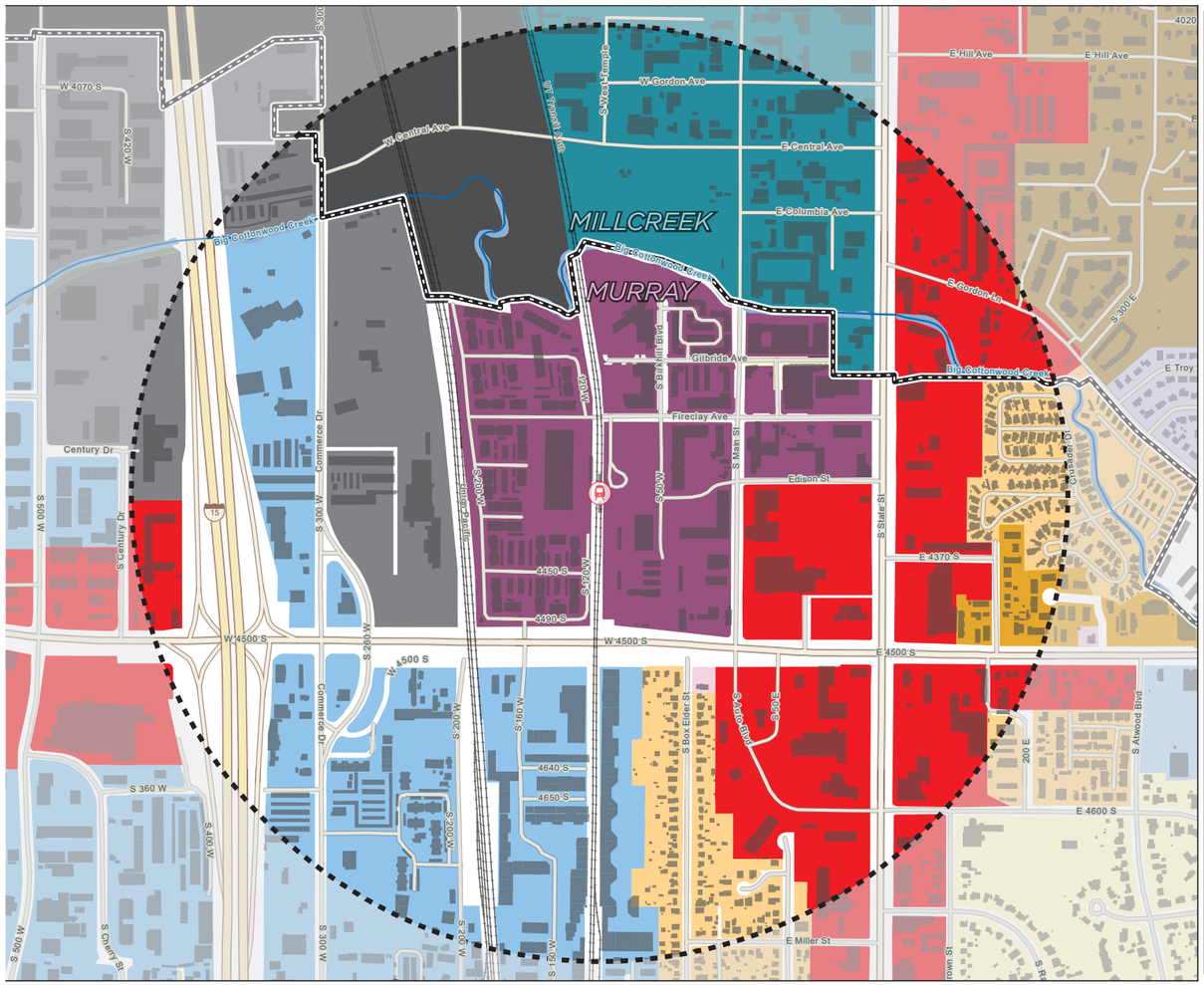
FIGURE 2.1: MURRAY NORTH “CHARACTER AREAS”



LAND USE (EXCLUDING ROW & NON-DESIGNATED USES)	PERCENTAGE	ACREAGE
Commercial	29.7%	112.2
Industrial	43.4%	163.9
Single Family Residential	6.9%	26.1
Multi-Family	18.9%	71.4
Transit Infrastructure	1.1%	4.1
TOTAL		377.7
Source: Salt Lake County Assessor		

TABLE 2.3: GENERALIZED CURRENT LAND USE DISTRIBUTION

FIGURE 2.2: GENERAL PLAN FUTURE LAND USES MAP



MURRAY NORTH STATION AREA

LEGEND

- Station Area 1/2-Mile Buffer
- Murray North TRAX Station
- Municipal Boundary
- Rail Line

Future Land Use

Murray

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

Millcreek

- Employment / Commercial
- Light Manufacturing
- Neighborhood 3
- Urban Transit Center

1 inch is 500 feet

0 250 500 1,000 *US Feet*

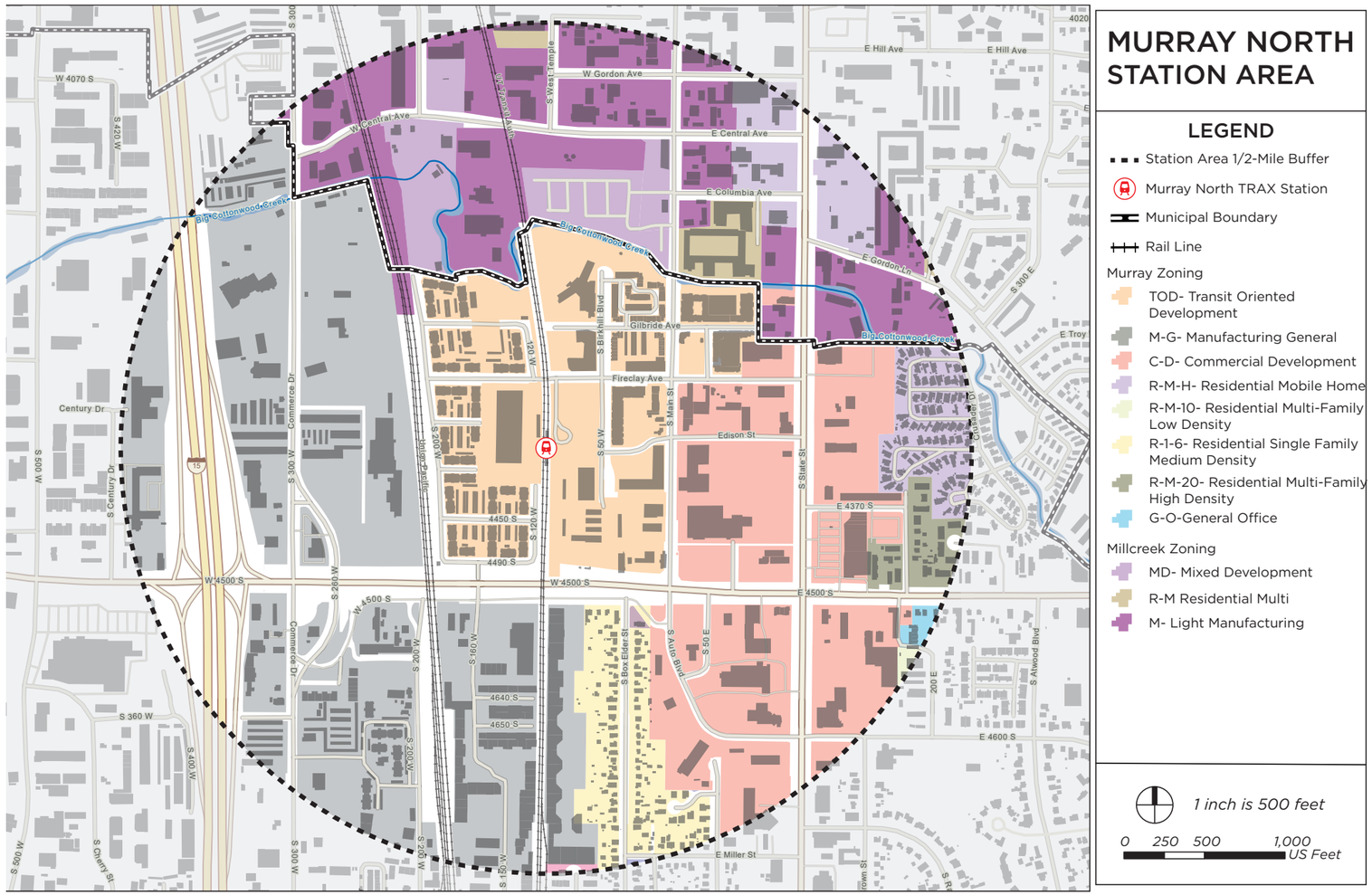
Through analysis of the 2017 Murray General Plan, there are an identified 10 distinct future land use designations that have significant impact on the study area: Business Park Industrial, General Commercial, High Density Residential, Industrial, Low Density Residential, Medium Density Residential, Mixed Use, Office, Parks and Open Space, and Residential Business. Regarding the Millcreek portion of the study area, there are four distinct future land use designations that influence the future development and character of the land: Employment/ Commercial, Light Manufacturing, Neighborhood 3, and Urban Transit Center.

The Future Land Use map for Murray designates the core station area as “Mixed Use” which is Murray’s transit supportive designation. The bulk of land in this district is currently commercial or residential and largely conforms to the future land use plan, however two parcels directly west of the platform are home to the site of Atlas Molded Products, a molded polystyrene development and manufacturing facility. A relic of the area’s overall industrial orientation, this multi-block building and the associated freight requirements present an example of the challenges left behind by an evolving neighborhood.

The Future Land Use map for Millcreek designates the core area as “Urban Transit Center.” As with Murray, the Millcreek core area has many of the same conflicts arising from historical . The scale is more significant, however as much of the land between Main Street and the rail corridor, south of Weston Avenue, is small scale automotive repair shops.

State Street is a longstanding and well-established commercial corridor that spans north-south through both jurisdictions. It has , historically, been geared towards auto-oriented services and convenience-based shopping centers. In its current state, the State Street corridor may not be as well-reflected in the future vision for commercial development in the station area, largely in part to the nature of auto-oriented development. Through the development of this plan, existing conditions must be carefully considered when planning for the future of the area.

FIGURE 2.3: ZONING MAP



Zoning

As the Wasatch Front region continues to grow, the Murray North Station Area will become home to additional residents and employees that will need adequate access to a variety of services, employment, dwellings, and open space/recreation opportunities. An appropriate mix of land uses within the station area creates more abundant opportunities and plays a role in supporting the greater transit system network. To capitalize on the regional and local growth opportunities, both Murray and Millcreek have established zoning codes reflecting the future vision for the Murray North Station area when deployed in the appropriate context. For example, within the northern portion of the station area, Millcreek has established Mixed Development (MD) zoning in areas that are currently, or were formerly, occupied by industrial land uses. Similarly, Murray established Transit Oriented Development (TOD) zoning at the core of the station area which has led to the arrival of several multifamily apartment and townhome developments such as the Avida and Birkhill complexes.

More than 22% of the land with a zoning designation in Murray's portion of the study area has been zoned to allow for higher density residential development and to encourage a mix of uses that fit the future of the area. Similarly, more than 22% of the land with a zoning designation in the Millcreek portion of the study area has been designated to accommodate higher density residential development.

MILLCREEK ZONING DESCRIPTION	% OF LAND AREA	ACREAGE
Commercial	21.9%	24.1
Light Manufacturing	55.7%	61.3
Mixed Development	16.8%	18.5
Residential Multi-Family	5.6%	3.2
TOTAL		**110.1**
Source: Millcreek City GIS		

TABLE 2.4: ZONING DISTRIBUTION WITHIN THE MILLCREEK PORTION OF THE STATION AREA

MURRAY ZONING DESCRIPTION	% OF LAND AREA	ACREAGE
Residential Multi-Family High Density	2.5%	7.0
Commercial Development	24.0%	67.9
General Office	0.3%	1.0
Manufacturing General	43.4%	122.8
Murray Central Mixed Use	0.1%	0.3
Residential Single-Family Medium Density	5.7%	16.2
Residential Multi-Family Low Density	0.2%	0.5
Residential Mobile Home	3.9%	10.9
Residential Neighborhood Business	0.1%	0.2
Transit Oriented Development	19.8%	56.1
TOTAL		282.8
Source: Murray City GIS		

TABLE 2.5: ZONING DISTRIBUTION WITHIN THE MURRAY PORTION OF THE STATION AREA

Opportunities

There are several opportunities for new, transit supportive development both in the near term within the core area near the station and in the longer term in the broader Murray North Station Study Area. Near term opportunities include:

- The former gravel operation currently under construction for a new townhome development
- Several remaining industrial parcels north of Big Cottonwood Canyon
- The plastics factory immediately west of the platform that is expected to transition to a transit supportive use in the next five years
- The station park and ride lot
- UTA's mobility center and storage area property
- The former Salt Lake County Fleet Management site

Many of these areas are already approved or under construction for transit supportive uses.

Longer term opportunities include the State Street corridor, the area south of 4500 South and east of the TRAX line in the 10-year horizon and the areas west of the Union Pacific rail line in the 20-year horizon if the Central Avenue underpass is upgraded and a new crossing at Fireclay Avenue is installed.

Challenges & Barriers

Future development of many of these areas requires project partners to coordinate the elimination or minimization of barriers to development. Some of the barriers are environmental, relating to the area's history of industrial uses. Other barriers require investment in connections across or under major roadways or rail lines. Other challenges are market-based providing incentives for desired development types. These barriers and challenges are addressed in the recommended path forward for this plan.

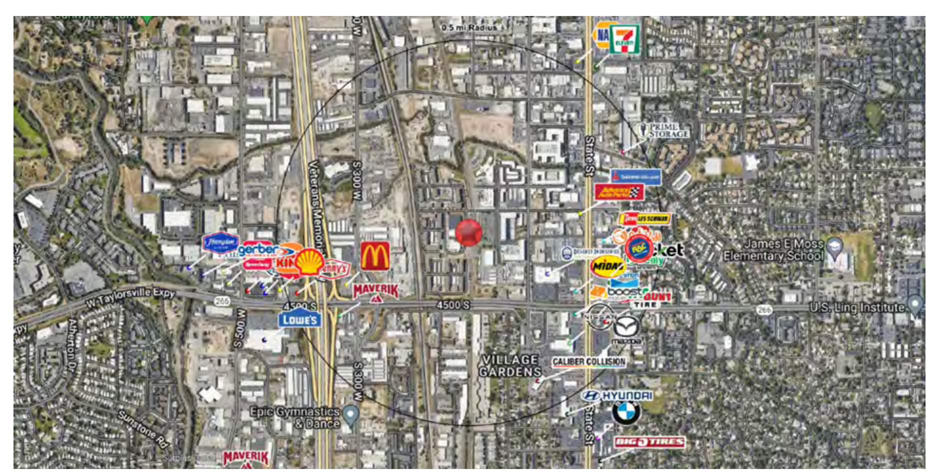
MARKET ASSESSMENT

Retail Market Demand

Overall, the Study Area contains approximately 736,000 square feet of existing retail. Based on purchasing power and existing retail supply, unmet demand is estimated at 170,549 square feet. Based upon growth projections, the Study Area is anticipated to support an additional 4,718 square feet of retail annually to meet retail demand over the next five years based upon population and demographic growth projections. The current retail market rent is $18.02 per square foot, plus taxes, insurance, and common area maintenance (NNN's) for shell space. The retail vacancy rate in Murray/Millcreek is low.

Although development pressure remains high, future regulations should ensure that the appropriate elements and amenities get integrated into each future development to enable a safe, walkable, and connected district to unfold.

FIGURE 2.4: EXISTING RETAIL DEVELOPMENT WITHIN THE STUDY AREA



Corporate Office Demand

Overall, the office market in Millcreek and Murray is relatively strong, with high occupancy rates and rental rates that are generally in line with the overall market in the Salt Lake City metropolitan area.

The Study Area could benefit from "higher quality" jobs that could stem from new office occupants. This would also complement the mixed-use objectives of the Station Area plan. Furthermore, office space will be complementary with other uses in the Station Area. Promoting small to moderate increments of office space in the Station Area would contribute to broader economic diversity and create stability in the Study Area.

Preferably, new office space would be a second-floor component of a high-density residential project, or it could be introduced as a first-floor flex space that can accommodate office or service retail such as real estate, title, insurance, engineering, or other service-oriented businesses.

Industrial Demand

The market demand for industrial space in Murray/Millcreek is strong due to the city's location near major transportation routes, including I-15 and I-215, as well as its proximity to the Salt Lake City International Airport. The regions diverse economies, which includes a strong industrial sector, also contributes to the demand for industrial space. There is currently 1.5M square feet of industrial space in the Study Area. The average price per square foot of industrial space in Murray/Millcreek is $12.30. The vacancy rate is 0.9%. There has been no measurable industrial space added within the Study Area over the last 10 years.

Opportunities

There are several opportunities for new commercial development along State Street in both the near and longer terms, withiin the core Murray North Station Study Area. Near term opportunities include:

- Exploring neighborhood service retail that could also support future commercial and residential uses in the core, such as grocery, destination restaurants, and retail services
- Explore redevelopment/revitalization of underutilized parcels that front on State Street and 4500 South

Challenges & Barriers

The challenge will be to create new space and achieve rental space that can justify new construction costs during the transition.

In the current context, most of the retail would likely gravitate towards State Street. State Street offers existing retail concentration, higher traffic counts, and established co-tenancy in this part of the Study Area. Most of the current commercial space within the Study Area is located along State Street, which is dominated by auto oriented and convenience retail. Changing this context is difficult because the existing corridors within the study area and the internal core area around the Station Area do not have sufficient elements needed to create a holistic mixed-use environment.

HOUSING

The Murray North Station area has experienced significant residential growth over the past couple of decades. In 2010, the station area's population was approximately 1,400 residents with approximately 750 total housing units per United States Census data. Since 2010, ESRI indicates that the area's population has grown to 6,541 people and 2,678 housing units in 2023.

Approximately 30% of the area's housing units are contained within apartment complexes with more than 50 units. The number of housing units in multi-family structures is anticipated to increase as higher-density developments are planned and completed. With an increase in residential density, unique housing opportunities and pedestrian-scale commercial amenities become more economically viable and are the main pillars of successful transit-oriented developments.

The distribution of housing values for both the Murray North Station Area and Salt Lake County, are represented in the Owner-occupied Housing Units by Value table. When compared to county-wide figures, the station area's variation in values drastically differs. Within the station area, single-family homes are the most prevalent owned housing type, the majority being valued in the $200,000-$299,000 range and less. In Salt Lake County, nearly half of all homes are valued between $500,000 and $750,000, demonstrating the station area's offering of more affordable housing prices that may accommodate young families or low-income households looking to purchase a starter home.

Another prevalent owned housing type in the station area is mobile homes. Often, mobile homes are viewed as the most affordable and achievable method of obtaining home ownership. By leasing the land underneath the structure rather than accounting for it in the sale of the structure, a significant portion of the purchase price is removed. More than 43% of the area's housing stock is valued under $100,000, mostly comprised of mobile homes situated on the east side of State Street in Murray.

The Murray North Station Area has a current vacant housing unit rate of 12.7% which is more than double the rates in Murray, Millcreek, and Salt Lake County. According to ESRI, a vacant housing unit is classified as no one living in the dwelling, unless its occupant or occupants are only temporarily absent. The figure of 12.7% equates to roughly 340 housing units but doesn't necessarily mean that these units have been, or will be, vacant for a long period of time. Vacant housing units can be unoccupied for various reasons, either because the new tenant or owner hasn't yet moved in or the property is vacant for another reason such as remodeling or abandonment.

FIGURE 2.5: HOUSING UNDER CONSTRUCTION ALONG MAIN STREET

FIGURE 2.6: HOUSING TYPOLOGIES WITHIN THE STATION AREA

TABLE 2.6: OWNER-OCCUPIED HOUSING UNITS BY VALUE

	MURRAY NORTH STATION AREA	SALT LAKE COUNTY
< $99,999	43.5%	0.6%
$100,000- $199,999	15.6%	1.1%
$200,000-$299,999	23.4%	0.5%
$300,000- $399,999	3.2%	10.1%
$400,000- $499,999	2.2%	30.3%
$500,000- $749,999	8.1%	47.2%
$750,000- $999,999	1.3%	8.2%
$1,000,000 +	2.7%	1.9%

Source: American Community Survey 5-year Estimate 2017-2021

Murray North Station Role in Moderate Income Housing

Affordable housing availability is key to a good quality of life and economic security. The Murray North Station Area has provided moderate income housing for several years. This station area offers two types of housing below the market rate. The Utah Affordable Housing Database, managed by the Utah Department of Housing & Community Development lists the affordable apartment properties within both Murray and Millcreek. Of the five affordable apartment properties in Murray and one in Millcreek, three are within the Murray North Station Area. These include:

- Artesian Springs Apartments (Millcreek)
- Birkhill Apartment Homes Phase III (Murray)
- Front Gate Apartments (Murray)

The station area is also home to low-rent apartments. These apartments do not provide direct rental assistance but have more affordable rental rates. These apartments include:

- Brickgate at Fireclay Apartments (Murray)
- Avida Apartments (Murray)

The station area includes 426 rental-assisted units and 644 low-rent units with hundreds more planned, including 70 units dedicated to low-income senior housing. As one of the station area plan objectives is to increase housing affordability and availability in the station area, Murray North is ahead of the curve, especially in terms of addressing housing affordability. However, housing and housing affordability alone are not enough to establish a complete and thriving neighborhood. Rental housing affordability has been a primary focus of the Murray North Station over the past few years. Increasing housing options (such as home ownership), increasing opportunities for a feeling of belonging and commitment to the neighborhood, and incorporating supplemental services is necessary to build upon the existing collection of housing in the station area and form a complete neighborhood. To accomplish a cohesive and complete neighborhood, the station area plan will need to focus on promoting the other station area principles as well:

- Promote sustainable environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Opportunities

The Murray North Station area will continue to provide opportunities for affordable housing. There are significant existing opportunities in the area for affordable rental and ownership housing. There are also plans for additional affordable options within the core area. In addition to affordable options, there are also opportunities to further diversify the housing base in both the core and the extended Study Area. These opportunities include new market rate rentals and additional entry-level ownership options for families of all types and sizes.

Other opportunities include adding services, retail uses, and amenities that will increase the neighborhood's livability and social cohesion.

Challenges & Barriers

The Murray North Station Area is perceived by residents and the surrounding community as unsafe and difficult to park. As seen later in this Plan, for some parts of the Study Area this is true and should be addressed as part of the immediate implementation strategy. The crime and lack of parking, particularly in the area around Brickgate and the Avida, has a "dampening effect" on investment throughout the area, particularly for non-residential investors.

Other challenges and barriers relate to opportunities to expand transit supportive residential development beyond the current core area because of real estate market values along the State Street corridor and connectivity challenges throughout the area.

CONNECTIVITY

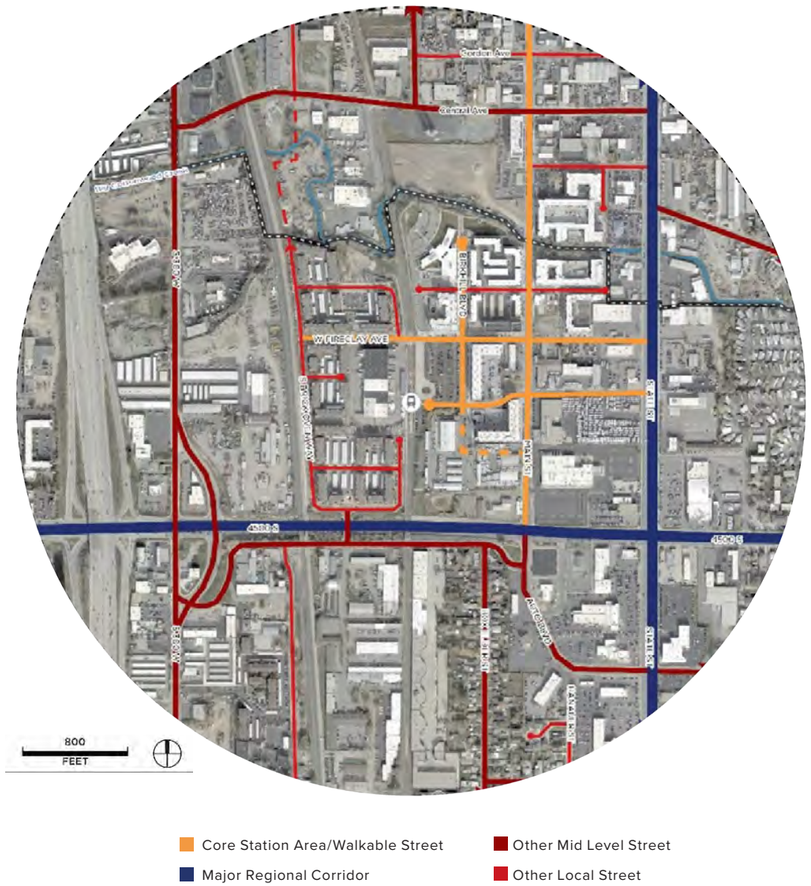
Street Network

The street network provides the mobility framework for the Murray North Station Area. It creates both the connections needed for the station area to thrive and the barriers preventing those connections. The area's streets also provide most of the public space that will help establish a walkable character for the station area.

The street network in the Murray North station area is interesting in that it is primarily a network geared toward auto, commercial, and industrial land uses but with the beginnings of a connected network for the emerging mixed-use area around the station. In addition, there are some streets that serve and reflect the character and land uses of the historic residential part of Murray.

To break down this network into its pieces, we have identified four main types of streets in the station area, based on their relevance to the station area, their transportation function, and their character. These are 1) a set of smaller or mid-size streets within the core station area; 2) major regional corridors; 3) other mid-size streets in the station area that form key connections in, out, and within it; and 4) other, smaller, local level streets throughout the half-mile station area. More information on these street typologies can be found in the appendix.

FIGURE 2.7: EXISTING STREET TYPES



Bicycling and Micromobility

The bicycle network in the study area mostly consists of potential. The lone bike facilities in the station area are a bike lane along the northern segment of Main Street and a segment of multi-use path that arcs from the station at Fireclay Avenue north to Big Cottonwood Creek to Main Street. Other core station area streets are relatively bikeable for short stretches even without facilities, but these streets all run into the set of major barriers discussed above. With the ability to cross these barriers that surround the station, bicycling shows a lot of promise in the station area.

Sidewalks are the basic infrastructure for pedestrians. On most other streets outside of the station area core, and in some cases within it, pedestrian realms generally are simple, narrow 6-to-10-foot sidewalks with no other elements or buffer. While providing a basic, utilitarian place for people to walk, they do not provide the safety, comfort, or richness that the newer, wider pedestrian realms provide. Generally, the station area's sidewalks are relatively complete–most streets have at least basic sidewalks on one side of the street, and most have sidewalks on both sides. Due to the prevalence of street and rail barriers in the station area, pedestrian crossings may help shape pedestrian accessibility. Existing and missing sidewalk segments have been identified through the planning process, and should prioritize filling missing segments from the core outwards.

Urban design—the shaping of public space—is at the heart of a transit-oriented community. The vast majority of public space in most station areas, apart from the station itself, lies in its streets. This is especially true in the Murray North Station Area. Streets that make great public spaces are those designed for people, as opposed to only motor vehicles. The higher residential density needed for station areas means open space is more critical to those without private yards. At a fundamental level, space designed for people has a human scale and comfort.

Integration

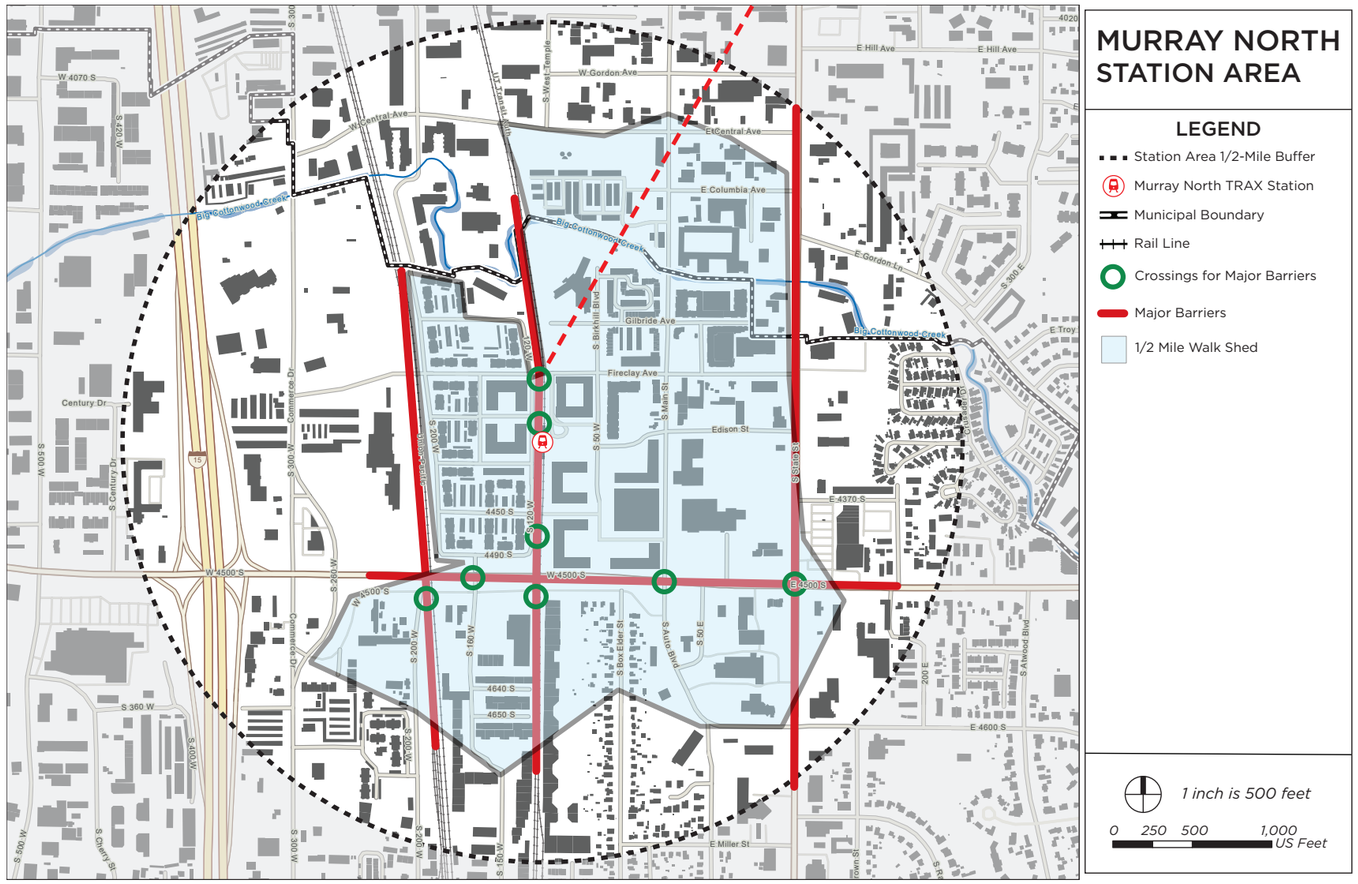
One of the themes of the street network is disconnection. With this in mind, the project team analyzed the station area's street and pathway connectivity by measuring how much of the area within a half-mile of the station is actually accessible within a half-mile walk. If connectivity was maximized, with streets radiating out from the station area, the entire circle would be accessible; if the network was a perfect grid, the area accessible would look like a diamond within the circle. However, only a portion of the half-mile circle, totaling less than 50 percent, is accessible within a half mile walk from the station.

FIGURE 2.8: PEDESTRIAN PATHS SIDEWALKS

The limited walkability is due to a series of major barriers around the Murray North TRAX Station. These barriers, consist of State Street, 4500 South, the TRAX tracks themselves, and the Union Pacific/FrontRunner rail tracks. I-15 is another barrier, but it is far to the west in the station area. In addition, the blocks outside the core station area are large and motor vehicle-oriented and are not conducive for walking to and from the station, and around the station area. These barriers shape the area that is accessible to and from the station. Some crossings of the barriers (green circles) allow accessibility beyond the barriers, but these crossings are limited. This analysis indicates opportunities to increase the area accessible to the station by strategically adding and enhancing existing barrier crossings and pedestrain facilities.

EXAMPLE BARRIER AT THE INTERSECTION OF FIRECLAY AVENUE AND THE TRAX LINE

FIGURE 2.9: MURRAY NORTH "BARRIERS"



Traffic

Currently, the data show no segments of the key streets over capacity. Main Street is well under capacity. The future 2050 projected volumes show significant growth throughout the station area, including nearly a doubling of volumes on Main Street, but most streets remain under capacity. Only 4500 South is over capacity – the segment that is most disconnected from the station area.

Parking

Parking has been identified by different stakeholders as a major issue in the station area, largely due to a perceived mismatch between demand and supply. In general, parking can be a vexing issue in a transit-oriented community for several reasons. First, one of the advantages of transit-oriented development is that ostensibly residents walk more and drive less so less parking is required. However, communities have been hesitant to allow development with lower parking ratios in TOD areas, concerned about impact to surrounding neighborhoods. In Murray North, development was built with less parking than is perceived to be needed, and the lack of parking has been noted by various stakeholders. It is difficult to tell where the mismatch is between supply and demand, although the focus of the angst seems to be the large Fireclay multifamily project between the TRAX and U.P./FrontRunner rail lines.

Second, parking must be located and designed to not degrade the pedestrian experience and urban design of the area as much as possible, whether in structures integrated with buildings or on surface lots behind buildings. In Murray North TOD, parking for the residential buildings is a mix of surface, structured and even some underground parking, placed primarily out of view of the street behind/under buildings or in rear alley-loaded garages. This parking placement is successful from a design standpoint. The one exception is the UTA parking lot itself. In the TRAX system along the Wasatch Front, many stations, like Murray North, were built with a station parking lot in the center of the station area, immediately adjacent to the platform. In some cases, this parking has been used as a land bank for future development, as in Sandy's East Village development.

Third, the model of suburban-style development emphasizes each land use having its own individualized parking, even when the parking has been designed for peak events, and when different uses have different peak use times. Transit-oriented communities emphasize more public and shared uses in all aspects. The approach to parking in many TOD's allows shared parking

for uses with different peaks, and parking shared between the TRAX station and other uses. There is little shared parking in the Murray North area, with just under 200 on-street spaces in the station area core. Meanwhile, the TRAX parking lot has 231 spaces.

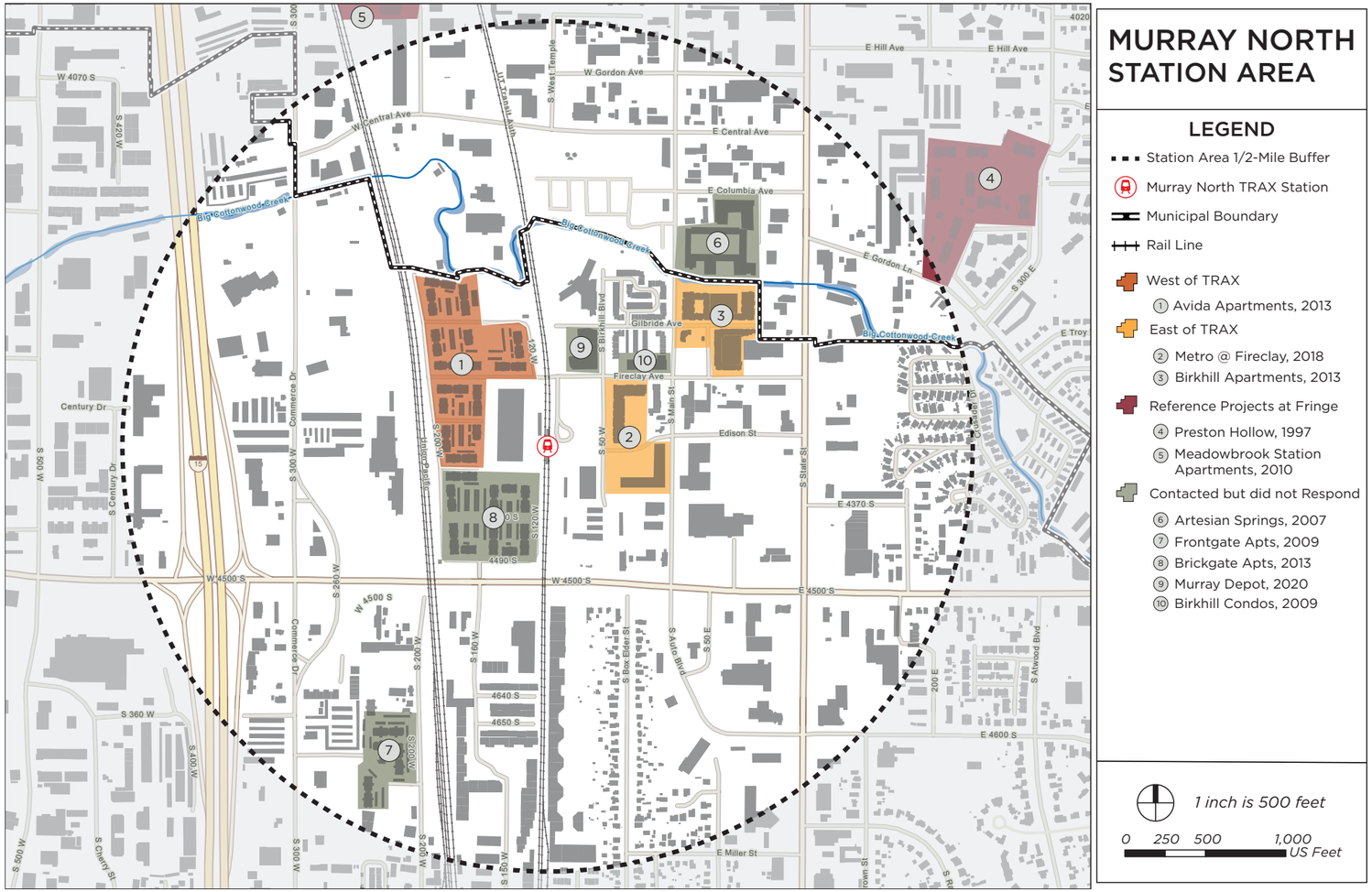
The project team undertook a basic parking utilization assessment. The parking analysis sought to understand the source of these issues and illuminate the parking situation in the station area in a holistic manner. An in-depth analysis can be found in Appendix A.

Some aspects of background context are important to understand. First, in general, there are a series of considerations for parking in transit-oriented communities (TOCs) that are different than in other parts of a city. As TOCs emphasize riding transit, walking, and bicycling, any aspect of private automobile infrastructure needs to be considered for how it can support and not obstruct these other modes to the degree possible. Past TOCs have considered smaller supplies of parking than in conventional development projects; pricing parking differently than in conventional developments; allowing multiple land uses (such as commercial, residential, or the transit station) to share parking, such as at different times of the day; and designing parking to support walkability. In the primarily auto-dependent cities of the United States, success is often found in finding a balance between the realities of car ownership and the above strategies that support and incentivize transit use, walking, and biking.

Second, there is specific history within this station area relevant to this analysis. Initial developments within the Murray North TOC employed some of the strategies listed above – including lower parking supplies and a pricing strategy that "unbundles" the cost of the parking from the cost of the residential unit. The history that has received the most focus from stakeholders is the provision of parking in the two complexes west of TRAX – Avida and Brickgate. Here, parking was built at a ratio below one per unit. Avida, for example, reports 371 spaces for 400 units. These are the areas where stakeholders have cited the issues identified above – and so the link between TOC parking policy and dysfunction has been made by some within the community.

With this context in mind, we looked at the supply and pricing of parking throughout the station area and how well utilized these parking supplies are, as well as other observations on the impacts of these parking situations. Ultimately, what do we learn from this analysis for the station area? What are the resulting opportunities for the station area?

FIGURE 2.10: APARTMENTS WITH INTEGRATED PARKING



Based on the data collected, the following takeaways were observed:

- Avida has major and unique issues: The Avida management reports towing around 15-20 vehicles a night. According to the management, this is due to limited parking, that is less than one space per unit, and many of the complex's roads being fire lanes with no parking allowed. The management also cites the area being isolated and cut off by both the UTA TRAX and Frontrunner rail lines. The management states that they have over 20 households moving out each month citing the main reason as parking. None of the other four managers mentioned these issues.
- Other core station area buildings' parking is well-utilized but not completely full: The two buildings the team was able to speak with in the core station area east of the TRAX report high occupancy rates but note that the parking in their experience has never been completely full. The occupancy estimates given for the different lots and garages were primarily between 85 and 94 percent.
- People gravitate toward lower cost or free parking: Parking outcomes for the area's apartment communities seemed to depend heavily on cost, and the availability of a free alternative nearby. This is relatively obvious, as people generally would rather not pay to park their vehicle. One community, Meadowbrook Station, has free open lot parking for each lease holder over 18, and garage spaces for rent, and sees its garage sitting at less than 30 percent full most months, with numerous complaints of crowded parking in their free lot. In the Metro@Fireclay, only the $80 heated garage spots, at significantly more than the $50 lot cost and over twice the $35 lot cost, was far underutilized at 46%.
- On-street parking is not at or over capacity: However, the caveat to the above finding is that people don't shun paying for parking to the degree that the on-street parking is completely over-capacity. Apart from Avida, the building managers stated that on-street parking does not appear to be at or over capacity, and the only issues reported were "squatters" and the RV businesses using the parking.
- There is a balance and interplay in supply, pricing, and context that seems to work in most places: There is a balance among bundling, lots/garages, cost, and availability of on-street parking, with each having its own unique mix, but the only place it doesn't seem to be working is Avida. In general, while people don't seem to like paying for parking separate from their unit, many will do it versus finding a free on-street spot or are willing to pay slightly more for a garage spot versus a surface lot spot (at Metro@Fireclay). In areas with plenty of on-street spaces, pay garages for extra vehicles may sit almost empty (Meadowbrook) versus highly occupied where there isn't much on-street parking (Preston). Only one building has any restrictions on the number of spots per apartment (Birkhill Apartments) but Birkhill indicates that that restriction has not created any complaints or problems. Some apartments only see a problem around holidays when there may be more visitors to the units, but this is mostly for apartments out of the immediate station area.

FIGURE 2.11: ON-STREET PARKING ALONG BIRKHILL BOULEVARD

FIGURE 2.12: ILLEGAL PARKING ALONG FIRECLAY AVENUE

- Overall, there is extra parking capacity throughout the station area: The issue seems to be more in specific projects (Avida, and potentially its neighbor, Brickgate) than in supply overall. Currently, there is an oversupply of parking on the streets, UTA lot, and many buildings. Even with this oversupply, there is overcrowding in certain areas, and many violators park in fire lanes or other no parking zones.
- There is a desire for more options: There appeared to be a desire from managers and residents for more options for how, when, and where people park.
- Sharing is a strategy that has some potential to be explored: There seems to be potential for exploring ways to share the station area's parking supply. For example, the UTA lot has been identified by some apartment communities nearby as a potential solution to overnight parking problems with their units.
- Community design matters: The areas that appear to struggle the most – Avida, and likely Brickgate next-door – do have lower supplies of parking than the projects east of TRAX, but they also have a different community design. These complexes – with surface lots, streets with little on-street parking, and especially a level of isolation from the surrounding community that does not encourage walkability or the ability to share of parking resources – were constructed more as suburban, auto-dependent residential projects that happened to be close to a light rail station rather than as transit-oriented projects. Meanwhile, the part of the core of the station area east of the TRAX station has more of a transit-oriented community design - with connected streets and paths, shared on-street parking, structured parking, and opportunities for shared transportation resources.

FIGURE 2.13: UTA-OWNED PARKING LOT ADJACENT TO PLATFORM

SAFETY

Crime is prevalent throughout the station area. Most crimes reported to the police departments are nonviolent crimes, such as Public Ordinance, Public Peace, and traffic calls. These three categories include crimes such as 911 hang ups, noise complaints, texting while driving. Although the most common crime instances are non-violent, crime of all kinds is prevalent throughout the station area. Although crime comparisons are not a 1:1 comparison because of inconsistencies of classification and police department standards, the Murray North Station Area's crime rates are much higher than both Murray and Millcreek Cities, specifically around both non-violent and violent crimes.

Understanding where most of the crimes are located can help to identify solutions and strategies to lower crime instances within the station area. Several areas had multiple instances reported throughout the months, with multiple addresses receiving 10+ instances. Addressing reoccurring bad actors within the station should be a priority to reduce crime statistics and reintroduce stability into the area.

The TRAX Station

The station itself is relatively safe with minimal crime instances. Within 200 feet of the station itself, only six (6) crimes were reported compared to the 1,003 instances within the station area. The station itself has a good amount of lighting that helps to illuminate the area at night. There is lighting to illuminate the UTA sign showing which station it is, but there are elements of glare. Improved lighting around the sign could help to showcase the station area better.

Violent Crimes

Violent crimes have a victim harmed or threatened with violence. These crimes include rape, sexual assault, robbery, assault, and murder. Out of all the crime instances in the station area, violent crimes make up 1000 instances in 5 months, or 10% of all crime in the area. Rather than being sprinkled throughout the station area, these instances are concentrated in specific areas, including residencies of the Brickgate Apartments, behind the Paradise Buffet, and industrial areas between 300 West and the UP Line. Mitigation tactics include eviction of violent crime committing tenants and crime deterring practices concentrated in these three areas. These practices include police presence, additional lighting, and security cameras.

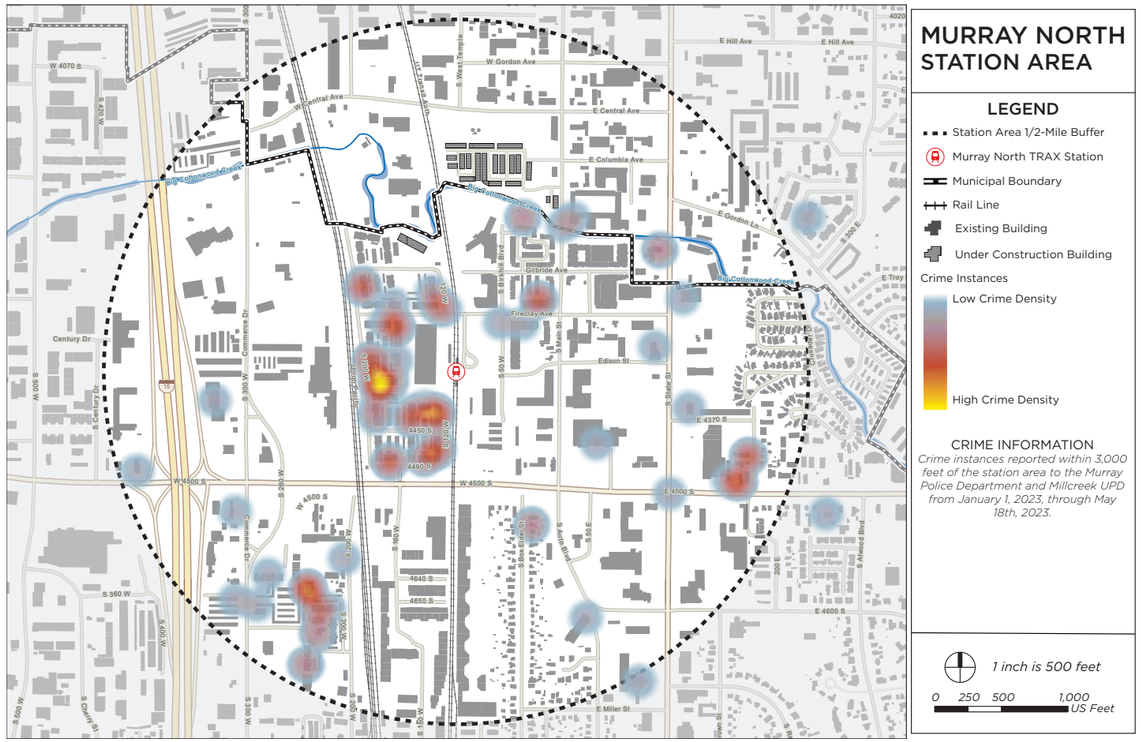


FIGURE 2.14: VIOLENT CRIME INSTANCES WITHIN THE STATION AREA

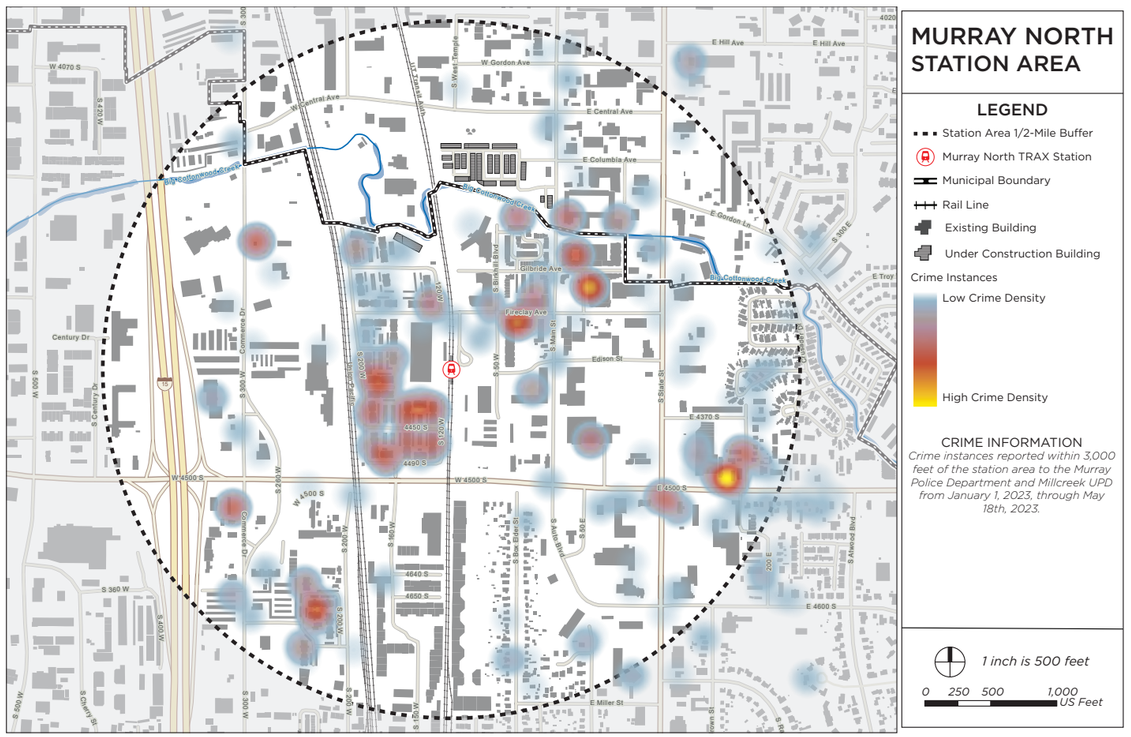


FIGURE 2.15: NON-VIOLENT CRIME INSTANCES WITHIN THE STATION AREA

Non-Violent Crimes

Nonviolent crimes include drug possession and distribution, noise complaints, illegal gambling, prostitution, and other offenses which do not involve a threat of harm or an actual attack upon another. This is the most prevalent crime type within the station area. Of all the crime instances, 26% are related to public ordinance and 21% are related to public peace. Public Ordinance calls include welfare checks, 911-hang ups, and overdoses while public peace calls include noise complaints, disrupting the peace, and disorderly conduct. While these crimes do little to physically harm another, these crimes can make people not want to invest in their communities and move to another area.

Property Crimes

Property crimes fall under nonviolent crimes and include property being stolen or vandalized, without threat to a victim. These crimes include vehicular theft, trespassing, fraud, burglary, and larceny. Property crimes can be extremely traumatic for residents and can deter businesses from moving in. Property crimes account for about 18% of all crimes in the station area.

Traffic Safety

Traffic-related offenses include hit-and-run, reckless driving, and driving under the influence. The largest concentration is at the major intersection of State Street and 4500 South and it is a concern that this plan can help ameliorate. This is the place where one of the core station area's key corridors crosses the barrier that is preventing it from connecting to downtown Murray.

Other takeaways:

- Main Street sees a fair share of crashes, including some bicyclist related crashes, with the most severe occurring north of Gilbride Avenue – this could be a location to focus on slowing traffic more through the heart of the station area.
- There are some pedestrian-related crashes that have occurred in the smaller streets in the Fireclay development.

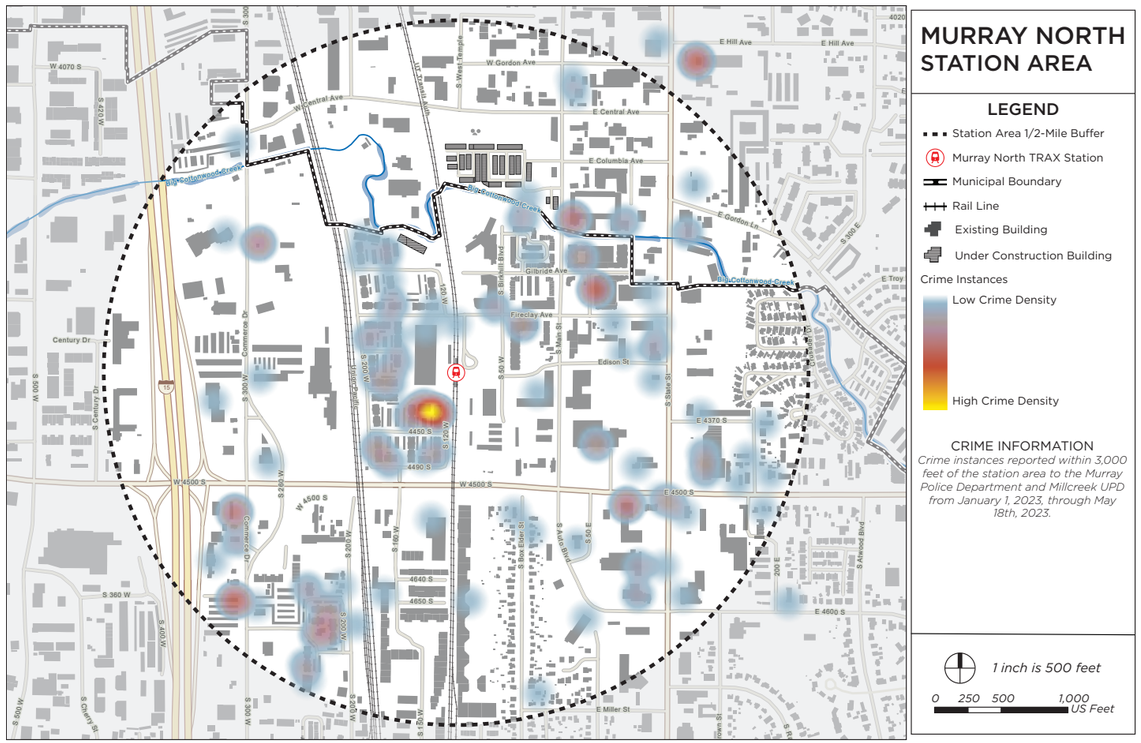


FIGURE 2.16: PROPERTY CRIME INSTANCES WITHIN THE STATION AREA

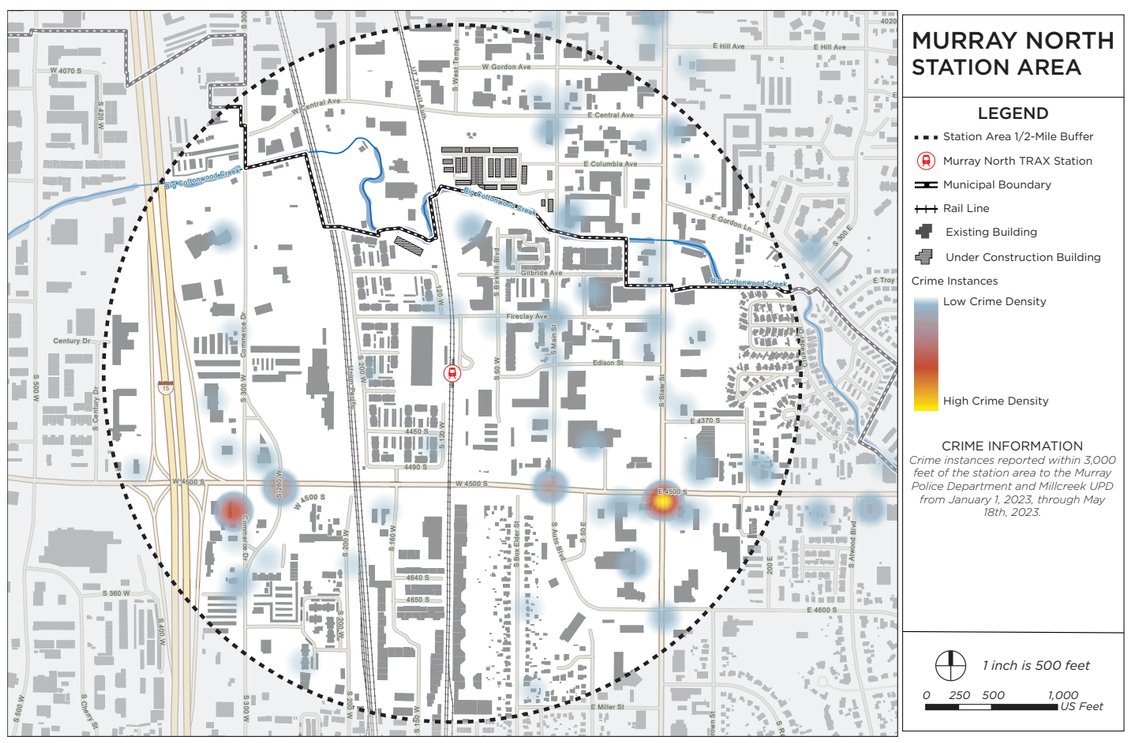


FIGURE 2.17: TRAFFIC CRIME INSTANCES WITHIN THE STATION AREA

Crime Comparable

Comparing crime statistics throughout jurisdictions is not a 1:1 comparison. While many people do not report their crime experiences to the police, agencies also have different definitions and inconsistencies in crime reporting. Classification decisions can also push crime numbers up and down, regardless of a change in crime rates. Violent crime is the type of crime that falls into classification inconsistencies the most. When looking at comparable data, it is important to note these inconsistencies and that these are not a direct 1:1 comparison. However, even considering crime reporting inconsistencies, the Murray North Station Area's crime rates are much higher than both Murray and Millcreek Cities. To get a more accurate comparison, traffic incidents were excluded from the following table.

TABLE 2.7: 2022 TOTAL CRIME RATE AND INSTANCE COMPARISON

AREA	CRIME INSTANCES	POPULATION	RATE PER 1,000
Murray North Station Area*	1,180	6,541	176.3
Murray City*	3,025	49,729	60.8
Millcreek City*	1,899	64,110	29.6

**Crime instances reported within 3,000 feet of the station area to the Murray Police Department and Millcreek UPD are representative of a period from January 1, 2023, through May 18th, 2023. For comparison purposes, the crime instances in this table have been extrapolated over a 12-month period at the same rate observed from January 1, 2023, through May 18th, 2023.*

Source: 2022 Murray City and Millcreek Crime Statistics Provided by Neighborhood Scout

When looking at property crime in the station area versus Murray and Millcreek Cities, the Murray North Station area has an extrapolated property crime rate greater than Millcreek City, and less than Murray City. Property crime includes trespassing, vandalism, burglary, and theft. It is important to note that some larceny was included in this category, however crimes resulting in a direct victim suffering harm were included in violent crime. This shows the crime rates significantly affecting the residents of Murray North Station Area are both violent and non-violent crimes.

TABLE 2.8: 2022 TOTAL PROPERTY RATE AND INSTANCE COMPARISON

AREA	CRIME INSTANCES	POPULATION	RATE PER 1,000
Murray North Station Area*	237	6,541	36.2
Murray City*	2,834	49,729	57.0
Millcreek City*	1,740	64,110	27.1

**Crime instances reported within 3,000 feet of the station area to the Murray Police Department and Millcreek UPD are representative of a period from January 1, 2023, through May 18th, 2023. For comparison purposes, the crime instances in this table have been extrapolated over a 12-month period at the same rate observed from January 1, 2023, through May 18th, 2023.*

Source: 2022 Murray City and Millcreek Crime Statistics Provided by Neighborhood Scout

Perceived Safety

What is perceived safety? How is it different from crime data? Perceived safety is an awareness or emotional reaction to a space based on how one feels in that space. While a space can have relatively low crime, the feeling of that space can feel isolated, uncomfortable, or dangerous. Perceived safety is linked to access, maintenance, and other factors. Urban design and planning can play an important role in creating a feeling of safety for the area around Murray North Station. The Murray North Station Area has an abundance of perceived crime, leading to storefront and housing vacancies and underutilization of the park and ride at the TRAX station.

The main perceived safety considerations are:

- Natural surveillance and activity support– the design of both the natural and built environment play a part in not just how the area looks, but how the interaction of these environments makes the area feel. This includes an "eyes on the street" approach to create a feeling that people are watching what is happening around them.
- Access Control- Controlling access not only applies to how individuals get to the transit station, but how visitors and residents move around within the station area. This includes a look at the street configuration, sidewalks, ingress, and egress.
- Maintenance- Cleanliness and upkeep preserves the intended use of the space and helps to make people feel that the area is in order.

Opportunities

Opportunities include continuing to work with the police department to change from suburban policing in the city to urban policing in the Fireclay area. Police beats and presence throughout the station area at various times of day, may help to deter crime. Other opportunities include using design to make committing crimes harder to get away with, building up the neighborhood to retain good neighbors, and creating more stewardship in the area.

As the industrial use west of the platform is replaced with new development, the Brickgate area should be "reconnected" to the rest of the area and site lines improved to eliminate current dead ends and unobserved areas. The new development in this area should ensure that, where possible, there are windows overlooking Brickgate parking areas and drive aisles . Redesigning the area should also include new connections to the west and opportunities for additional or shared parking.

Implementation of a Good Landlord Program that provides training and tools to property managers for addressing crime at their properties is another tool recommended for this area. The Good Landlord Program provides incentives for property owners and managers to minimize crime and disincentives instances when owners and managers choose not to participate in the program and crime rates remain high.

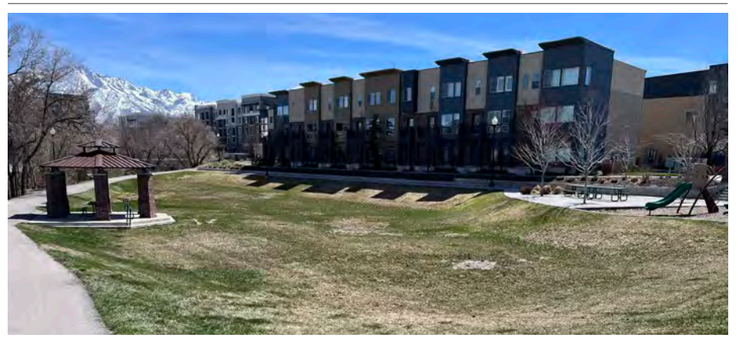
Challenges & Barriers

The station area has a higher crime rate than both Murray and Millcreek Cities, particularly around violent crime. Challenges include the Brickgate Development not doing adequate background checks and unwilling to work with the city to mitigate issues within the development. Similar issues arise with the owners of the industrial sites where violent crime occurs.

As the area continues to grow, design strategies that improve site lines, reduce dead ends and blind corners, and increase pedestrian, bicycle and auto traffic throughout the area will reduce the opportunity for crimes. In addition, enhancing social cohesion and providing opportunities for residents, employees, and visitors to feel "ownership" of the spaces in the station area will also reduce the opportunity for criminal behavior.

FIGURE 2.18: DEAD-END ALONG BRICK OVEN WAY WITH LIMITED NATURAL SURVEILLANCE

FIGURE 2.19: BIRKHILL PARK NATURAL SURVEILLANCE



ENVIRONMENTAL

Parks & Tree Canopy Coverage

PARKS

Currently, the Murray North station area hosts two parks and approximately 1.9 miles of trail adjacent to Big Cottonwood Creek and the TRAX line. The existing Birkhill Park is privately owned by a development company but allows public use of the space. An additional park is under construction in Millcreek along the north side of Big Cottonwood Creek, opposite Birkhill Park, as part of the Opus Green development. Upon completion, the 1.15-acre park will be dedicated to Millcreek City. Millcreek City has also worked out an agreement for the developer to build a bridge over Big Cottonwood Creek that will connect the two park spaces in early 2024.

The current parks level of service in the Study area is 0.6 acres per 1,000 population for the current 6,541 people who live within the station area. This is significantly lower than both Murray and Millcreek on a citywide basis and the whole of Salt Lake County as well. Across both municipalities, an average of 4.4 park acres are offered for every 1,000 residents. In its entirety, Salt Lake County offers 6.93 acres of park space for every 1,000 residents, revealing that other areas of the county are much better served by accessible park space than the Murray North Station Area. Considering the current lack of accessible park space, an opportunity exists for additional city owned parks to be implemented in the Murray North Station area to ensure residents have ample and accessible park space.

An additional 24.9 acres are needed to bring the Murray North Station area to the Murray/Millcreek blended average for the current population. As the population continues to increase, additional acreage will be required to keep pace with increased demand.

TREE CANOPY

Tree canopy is the footprint of trees when viewed from above and expressed as a percentage of the area. The current tree canopy of the station area is 7%. North of 4500 South has the least percentage of of coverage, at 5%, The area south of 4500 South has a slightly higher canopy cover, at around 8.5%. The best tree canopy of the station is located east of State Street, at 18% canopy cover, with the highest tree covered areas located around the existing single family residential areas and along Big Cottonwood Creek.

It is recommended by the USDA Forest Service and The Nature Conservancy that western cities strive for 25% to 35% tree canopy coverage. This changes slightly from census block group to census block group, depending on the area infrastructure. Typically, areas adjacent to highways have a lower tree canopy coverage. However, directly opposite the station area, the tree canopy coverage sits at 12%. While highly trafficked streets like I-15, State Street, and 4500 South include less space for the urban forest, there are still opportunities to increase the tree canopy coverage. Note that the tree canopy coverage percentage will increase as existing trees grow, but it is not enough to overcome the current deficit.

Contaminated Areas

The area around the Murray North Station has historically hosted a range of industrial uses including the Morgan-Hanauer Smelter and the Salt Lake County Fleet Maintenance facility. Most of the current industrial uses in the station area are automobile-oriented services or manufacturing businesses, which simultaneously present benefits and challenges for the area. Although industrial activities produce critical resources and support the economy, they are often major sources of air, soil, and water pollution. As the station area continues to grow in population and commercial activity, the proximity of industrial activities to these future uses is a crucial element for consideration.

The former Salt Lake County Fleet facility has a history of environmental contamination including an underground storage tank and pipe leak of approximately 1,700 gallons of fuel in 1989. Subsequent testing revealed benzene contaminated groundwater in the area in July of 1991. In November of 1998, a “no further action” was issued although soils and ground water contamination remained above acceptable levels. Following the initial leak, the underground storage tanks were replaced with two 10,000-gallon tanks that were eventually closed in May 2014 but remain on site today. Soil contamination at the Salt Lake County site includes arsenic and lead within three feet of the ground surface (“bgs”), but not at greater depths.

Directly west and neighboring the former county fleet facility, another brownfield site exists at the 1.3-acre UTA soil berm and adjoining parking lot to the north. The contaminated soil on UTA’s property was stockpiled during the construction of the TRAX rail line in 1999. Prior to the TRAX rail line’s construction, the known-to-be contaminated soil had to remain confined within the area that it originated from, resulting in the soil berm that is present today. Several investigations have been conducted since to characterize the contaminants within the soil.

Terracon, a local engineering consultant, conducted environmental assessments in 2020 at the former Salt Lake County Fleet Management site and in 2022 at the UTA soil berm and parking lot site. The assessment of the former County Fleet Facility property revealed arsenic and lead in soil samples at levels that exceed the EPA’s screening levels. In addition to the soil samples, groundwater contamination was detected for metals, TPH, and VOC’s although Terracon reports that the shallow water is unlikely to be used for drinking. Similarly, soil samples taken from the UTA berm contained arsenic levels that exceed EPA guidance for industrial uses and lead levels that exceed EPA guidance for residential uses.

FIGURE 2.20: TREE CANOPY

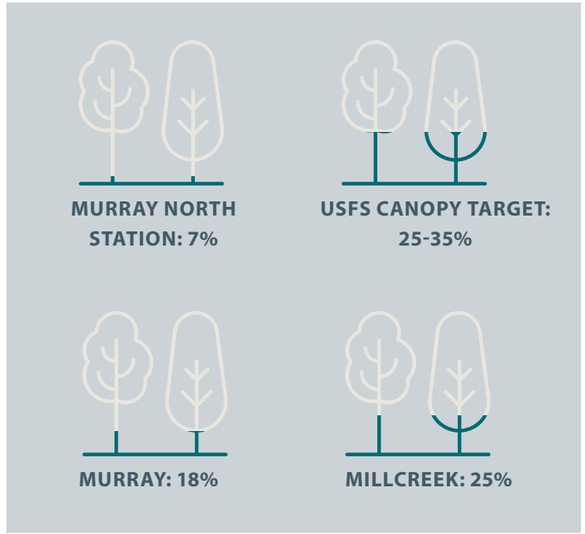


FIGURE 2.21: CONTAMINATED AREAS NEAR THE TRAX PLATFORM

As part of their assessment of the Salt Lake County site, Terracon recommends removal of the underground storage tanks and the removal and appropriate disposal of impacted fill soil to allow residential redevelopment. Terracon identified two strategies for arsenic and lead contaminated soils at the UTA berm including beneath roadways and paving or removal to an authorized facility. In addition, Terracon indicated that further research on UTA's site, including a Responsible Party designation, will be necessary prior to the berm's removal. The engineering consultant strongly recommends both sites continue coordination with UDEQ to assess any residual impacts from the contaminated soil and groundwater.

Opportunities

There is an opportunity to increase livability in the station area by adding parks, trails, open space, and gathering areas. This strategy's success requires implementation of measures to increase personal safety in the area and ensure that new public amenities encourage positive social interaction.

Another opportunity is to repurpose the large park and ride lot to the east of the platform. This large parking lot is an opportunity for new development with a public plaza and greenspace incorporated and activated by new, adjacent uses.

The required 50-foot setback from Big Cottonwood Creek is an opportunity to use that area as a trail and open space amenity providing significant new acreage to serve existing and future development in the area.

In addition to addressing the current deficit of parks and open space in the area, additional parks and trails will address the lack of tree canopy. Increasing the percentage of areas with adequate tree canopy coverage reduces heat islands, improves air quality, and enhances overall livability.

Challenges & Barriers

Personal safety and security of parks, trails, and open spaces in the station area is a challenge. Addressing safety concerns in the area can help to eliminate safety concerns in the parks system as well.

Another challenge is the developed nature of most of the station area. Underlying property values are relatively high, reducing the opportunity for public purchase of significant new acreage to address the shortage. Creative and cooperative solutions will be necessary to address the need.

Environmental contamination is the main barrier to redevelopment of the former Salt Lake County Fleet Management site and opportunities on the UTA owned property. Many of the Brownfield tools available to private, potentially contaminated property owners are not available to UTA or Salt Lake County. Ongoing and proactive coordination with UDEQ is required to identify the most cost-effective methods to prepare these two redevelopment opportunities for future investment.

Overall Station Area Opportunities

Several opportunities exist to reduce environmental detriments and further expand upon existing assets such as Big Cottonwood Creek and Birkhill Park. Reducing environmental detriments and capitalizing on the existing assets will help position the station area as a place that residents and visitors enjoy spending their time . Future actions such as remediation of areas with contaminated soil, improving or redeveloping legacy industrial uses with transit supportive development and expanding access to natural park spaces will serve to improve the area's environmental profile and, at the same time, residential quality of life. Similarly, areas that are currently underutilized or void of significant land improvements may present opportunities to be reclaimed as riparian corridors, parks, or other uses that support future residential development. For example, the parcel between I-15 and the Union Pacific rail line, north of the Humane Society is currently encumbered by floodplain and serves as a car lot but could evolve to serve a different or improved use over time.

LEFT: Existing Birkhill Park, and Walking Trail adjacent to Big Cottonwood Creek

RIGHT: Contaminated berm parallel to the TRAX line

PUBLIC ENGAGEMENT

OVERVIEW

The Murray North Station Area planning process kicked off in January 2023. Community engagement involved collaboration, input, and involvement from a broad cross-section of community members and project stakeholders. The plan utilized a combination of in-person and online outreach opportunities to maximize public and stakeholder input, to solidify the vision for the future of the station area.

The demographics of the neighborhood presented a particular challenge in soliciting feedback. Renters are generally less likely to turn out for open houses and similar in-person meetings. As a result, the public engagement strategy focused on online and in -person opportunities that “went where the people are.”

The process began with the launch of the project website that provided foundational information about the process, as well as an opportunity for initial comments and thoughts through an interactive project area map, an idea wall, and survey. The website was available and updated throughout the planning process to keep the public informed and up to date. Online engagement opportunities were supplemented with several in-person outreach efforts as well. Over the course of the planning process there were:

- 4,156 Postcards sent to individual addresses
- 2 Site tours
- 79 Social Pinpoint map comments
- 4 In-person open houses/tabling events
- 3 Community Advisory Committee meetings
- 3 Technical Advisory Committee meetings
- 6 stakeholder meetings
- 1 Joint City Council meeting
- 1 Joint Planning Commission meeting

Area residents and business owners were notified of the in-person events and updates to the website through several methods:

- A postcard notifying all addresses within ¾-mile about the platform of the website, and open house
- Flyer’s distributed and posted through local businesses and Murray City Hall
- Various A-Frame signage on the station platform to notify TRAX riders of upcoming events
- Emails to individuals who signed up for notifications on the website or at in-person events
- Murray, Millcreek, WFRC, and UTA social media accounts

SEPTEMBER 12 OPEN HOUSES EVENT AT BIRKHILL PARK

TABLE 3.1: MURRAY NORTH STATION AREA PLAN OPEN HOUSES/TABLING EVENTS

EVENT	DATE/LOCATION	SYNOPSIS
Open House #1	04-27-23 Birkhill Apartments	The community was invited to the Birkhill Apartments for an open house meeting on April 27th, 2023. Attendees provided feedback to the project team to communicate what they felt was appropriate within the station planning area by identifying various opportunities and challenges.
The Front Climbing Club Tabling Event	06-07-23 The Front Climbing Club	The project team engaged with the community at The Front Climbing Gym's Summer Concert Series on June 7th, 2023. Event attendees interacted with a map of the station area and left feedback about community assets, missing services, and opportunities for enhancement.
UTA Platform Pop-Up Event	07-19-23 Murray North Station Platform	A pop-up event was held at the station platform on the morning of July 19th, 2023 to intercept morning TRAX commuters. The purpose of this event was to engage and inform the general public about the plan's process and gather their input about the station area's future. Riders were also encouraged to share their experience riding the TRAX to/from the Murray North station.
Open House #2	09-12-23 Birkhill Park	The second open house was held on September 12th, 2023 at Birkhill Park. Attendees provided feedback on the overall vision for the station area by reviewing alternative scenarios and the preferred scenario developed by the project team.

Site Tours

The consultant team conducted several site tours throughout the planning process. On February 8, 2023, the consultant team met with representatives from Murray City, Millcreek City, Utah Transit Authority (UTA), and Wasatch Front Regional Council (WFRC) to visit key destinations throughout the Station Area. The group observed a range of opportunities and constraints facing the study area, such as a variety of land uses, missing connections in the existing street grid-network, new residential developments, vacant commercial spaces, connections to transit, and other community assets.

Open Houses & Tabling Events

Open houses and tabling events were held at key points during the planning process. "Phase One" events focused on identifying the challenges and opportunities of area residents and business owners. "Phase Two" events focused on generating feedback on several concepts generated in response to the strengths, weaknesses, opportunities, and threats identified in Phase One. "Phase Three" events focused on refining the vision and conceptual future for the areas. Table 3.1 provides an overview of the events.

Community Advisory Committee

A Community Advisory Committee of local stakeholders met three times during the planning process. The objectives of the committee were to:

- Guide the community engagement process
- Review materials, analysis, and community input
- Ensure public input was appropriately reflected in the draft plan
- Act as an ambassador between the plan process and the community

Stakeholder Interviews

In addition to outreach efforts targeting planning area residents, businesses, and the broader community, several stakeholders were interviewed as part of the process. These stakeholder interviews included conversations with business owners/representatives, real estate professionals, and additional public agency partners like Utah Transit Authority, Utah Department of Transportation, and elected officials. While broad ranging in technical and professional acumen, stakeholders expressed their local understanding and knowledge to the project team to inform the market perspective, end-user experience, and general observations related to the Station Area.

The initial stakeholder meetings focused on informing the stakeholders of the project purpose and schedule and discussing the stakeholder's experience of the area and plans for their property. Each stakeholder received the draft vision and preferred alternative for the plan and was invited to provide insight and comments in a follow-up meeting.

Online Outreach

The public was encouraged to leave comments, suggestions, ideas, and concerns on the project website: www.murraynorthstationarea.org throughout the process. While leaving a comment, the public could also learn more about the area, see the timeline of community engagement events, and contact the consultant team to learn more about the station area. 47 percent of online comments received through the website involved an idea or suggestion for the area, while 41 percent had a comment about an improvement needed in the neighborhood. 11 percent of the comments submitted were able to identify an asset that works well in the station area.

Some of the most up-voted comments on the web page included suggestions for adding a trail along Big Cottonwood Creek, incorporating a public plaza, enhanced and improved bicycle access and experience along Main Street, and reactions to the news that a coffee shop (Fireclay Coffee) was opening in the area.

Key Messages

Overall, the community engagement portion of the project was conducted to establish community-based vision and ownership of the plan. Outreach included residents, stakeholders, property owners, and project partners alike. Community engagement built consensus surrounding diverse perspectives and respondents, as well as informed about decisions regarding development. Several of the key messages from the community engagement events included:

- Incorporating additional access to goods and services into the neighborhood
- Reestablishing the “Fireclay” name in a positive light
- Improving overall connectivity throughout the neighborhood, particularly though bike and pedestrian-oriented transit
- Increasing visibility and safety throughout the neighborhood
- Incorporating additional shade throughout the neighborhood
- Adding more community gathering spaces (public or private)

JUNE 7 TABLING EVENT AT THE FRONT CLIMBING CLUB

FIGURE 3.1: MURRAY NORTH STATION AREA PLAN OPEN WEBSITE COMMENTS WORD CLOUD

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AREA ALTERNATIVES

OVERVIEW

The core of the station area has absorbed significant new development over the last 20 years. Future development will continue to take advantage of infrastructure investments in the immediate station area but also begin to expand out from this catalytic area to include the broader station area, particularly as some of the livability factors are addressed and additional connections are made within and to the area. Identifying a preferred scenario for the future of the station area began by contemplating the needs, desires, and voids within the station area. Based on the findings outlined in the market analysis, existing conditions, and a review of previous visioning and current planning documents, it became clear that the existing core area should serve as the stimulus hub for the area. The elements recommended to enhance the core area as a catalyst for the future include:

- An easily recognizable “brand”
- Pedestrian amenities that reinforce the brand and connect key destinations within the area
- Community-based uses and amenities that serve the area and attract activity from the broader community

By building on the strengths of the existing area, new development will contribute to the creation of a transit-supportive community not simply a series of transit-oriented individual developments. Several alternatives for the framework of how this “center of gravity” is configured were identified based on an analysis of existing conditions and public input. The alternatives for this “organizing framework” of the catalytic hub were then evaluated by stakeholders and area residents. The final step in the alternatives review process was to identify the preferred intensity of development on and around the selected framework. Each framework could support various levels of development intensity including:

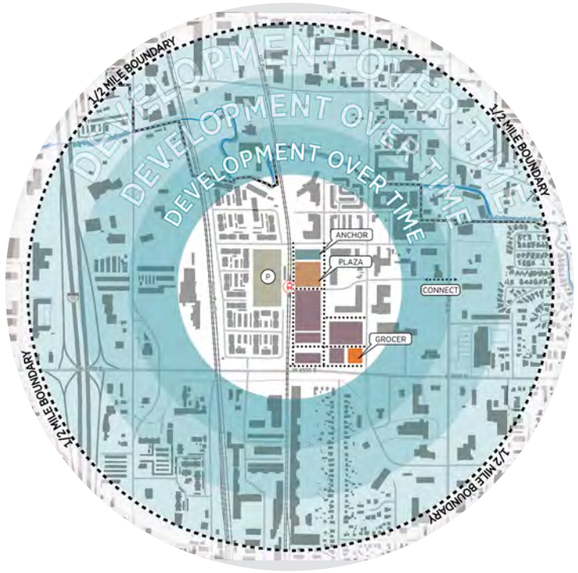
- A “neighborhood” level center with buildings of 3-5 stories and amenities and services focused on the immediate area,
- A “community” level center with building of 5-7 stories and amenities and services for the immediate area and a broader area of 1-3 miles
- A “regional” level center with much taller buildings and amenities and services to attract people to restaurants and activities from the entire region

The context and the alternatives were presented and reviewed in the following meetings and events:

Key stakeholders, including city staff, the community and technical advisory committee’s (CAC & TAC) consisting of residents, business owners and representatives, developers, etc. evaluated the draft concept plan and provided feedback and insight that led to a preferred planning approach and illustrative concept plan. The concepts evaluated both the short-term and long-term perspectives for the station area.

- 3 Technical Advisory Committee meetings
- 6 stakeholder meetings
- 1 Joint City Council meeting
- 1 Joint Planning Commission meeting

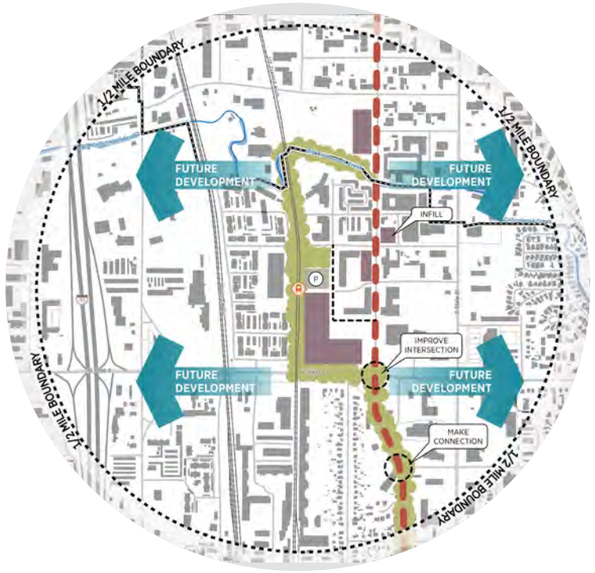
AREA ALTERNATIVES



Framework Option A

Option A took advantage of the established center of gravity and development focused on the immediate vicinity to the station area platform. This scenario contemplated the following:

- Extension of the established, station area road-grid network (Birkhill Boulevard) southward into the UTA-owned Mobility Center property, ultimately turning east and connecting to Main Street
- Development of the UTA-owned property to the east of the platform with complementary, primarily nonresidential land uses
- Recruitment and development of an anchor use on the UTA-owned parking lot, which fronts onto/activates a plaza to the south, still on the UTA-owned parking/circulation lot
- Redevelopment of the Atlas Roofing Corporation building west of the station platform - development of a shared parking structure that is available to TRAX/UTA users, anchor -use visitors, and residents alike
- East Edison Street active transportation improvements – Pedestrian improvements including a new Edison & State Street crossing are implemented
- Main Street bicycle infrastructure is implemented where feasible



Framework Option B

Option B seeks to distribute the station area's center of gravity in a north-south corridor opposed to at a centralized location. This "Main Street Spine" brings pedestrian-focused activity through the station area, providing transit users an improved experience to the south, reaching Murray City Hall, and north through Millcreek to Downtown Salt Lake City. This scenario proposed:

- Activity focus along Main Street – commercial and mixed-use developments that support a great pedestrian environment line the corridor
- A "Green Corridor" is developed from the platform, starting with a plaza adjacent to the platform, running north parallel to the TRAX line, and ultimately connecting back to Main Street after following the Big Cottonwood Creek
- "Amenitization" of the grass oval at the Main Street and 4500 S intersection
- Connecting Main Street (4600 S) to S Hanauer Street
- The immediate area east of the station platform becomes a quieter node with the integration of a plaza on the UTA-owned property
- Infill projects continue with a primacy towards residential and mixed-use projects, supporting ground-floor retail
- The UTA-owned property including the Mobility Center redevelops as a mixed-use project

Framework Option C

Option C intends to maximize the transit-oriented community framework established within the Fireclay neighborhood area. This scenario presented the following elements:

- Re-visioning of the station area as a larger service provider/receiver through development of a transit-oriented community
- Recruitment and development of an anchor use on north end of the UTA-owned parking lot
- Redevelopment of the UTA-owned "Mobility Center" into a mobility hub, supporting greater regional ridership
- Redevelopment of the Atlas Roofing Corporation building west of the station platform - —development of a shared parking structure that is available to TRAX/UTA users, anchor- use visitors, and residents alike
- A "Green Corridor" is developed from the platform, running north parallel to the TRAX line, and ultimately connecting back to Main Street and the UP-Rail line after following the Big Cottonwood Creek corridor
- Fireclay Avenue serves as the primary station area corridor
- Increased bus service to the envisioned mobility hub
- Extension of Fireclay Avenue to the west across the UP-Rail line

Development Intensity

Based on stakeholder and public input, Framework Option C that focuses on the immediate station area and takes advantage of redevelopment opportunities west of the platform and in the existing park- and -ride lot, was identified as the preferred framework for the future. The next phase of alternative evaluation focused on the preferred intensity of development.

NEIGHBORHOOD LEVEL

Neighborhood -level intensity of development is similar to the development form currently present in the Murray North Station area. The focus of the area is on the immediate neighborhood with smaller parks and limited retail and service options. Roadways and connections are sized for the immediate area. Recommended infrastructure, connectivity, and amenities to further enhance the area and encourage ongoing investment included:

- New and enhanced pedestrian and bicycle crossings of State Street, 4500 South, and the Union Pacific rail line
  - Enhanced pedestrian- activated crossings of State Street
  - Improved crossings at 4500 South and Main Street
  - Improved Union Pacific underpass at Central Avenue
- Continued new 3-5 level mixed-use development, primarily residential over street-level retail on primary roads
- On -street, surface, and limited structured parking
- Open space and public amenities to serve new residential development at densities comparable to recent new developments (10.5 units per acre to 60 units per acre)

COMMUNITY LEVEL

Community-level intensity of development is more intensive than the neighborhood level with amenities and services that attract customers and users from surrounding neighborhoods and the broader Millcreek and Murray communities. Roadways and connections are sized to allow additional traffic and access and include community-serving retail. Investments and connections contemplated at this level included:

- New and enhanced pedestrian and bicycle crossings of State Street, 4500 South, and the Union Pacific rail line
  - Enhanced pedestrian-activated crossings of State Street
  - Improved crossings at 4500 South and Main Street
  - Pedestrian/bicycle bridges across 4500 South adjacent to the TRAX line
  - Improved Union Pacific underpass at Central Avenue
  - A new railroad underpass at Fireclay Avenue
- New 5-7 level mixed-use development with a mix of office and residential over street-level retail on primary roads
- Primarily structured, podium parking
- Open space and public amenities to serve additional new residents at densities of approximately 100 units per acre

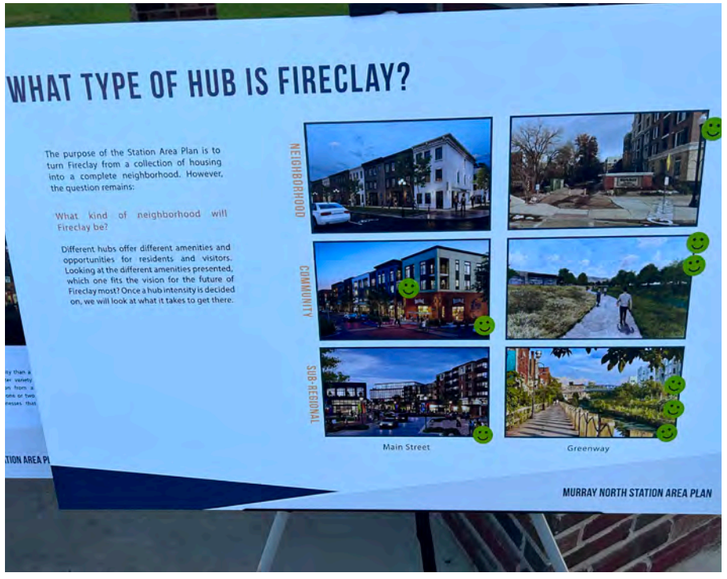
REGIONAL LEVEL

Regional level of intensity of development is more intensive with amenities and services to attract customers and users from the entire region. A local example of a Regional Level center is Sugar House in Salt Lake City. Roadways and connections are sized to allow this level of traffic and use. Investments and connections contemplated at this level included:

- New and enhanced pedestrian and bicycle crossings of State Street, 4500 South, and the Union Pacific rail line
  - Enhanced pedestrian-activated crossings of State Street
  - A Big Cottonwood Creek Trail underpass at State Street
  - Improved crossings at 4500 South and Main Street
  - A “lid” over 4500 South between the TRAX and Union Pacific rail lines that provides trail and open space connectivity across this area
  - Improved Union Pacific underpass at Central Avenue
  - A new railroad underpass at Fireclay Avenue
- New 7+ level mixed use development throughout the broader station area with a mix of office and residential over street-level retail on primary roads
- Structure parking including podium parking and standalone parking garages
- Open space and public amenities (including the new “lid” park) to serve additional new residents at densities greater than 100 units per acre

Based on stakeholder and public feedback, the preferred alternative assumes a level of intensity and development between the neighborhood and community levels.

FIGURES 4.1: SEPTEMBER 12 PUBLIC ENGAGEMENT FEEDBACK



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VISION AND PLAN

VISION

THE MURRAY NORTH STATION AREA IS AN ACCESSIBLE, VIBRANT, COMPLETE COMMUNITY THAT PROVIDES RESIDENTS AND VISITORS ALIKE WITH AN INTERESTING, ENGAGING MIX OF LAND-USES TO SERVE THEIR NEEDS.

To achieve this vision, the Murray North Station Area Plan establishes a logical, realistic, framework for how the core of the area can transform and how development of the remaining area can occur over time. The Plan's framework facilitates the integration and preservation of existing assets and transforms the core area into an active, amenity-rich, transit-forward neighborhood. The following goals represent recommendations for achieving the vision. Each goal has a list of strategies to achieve the goal:

Quality Of Life

ENHANCE SOCIAL VIBRANCY

A strong social fabric can help communities thrive, grow, and prosper. The urban fabric of buildings and streetscapes play a critical role in improving or degrading an experience. An interesting, engaging, and safe environment immediately surrounding the platform is created through strong local and regional connections that support a variety of transit typologies.

A permanent public plaza, and interesting and varied destinations throughout the station area, like the Front Climbing Club and other gathering spaces, enhance the experience. Connectivity via the green corridor ensures daytime activity and provides access to a natural amenity not found elsewhere in the area. The commercial uses throughout the station area ensure that visitors and commuters have strong destinations to visit and support neighborhood livability by putting household goods within walking distance.

Strong connections support residential areas by helping create a safe, inviting station area environment enhanced with landscaping, streetscape design, and future uses that are oriented to the street and pedestrian experience. Future residential and commercial development should focus on providing opportunities to enhance social vibrancy through shared public open spaces. Shared space can support the needs of future residents in high-density housing while providing shared amenities for visitors alike.

Safety

IMPROVE SAFETY AND PERCEPTION OF THE AREA

The Murray North Station Area has the highest crime rates in Murray and Millcreek Cities. This has resulted in high rates of resident turnover, limited amenities and resources to serve households, and a lack of social cohesion and connection within the neighborhood. The Plan identifies strategies to improve safety in the area, through design strategies and policy changes. The goal is to improve safety, change perceptions, and encourage community stewardship throughout the station area.

Land Use

CREATE A COMPLETE COMMUNITY THROUGH FURTHER DEVELOPMENT OF A THOUGHTFUL MIX OF LAND USES

The Murray North Station Area Plan creates a transition plan from the current collection of housing to a complete transit-oriented community. The station area offers significant potential for redevelopment, infill, and revitalization of existing uses. Balancing current housing and industrial uses with supportive services, retail, commercial, and open space allows for more opportunities within the station area. Several key sites offer significant development potential proximate to the station platform, including the Atlas Roofing Corporation building, UTA-owned parcels east of the platform, and Salt Lake County-owned property at the intersection of Main Street and 4500 S. These development opportunities can serve to attract and support new uses nearby, while serving as a gateway into the station.

Connectivity

INCREASE CONNECTIONS TO AND THROUGH THE NEIGHBORHOOD

The Murray North Station Area Plan establishes and enhances connections between the station platform and destinations that will utilize transit and between synergistic land uses. Connections supporting various transit modes are a top priority for enabling a functional station area. The Plan seeks to connect major points of origin/destination within the station area by improving existing corridors, developing new corridors, and strengthening connections.

Livability and Urban Design

PROMOTE URBAN DESIGN QUALITY

Urban design tools, including building massing, streetscape design, and signage are used to create a distinct feel in the “Fireclay Neighborhood.” Building upon the good urban design examples in the neighborhood and incorporating Crime Prevention Through Environmental Design (CPTED) guidelines, the Murray North Station Area Plan puts forth design guidelines that will result in a distinct district sandwiched between two cities. See page 35 for a definition of CPTED principles

FIGURE 5.1: ILLUSTRATIVE RENDERING OF MURRAY NORTH STATION AREA CRITICAL INTERSECTION AT MAIN STREET AND CENTRAL AVENUE

PLAN ELEMENTS

QUALITY OF LIFE

Creating Better Public Spaces and New Destinations

Neighborhoods are more than just a collection of places to live. They include opportunities to get out and enjoy the area and interact with your neighbors. The Murray North Station Area currently includes limited opportunities for residents to get out and relax and meet each other. The Big Cottonwood Creek trail and Birkhill Park are highly utilized by area residents and provide guidance for how future amenities can expand these opportunities for interaction. The transit station provides a focal point for community-based amenities and activities.

STATION PLAZA

Transit-supportive communities combine urban fabric with people-movement. These neighborhoods—if designed well—become community sub-centers. While TRAX and other rail stations usually consist of just the platform and a small area for patrons to wait, a well-designed plaza can provide an area for people to choose many different activities rather than the necessary ones and become a vital part of the community. In many communities, transit stations serve as high-quality places for people to enjoy themselves rather than just places for passengers to access transit. This dual use spurs interest in public transportation and provides an area for transit-users and non-transit users to interact.

The station plaza, recommended adjacent to the platform, is the area's primary design element and serves as the hub of the station center area. The plaza addresses several plan goals:

- **Increased green space.** The almost 0.75-acre plaza is envisioned to include both hardscape and green spaces. The plaza will add 0.75-acre of open space to the neighborhood, helping to address the current shortfall in parks and open space level of service in the area.
- **Increased tree canopy.** The plaza is envisioned to include trees and greenspace, helping to address the current shortfall in tree canopy in the area.
- **New opportunities for community interaction.** The plaza is intended for both passive and active uses. Passive uses include pedestrian-way from the platform to other destinations, individual and small group gatherings. Active uses include outdoor dining and community events including small concerts, farmers markets, and festivals.

Anchored by mixed-use development on one side and a community-anchor tenant on the other side, the plaza becomes an area of natural activity with users spilling out from the adjacent buildings as well as TRAX and bus service. Trees and other green space elements allow for added shade and areas for passive recreation while the hardscape areas transport people through the plaza and onto Fireclay Ave or to Edison Street for use of other active transportation modes.

MAIN STREET CORRIDOR

The Main Street corridor, while also an important multi-modal transportation corridor (see page 55 for more details about the connectivity improvements proposed to Main Street), is also an important corridor for housing, services, and job growth. Main Street connects the station area, north to downtown Salt Lake City. The corridor is an integral part of connecting several cities through active transportation. Salt Lake City is considering opening the street between 400 South and South Temple only to TRAX and pedestrians and rerouting vehicular traffic to West Temple and State. In South Salt Lake, the city is adding more housing and employment, concentrating their downtown development around Main Street. In Millcreek, bike improvements have already been made.

The station area has some great examples of existing well-designed streetscape and tenants that the corridor can support. A mix of housing and services is needed for this street to become an active environment that people want to use for walking or cycling rather than use their car to experience a similar environment somewhere else. Inviting doors, stoops, attractive landscaping, and good tenants are key for this corridor to become an amenity for the community.

GROCERY – MAIN STREET & 4500 S

The population west of State Street falls within a food desert. This population is more than a mile away from the nearest grocery store and is a census tract where more than 100 housing units do not have a vehicle (USDA Food Access Research Atlas). The addition of a small-scale grocery purveyor is key for the neighborhood. Because of the visibility from the higher-trafficked roadways, the best area for a grocer is on the corner of Main Street and 4500 S, on the County-owned parcel.

This location presents several challenges including parking and large truck access. Design of the extension of Birkhill Boulevard and the redevelopment of the UTA property should be coordinated with the redevelopment of the County Fleet property to identify the optimal solution to access and circulation to accommodate a fresh food purveyor as a ground-floor tenant at this location.

Because of the truck access and circulation challenges, it is recommended that the grocer component of the development not exceed 14,000 square feet (SF). While the average suburban grocery store averages 38,000 SF, big name grocers have already been shifting towards smaller footprint stores since work from home culture has expanded. Precedents for smaller-scale grocery stores integrated into housing developments can be found on page X.

FIGURE 6.1: ILLUSTRATIVE RENDERING OF MURRAY NORTH STATION PLAZA

FIGURE 6.2: ILLUSTRATIVE RENDERING OF 4500 S & MAIN ST INTERSECTION

ANCHOR TENANT

While Murray North Station Area is home to an anchor tenant, the Front Climbing Club, having an additional tenant adjacent to the station platform provides the station area with an influx of business patrons and user groups that create a sense of vitality within the neighborhood, particularly at the intersection of Main Street and Central Avenue. Adding another anchor tenant closer to the station platform is crucial to bringing additional activation and community opportunity to the area. This anchor use should be community-focused and provide educational opportunities to improve workforce quality and programming for school-aged children after school and during weekends. Possible anchor tenants include:

- The Boys & Girls Club of Murray
- The YMCA
- Salt Lake County Recreation services
- Refugee services
- Other private, non-profits

SYSTEM OF PARKS & GREENWAYS

The Station Area is currently severely underserved for parks and green spaces when compared to the rest of Murray and Millcreek cities. As the population in the area continues to grow, adding parks and community gathering spaces will provide opportunities for social cohesion, youth activities, and community identity. In addition to parks, the Plan identifies a system of greenways, anchored by the Big Cottonwood Creek trail that connects the area for pedestrians and bicyclists.

The target level of service for the area is 4.4 acres of parks and greenspace per 1,000 population. For the 2022 population this is 28.8 acres. The area is currently served by approximately 4 acres of park and trail. To serve the current population, an additional 24.9 acres of parks and greenspaces are needed. Proposed new greenspaces include both short-term and long-term opportunities:

- Short-term:
  - 44 W Fireclay Lot (0.14 acres)
  - Transit Station Plaza (0.75 acres)
  - Salt Lake County Development (0.25 acres)
  - TRAX adjacent trail east side extension to 4500 South (4.0 acres)
  - TRAX adjacent trail extension through west side redevelopment site (0.7 acres)
- Mid- to Long-term:
  - Big Cottonwood Creek adjacent trail extensions as redevelopment occurs (8.4 acres)
  - TRAX adjacent trail extension south of 4500 South (2 acres)
  - Hanauer Street Trail connection to Murray Central Station Area (0.7 acres)

The identified opportunities will result in 16.94 new acres of parks and open space within the station area. An additional 8 acres are needed to serve the current population and, as new development occurs, new parks will be needed to serve the future population of roughly 13,000 new residents at build out.

FIGURE 6.3: FUTURE BIG COTTONWOOD CREEK TRAIL AND PARK EXTENSIONS

Shade and Tree Cover

Shade is crucial to urban areas, minimizing health impacts resulting from sedentary lifestyles and air pollution, and contributes to a more pleasant pedestrian realm. The station area's current percentage of tree canopy is approximately 8 percent. The Forest Service and Nature Conservancy recommend a 25 percent tree canopy. This will be difficult to achieve in the area until significant redevelopment occurs. Several strategies to increase the tree canopy are reasonable in the short- and mid-term including:

- Increasing the number of trees along the existing trail
- Ensuring that new parks, trails, and open space will include at least 25 percent tree canopy coverage (at full growth)
- Including street trees on all new and redeveloped roadways

These strategies are expected to increase the tree canopy in the area from 7 percent to 12 percent. This will create significant benefits in the neighborhood.

Longer-term strategies include ensuring the inclusion of significant tree canopy coverage as part of new parks and open space and the inclusion of a tree canopy measure in redevelopment requirements.

Income Diversity Housing

The Murray North Station includes most of Murray and Millcreek's low-rent and rental-assisted housing. While more affordable housing is needed throughout the State, concentrating all low-rent and rental-assisted housing into one area can limit the ability of the area to attract retail and other services because neighborhood household incomes are lower than average, limiting expendable income. Other possible impacts include higher neighborhood turnover rates. .

Income diversity (housing that is affordable to individuals and families with different income levels) is needed to support business and decrease vacancies.

SAFETY

To achieve the Murray North Station Area vision, area safety must improve. New investment in retail, services, and amenities as well as income-diverse housing is more likely to occur if crime rates are reduced in the area and a sense of community is created. There are several strategies that can help to address the safety issue in the neighborhood. Some of the strategies are urban design related, others are policing approaches, and others relate to city administrative policies.

The proposed approaches will not work in isolation. Safety and security in the area is a complex problem that requires a comprehensive, multi-pronged approach.

Stewardship

Addressing very real challenges and changing the perception of an area is no easy task. Recommended physical changes include adding amenities and improving the overall design quality of the buildings and streetscape. The outward perception of the area is less about physical change and more about an emotional change to an area. Stewardship, or having residents feel responsible and willing to build up their community and facilitate positive well-being, is the ultimate goal for ensuring a vibrant future for the Murray North Station.

Getting the high number of renters more involved in the neighborhood requires work. Establishing a neighborhood forum and focusing on social interactions is the first step. Encouraging the high number of renters to know their neighbors in different buildings allows for those interested in longer-term goals for the community to meet and build coalition. This particular aspect will also improve as owner-occupied housing is added to the area. After a group is set up and social connections are beginning to foster, the group can start working on projects important to them, including street calming, retaining business, spearheading neighborhood clean ups, and talking about finding solutions to other issues.

Crime Prevention Through Environmental Design (CPTED)

CPTED principles address the design of the built environment in such a way that deters crime. While this should not be the only avenue a city takes to increase the feeling of safety in an area, it can definitely help. CPTED principles revolve around 3 main areas of focus:

- **Natural surveillance and activity support:** The design of both the natural and built environment play a part in not just how the area looks, but how the interaction of these environments make the area feel. This includes an "eyes on the street" approach to create a feeling that people are watching what is happening around them.
- **Access Control:** Controlling access applies to how individuals get to the transit station as well as how visitors and residents move around within the station area. This includes evaluating street configuration, sidewalks, ingress, and egress.
- **Maintenance:** Cleanliness and upkeep preserves the intended use of the space and helps to make people feel that the area is in order.

NATURAL SURVEILLANCE AND ACTIVITY SUPPORT

Street facing storefronts are a widely implemented strategy for natural surveillance and activity support. In implementing this strategy, however, attention needs to be paid to how the store fronts and other street-facing uses are established and managed. For example, advertisements on windows block views of the street. This strategy advocates creating storefronts that are an extension of public spaces to build trust and create a more inclusive environment. "Storefront Placemaking" or benches, parklets, or attractive signage strengthens communities.

Properly maintained street trees provide both functional and aesthetic benefits to the area. Tress not only provide shade to pedestrians, but can slow vehicular traffic, and even extend the life of pavement. Trees must be properly maintained, to provide adequate visibility and create a lively environment. Unkempt trees can

be dangerous to passersby and can create negative perceptions of safety.

CPTED best practices for the Murray North Station Area include:

- Trim tree branches that are less than 6 feet from the ground, particularly along Central Avenue.
- Encourage businesses to have visible and differentiating signage identifying their business.
- Install wayfinding signage.
- Clearly define entrances with identifying elements, such as architectural enhancements, lighting, landscaping, or different pavement.
- Ensure there are clear sightlines around building entrances and exits to allow tenants to view outside before they leave the property.
- Preserve sightlines connecting the inside of buildings to parking lots and entryways.

- Encourage businesses to keep windows free of advertisements and other view inhibitors.
- Use appropriate lighting for spaces. Lighting should reduce glare and focus light onto pavement instead of up into the air. Lighting should also illuminate street names and building numbers.

ACCESS CONTROL

Isolated areas can create a sense of being closed in and unable to get away should a problem arise. Creating more points of ingress and egress helps to maintain the flow of traffic and increase visibility. Lighting is essential on dead-end streets.

Sidewalks play a vital role in pedestrian health and safety. Safe, accessible, and well-maintained sidewalks are necessary throughout the station area. Sidewalks should be a minimum of 5 feet wide to meet ADA standards though wider sidewalks are more convenient for those with mobility issues and have the added benefit of accommodating higher pedestrian volumes in business areas. Frontage zones are also recommended to provide a buffer between vehicular traffic and pedestrians and act as an area where street furniture and street art can be added to improve the walkability experience. Interrupted sidewalks, as on Fireclay (left), can be

dangerous to all pedestrians and can cause potential injury. Sidewalks should also be present on both sides of the street.

CPTED best practices in the Murray North Station Area include:

- Add sidewalks along the east side of Box Elder Street.
- Remove/relocate elements that obstruct the flow of the sidewalk.
- Improve striping along bike lanes, where needed, and keep them free of debris.
- Light new pedestrian paths as they are implemented.
- Install wayfinding to guide and direct visitors.

MAINTENANCE

Trash is prevalent in the park -and -ride lot. Litter not only negatively impacts the environment, but can make a space feel forgotten and unobserved. Mitigation tactics include neighborhood cleaning crews to provide ongoing maintenance, add trash receptacles throughout the parking lot, incorporate anti-littering signage, provide cigarette litter outlets, and provide colorful and/or covered trash receptacles.

Lighting

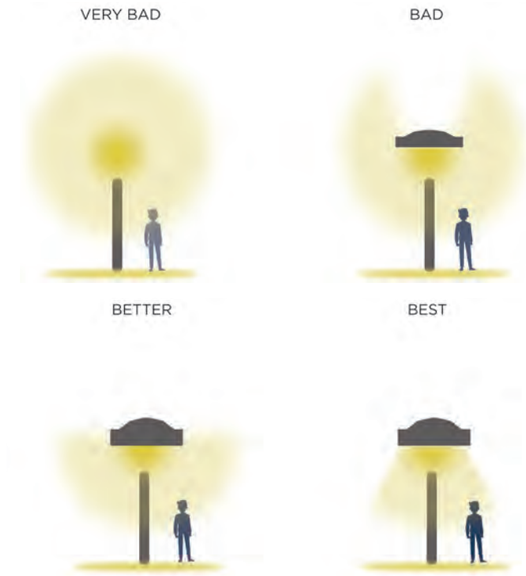
Lighting should provide adequate visibility to a space. As a mainly residential area, the site will be used during the evenings and nights. Carefully positioned lighting can significantly lessen people's fear of crime. A minimum amount of illumination should enable the recognition of a face at a distance of roughly thirty feet for an individual with normal vision.

THE CORRECT BALANCE

There is such a thing as too much lighting. Uncontrolled or reflected light that shines straight into your eyes is called glare. Bright light typically allows for better visibility but glare usually interferes with your ability to see properly and can cause visitors to miss clues signaling the area is not safe. Some vision issues can also generate glare when light enters the eye and bounces around rather than focusing.

Dark sky light fixtures help to cut off excessive light and position rays to the exact area they are required. A wattage range of 40-80 is recommended to reduce the risk of glare.

FIGURE 6.4: PROPER LIGHTING ILLUSTRATION



DISCERNING NIGHT-TIME USE

Nighttime use of a space will inform the type, placement, and intensity of lighting. Pathways that are not intended for night-time use should be fenced or not as well-lit at night to discourage use and not give a false sense of safety.

- Residential-focused retail or grocers will be used consistently in the dark hours, particularly in the wintertime. These areas will need to have consistent lighting throughout the evening and into closing.
- Industrial areas are used primarily during business hours and have fewer residents and visitors. The lighting here does not need to be as consistent as residential areas. However, pathways around the space, such as sidewalks should feel comfortable and illuminated for pedestrians.
- Main pathways to the TRAX Station should feel comfortable and illuminated. As the TRAX schedule goes well into the night-time, users should have adequate lighting to move through the station area to their residences.

Activation

The best tactic to reduce crime is to have continuous activation of a place. The consulting team analyzed services that were available in the station area and charted when the station area tends to be most activated. The services charted were:

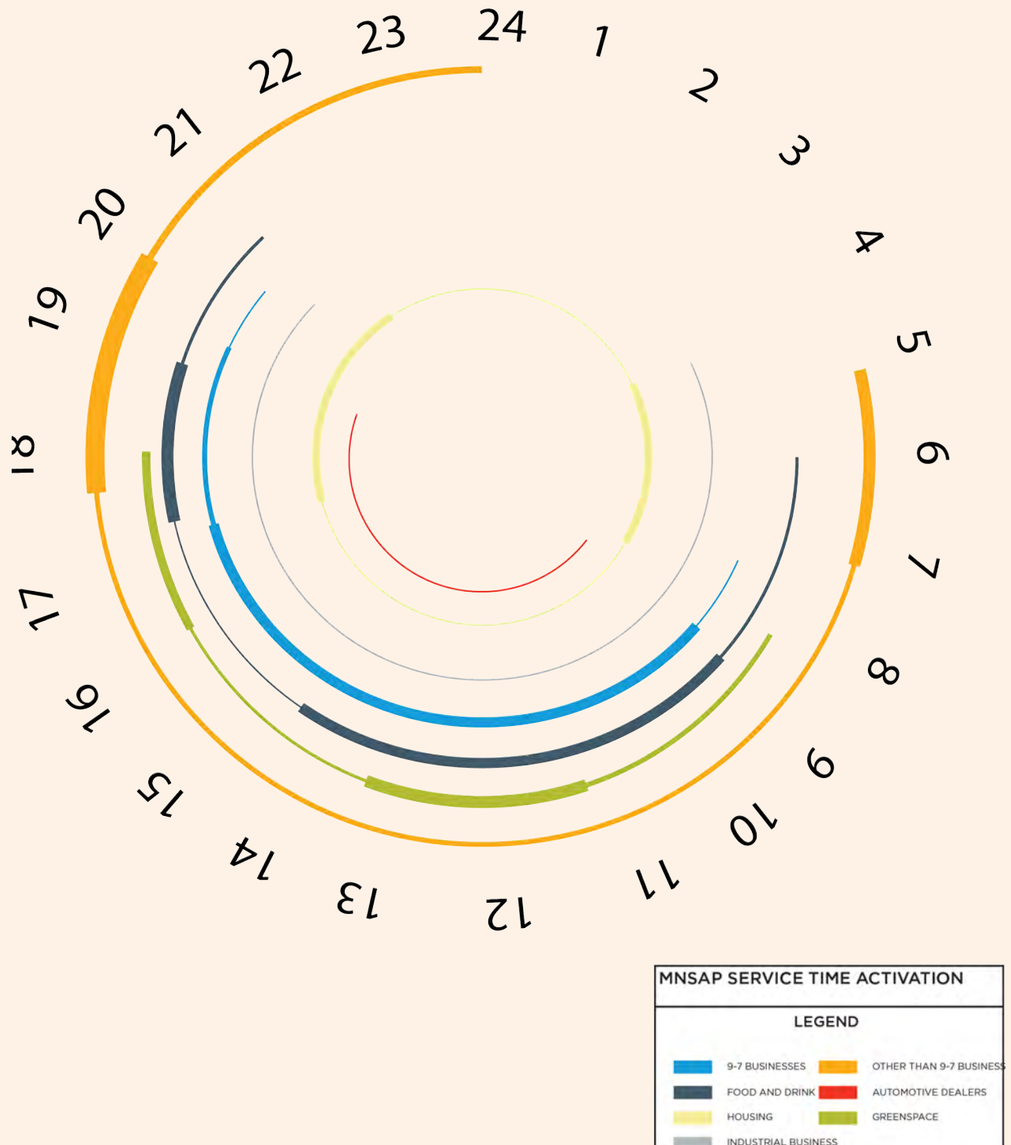
TABLE 6.1: ACTIVATION TABLE

SERVICE TYPE						
9-7 JOBS AND BUSINESSES	FOOD AND DRINK	HOUSING	INDUSTRIAL BUSINESS	OTHER THAN 9-7 BUSINESSES	AUTOMOTIVE DEALERS	GREENSPACE
Deseret Industries	Barbay Coast Saloon	Artesian	Los Martinez	The Front Climbing Gym	Dahle	Birkhill space
Agape Hair Salon	Fireclay Coffee	Depot	American Stone			Olympus space
Advance Auto Parts	Costa Vida	Avida	Storage			
The Other Side	Dominos	Brickgate	Bio Fire Defence			
O'Riley Auto Parts	Paradise Buffet	Metro	Interior Worx Countertops			
KPC Promise Hospital	Keyaki Sushi	Birkhill	JC Cabinet Painting			
Letizia Studio						
Salty Hive Crossfit						
Humane Society						
Imago Medical Spa						
9-7 activation	Lunch and dinner activation	Evenings, early morning activation	Provides little-to-no activation	Provides early morning and evening activation	Provides little-to-no activation	Daytime activation until 5 (small children oriented)

From the activation map, it is clear that there are activation gaps between 7:00 and 11:00 PM, as well as the early morning. While more services are needed throughout the station area, services are particularly needed in the following categories:

- Businesses that operate beyond a 9:00 AM to 7:00 PM schedule
- Food and drink options
- Greenspace with amenities for those over the age of 7
- Amenities and services for youth involvement
- Non-profit or community organizations

FIGURE 6.5: ACTIVATION HOURS WITHIN THE MURRAY NORTH STATION AREA



Intersection of Public Safety and Activation

The Urban Institute and ArtPlace created a document to explore the ways arts and culture can intersect with public safety. The two organizations reviewed case studies and other documents to provide a typology of activities that intersect with public safety. Cities can use one or more of these typologies as strategies to promote public safety in neighborhoods. This framework was taken and tweaked to change focus from art and public safety to intersect the neighborhood itself with public safety. For neighborhood activation to intersect with public safety, the following typologies can be deployed:

1. EMPATHY AND UNDERSTANDING

   This strategy aims to improve relationships between law enforcement and community members and promotes more effective responses for these groups to coexist.

2. LAW AND POLICY

   This typology influences justice policy and looks at bringing people exiting the justice system into serving their communities.

3. CAREER OPPORTUNITIES

   Connecting people to job opportunities helps to lift people facing poverty and discourage crime. This includes having services where people with a criminal record can face fewer barriers to employment and helping teenagers and other young people find jobs in various fields.

4. WELL-BEING

   This strategy promotes proactive health and wellness to an area through active recreation opportunities and by delivering therapeutic benefits around identity and mental health.

5. QUALITY OF PLACE

   A place that brings the community into the forefront of public spaces can change both the community's perception of self and the perception of the community by outsiders.

These typologies can be employed throughout the station planning area.

While these strategies all rely on community involvement in some form, number 5 requires a form of community participation that is relatively new in the Wasatch Front. Several Midwestern cities have employed various programs empowering youth to get involved and make changes in their community. Emulating the Making Our Own Space (MOOS) Program in Cleveland, the Territory Project in Chicago, and Juxtaposition Arts in Minneapolis, the intent is to partner with organizations to create a program where Murray North Station Area Youths can use tactical urbanism to create placemaking amenities that are usable by the larger community. By exposing young people to civic participation procedures and a variety of design occupations, the program explicitly helps them comprehend the actions and relationships needed to make meaningful changes in their community. Through this process, youth become more invested in their community and become stewards.

While these programs are usually created and implemented through a non-profit organization, cities can partner with different organizations to create a short

summer program to learn about the planning process, develop a strategy to deal with a constraint of the station area, and build and implement a solution. Possible project partners can include University of Utah, Utah State University, Utah Valley University, The Boys and Girls Club, and other educational and non-profit organizations that have a focus in either youth development or urban planning and design.

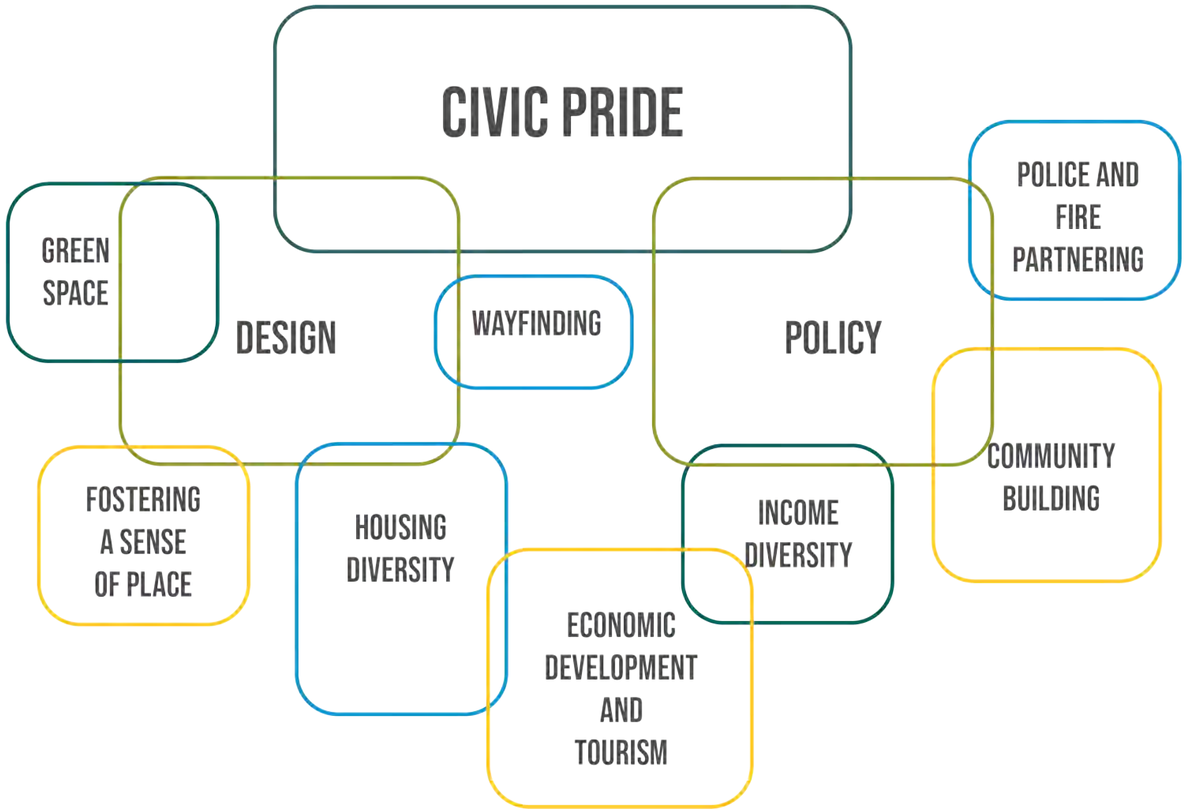


FIGURE 6.6: CIVIC PRIDE BUILDING BLOCKS

Proactive Policing

Proactive policing has proven outcomes in reducing crime in other communities around the Wasatch Front, including the Ballpark Neighborhood in Salt Lake City. Proactive policing happens when police have assigned beats and patrol an area without being called. Denser, urban areas tend to use this policing structure to show a positive police presence and help create relationships with the community. The aim is to get police out of cars and further into the neighborhood—going down alleys, dead ends, and other areas that are harder to get to with cars. Examples of proactive policing include:

- Bike patrols
- Motorcycle patrols
- Walking patrols
- Horse patrols

Parking Needs

Parking is described by stakeholders as a key part of the challenges faced by the Brickgate and Avida residential complexes. In these areas, the demand for parking is greater than the off- and on-street supply. Finding a way to add or retrofit more parking for these areas (in a way that complements the TOC character of the area) will contribute to safety and social cohesion and improve the perception of the entire station area. Below are some strategies to consider:

- Include Brickgate/Avida parking spaces as part of a redevelopment of the Atlas Roofing Corporation site (approximately 100 spaces reserved for UTA riders). These could likely be shared by residents with other users such as TRAX park-and-riders or visitors to station area destinations.
- Transform one or more of the Brickgate/Avida parking lots into parking structures.
- Designate another shared parking resource in the station area. This would likely be on the eastern side of the TRAX, so the location wouldn't be optimal.

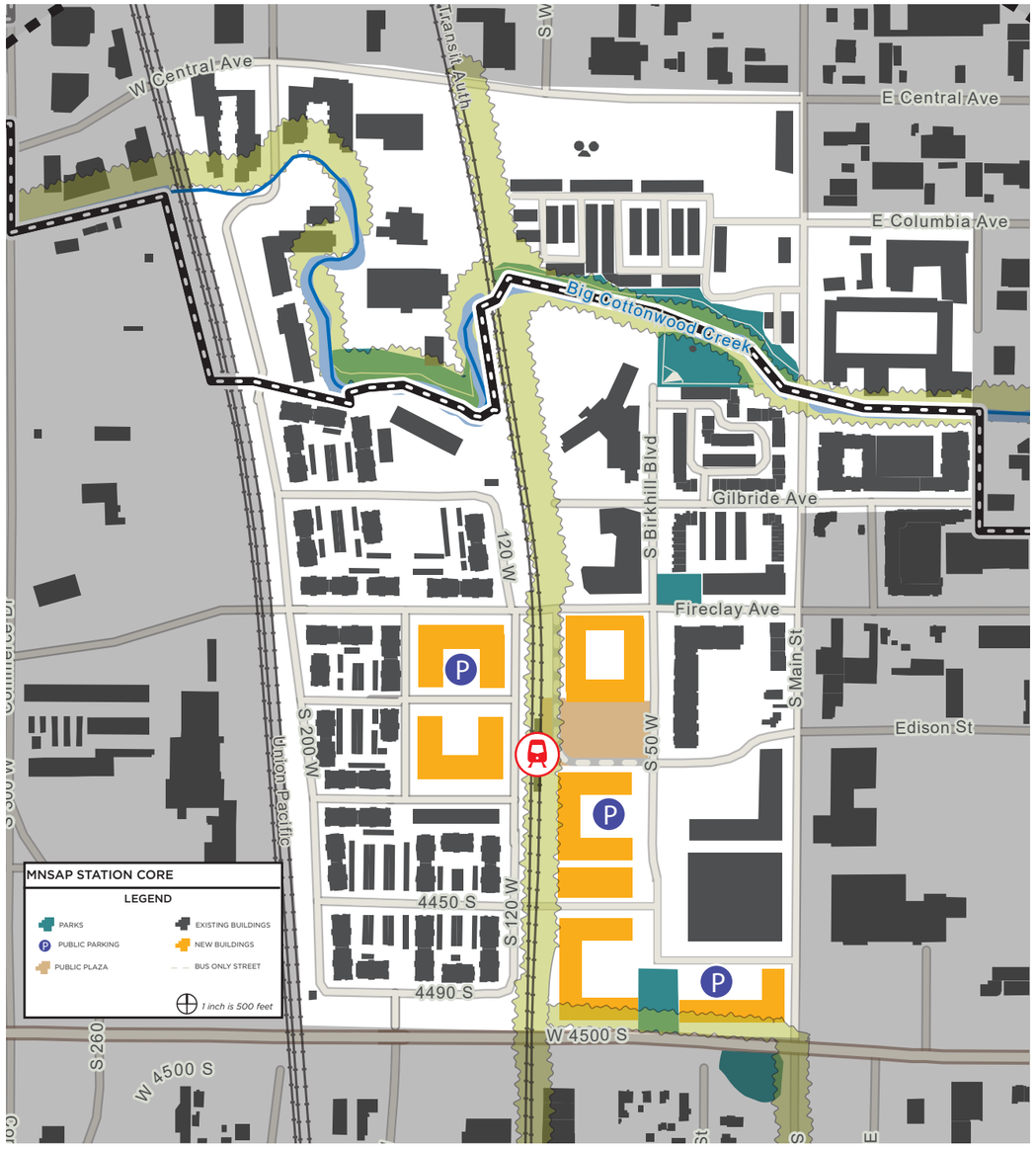
Parking demand and management are significant considerations in the Murray North Station Area. There are several stakeholders with an interest in parking capacity and management in the area including:

- UTA
- City of Murray
- Salt Lake County
- Private Developers
- Business Owners

Over the long term, the creation of a parking district to manage parking resources and needs can facilitate shared parking strategies and consolidate parking capital investments.

As the UTA Park and Ride is currently underutilized, reduction and placement of 150-200 parking stalls will be needed to be dispersed throughout the three proposed parking structures.

FIGURE 6.7: NEW PUBLIC PARKING STRUCTURES WITHIN THE STATION AREA



FUTURE LAND USE

Parks and Open Space (1%)

There are currently two parks located within the Murray North Station Area: Birkhill Park, and the park space to be dedicated as part of the Opus Green development in Millcreek. Birkhill Park is a 0.71-acre park that is privately owned, just south of Big Cottonwood Creek, and adjoined to the Birkhill at Fireclay Condominiums. The park space located at Opus Green constitutes an open space allocation of 25% of the project area (1.15-acres), which includes a pedestrian bridge across Big Cottonwood Creek, a playground, and walking trail.

- Existing Parks: 2
- Publicly Owned Open Space: 1.15-acres
- Privately Owned Open Space: 0.71-acres
- Existing creek- and rail-side trail: 1.9 acres
- Level of service: 0.59 Acres / 1,000 residents

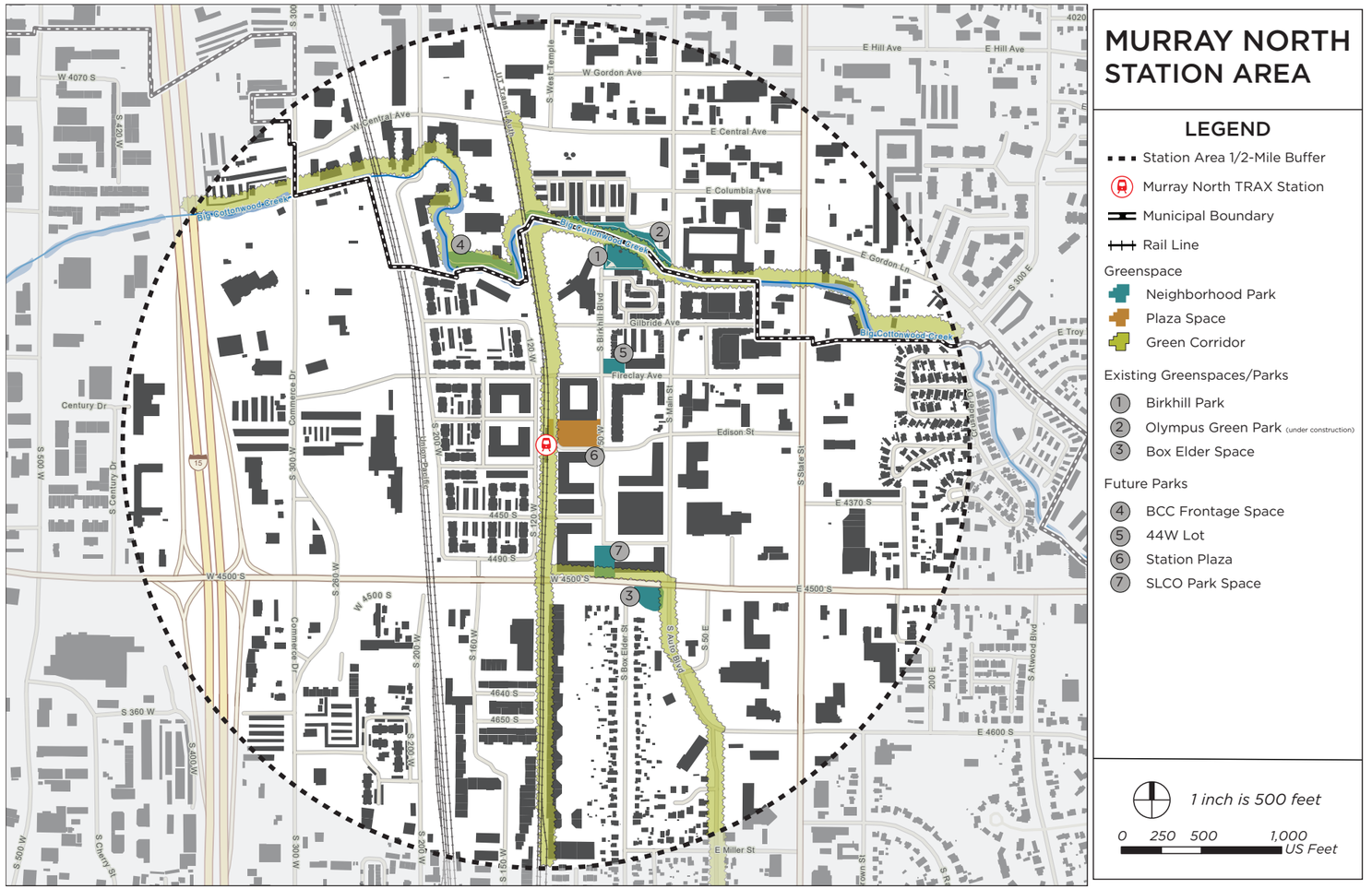
With the current population, the station area offers nearly 0.6-acres of park or open space for every 1,000 residents. The limited amount of park space is significantly less than what is observed across Murray and Millcreek on a citywide basis. Across both municipalities, an average of 4.4 park acres are offered for every 1,000 residents.

To provide more adequate access and opportunity to parks and open space throughout the station area, several future parks and open spaces have been envisioned as key elements of the future land use concept. Integrating the additional open spaces and parks throughout the future land use concept would yield an additional 28.5-acres of parks and open spaces if entirely realized. The vast majority of land contributing to the additional parks and open space calculation is incorporated through the 50-ft buffered greenway system that runs east-west along Big Cottonwood Creek, and 20-ft buffered greenway that runs north-south along the TRAX line. The fully implemented greenway system, new Birkhill and Fireclay parks, and Station Plaza would add an additional 21.8-acres of parks and open space bringing the total (including Birkhill Park) to 25.7-acres.

GREEN CORRIDOR

The Seven Greenways Vision Plan seeks to establish various greenway corridors that revitalize the creeks that connect from the Wasatch Mountains to the Jordan River. The green corridor alignment in this plan is intended to serve as a critical element of natural infrastructure throughout the station area. This plan establishes a north-south spine connection parallel to the TRAX line starting at Central Avenue, running south beyond 4500 S, which provides much needed north-south connectivity for residents and regional commuters, especially in terms of connecting to 4800 S with access to Murray Central station and Murray City Hall. As an area with limited green space and limited developable land, integrating green space activity along the Big Cottonwood Creek corridor not only takes advantage of a vital resource through preservation and beautification, but creates an off-street connection through the station area, linking open spaces to the urban framework. Design elements to be incorporated along the multi-use path include enhancements to the greenway, amenities for all ages and abilities, and small-scale parks in multifamily and mixed-use developments with connectivity along the creek. Taking advantage of creek-front property with retail and restaurant uses is ideal.

FIGURE 6.8: PROPOSED GREEN CORRIDOR AND GREEN SPACE



Commercial (35%)

Much of the envisioned commercial development within the station area is oriented along the State Street corridor, continuing to support a range of commercial types from automobile dealerships, retail shops, restaurants, office development, and additional offerings of goods and services. Other commercial nodes are strategically located at key intersections and/or near the interstate exit. As with most existing commercial land uses throughout the city, the future commercial uses within the station area shall support auto-oriented access but provide enhanced connectivity and design to better support multi-modal access. Commercial land uses presented through the future land use diagram exhibit an accretive relationship with the adjacent residential and mixed-use areas by providing proximity, connectivity, and supporting activities for residents and visitors to create additional commercial and social vibrancy. New (re)development in the area should maintain a similar scale and massing of new development along the corridor and should seek to incorporate a greater variety of commercial uses and services including office.

Future Placetype Considerations:

- **Target height:** 1-3 stories
- **Target maximum density:** FAR: 0.5
- **Character:** This area will include neighborhood commercial and retail uses, as well as employment opportunities for the adjacent and local residential neighborhoods.
- **Primary Use:** Commercial, Retail, Office
- **Prohibited Uses:** Residential
- **Challenges:** The auto-oriented nature of State Street causes conflict with connectivity to the established TOC core to the west. Establishing safe and convenient connections is paramount to the success and integration of commercial areas within the station area.
- **Opportunities:** The development surrounding this area will support new commercial and employment opportunities. These areas can serve as nodes and corridors for commercial activity and employment locations for the rapidly growing area. Connectivity to established neighborhoods should also be prioritized to promote intermixing of different neighborhoods and their residents.

Low-Density Residential (11%)

The primarily single-family neighborhoods south of 4500 South, and along the eastern boundary of the study area enhance and preserve existing affordable housing stock, establish the street grid pattern, and are important elements for neighborhood stability. The scale and density of this area should be retained with targeted redevelopment of vacant, abandoned structures with new or rehabilitated structures at a comparable scale and character to the existing housing stock. The addition of a green corridor running parallel to the TRAX line serves as a buffer between the single-family area and future mixed-use development envisioned to the west of the rail line. The existing single-family neighborhood east of State Street should be evaluated for improvements to enhance overall connectivity in the area. These connectivity improvements should include additional, pedestrian-activated State Street crossings near existing or planned bus stops.

Future Placetype Considerations:

- **Target height:** 1-3 stories
- **Target maximum density:** Small-lot single-family dwellings with a density around 10.5 units per acre or 4,000 square foot lots.
- **Character:** This area mostly consists of established single-family residential neighborhoods of varying densities. This area has a suburban feel with structure age ranging from mid-century to recent developments.
- **Primary Use:** Residential
- **Prohibited Uses:** Commercial
- **Challenges:** As infill occurs, special attention should be paid to preserving the existing single-family character within the neighborhoods and establishing strong connections between commercial and residential uses.
- **Opportunities:** There are limited opportunities for infill and new development throughout the neighborhoods. Densities, building massing, and form should be consistent with current densities and building massing and form.

Higher Density Residential (12%)

The multi-family residential areas located throughout the station area generally focused on the Murray North Station platform, as well as several properties that are appropriate or already transitioning into medium/high-density multifamily uses. The area is characterized by a mix of housing developments, generally with proximity to commercial and mixed-uses that leverage access to the TRAX line.

Redevelopment of these areas should include a variety of multifamily housing types that support the advancement of market-rate housing, moderate-income housing, units for sale, and various product types that serve the needs of existing and future residents.

Future Placetype Considerations:

- **Target height:** 6-7 stories
- **Target maximum density:** Up to 100 units per acre
- **Character:** This area supports high density development and apartment and condominium-style residential. This area currently hosts several high-density housing developments. High density development should include privately-owned open space to contribute to a higher level of service for regional parks, trails, and open space.
- **Primary Use:** Residential
- **Prohibited Uses:** Industrial
- **Challenges:** Traffic and similar impacts from increased density should be addressed by encouraging multi-modal connectivity and requirements relating to pedestrian and bicycle connections and amenities.
- **Opportunities:** These areas should be served by transit and accessible and safe pedestrian access points. Integrating open space into the public realm will enable better activation and create a sense of place.

Mixed Use (33%)

The area's current zoning supports mixed-use land uses throughout the station area, requiring mixed-use housing east of the station area and some retail frontage on the west side at key streets. Mixed-use housing should seek to reduce auto dependency and roadway congestion by locating services under housing. Retail frontage should be oriented to the public realm and sidewalk, and enhance the pedestrian environment with attractive retail frontage, landscaping, and site furniture. This higher mix of retail to housing should be concentrated around key intersections and central to the station area platform. This mixed-use building type has a lower ratio of retail space to housing units. Envisioned in these spaces are convenience amenities and possible live-work spaces.

Future Placetype Considerations:

- **Target height:** 6-7 stories maximum
- **Target maximum density:** 100 units per acre, ground floor retail/service uses, live/work units
- **Character:** These areas will function as a central activity center for the Murray North Station Area community, incorporating varying scales of retail and services. This area should prioritize connectivity for pedestrians, cyclists, and transit users moving throughout the area.
- **Primary Use:** Mixed-use, multifamily residential
- **Prohibited Uses:** Industrial
- **Challenges:** This area currently lacks green space, has minimal connectivity into the surrounding neighborhoods, and transitions directly from industrial/commercial to residential creating an abrupt commercial/residential interface.

- **Opportunities:** This area is situated to take advantage of the regional commercial gravity and commuters. These areas should be served by transit and accessible and safe pedestrian access points. Integrating open space into the public realm will enable better activation and create a sense of place.

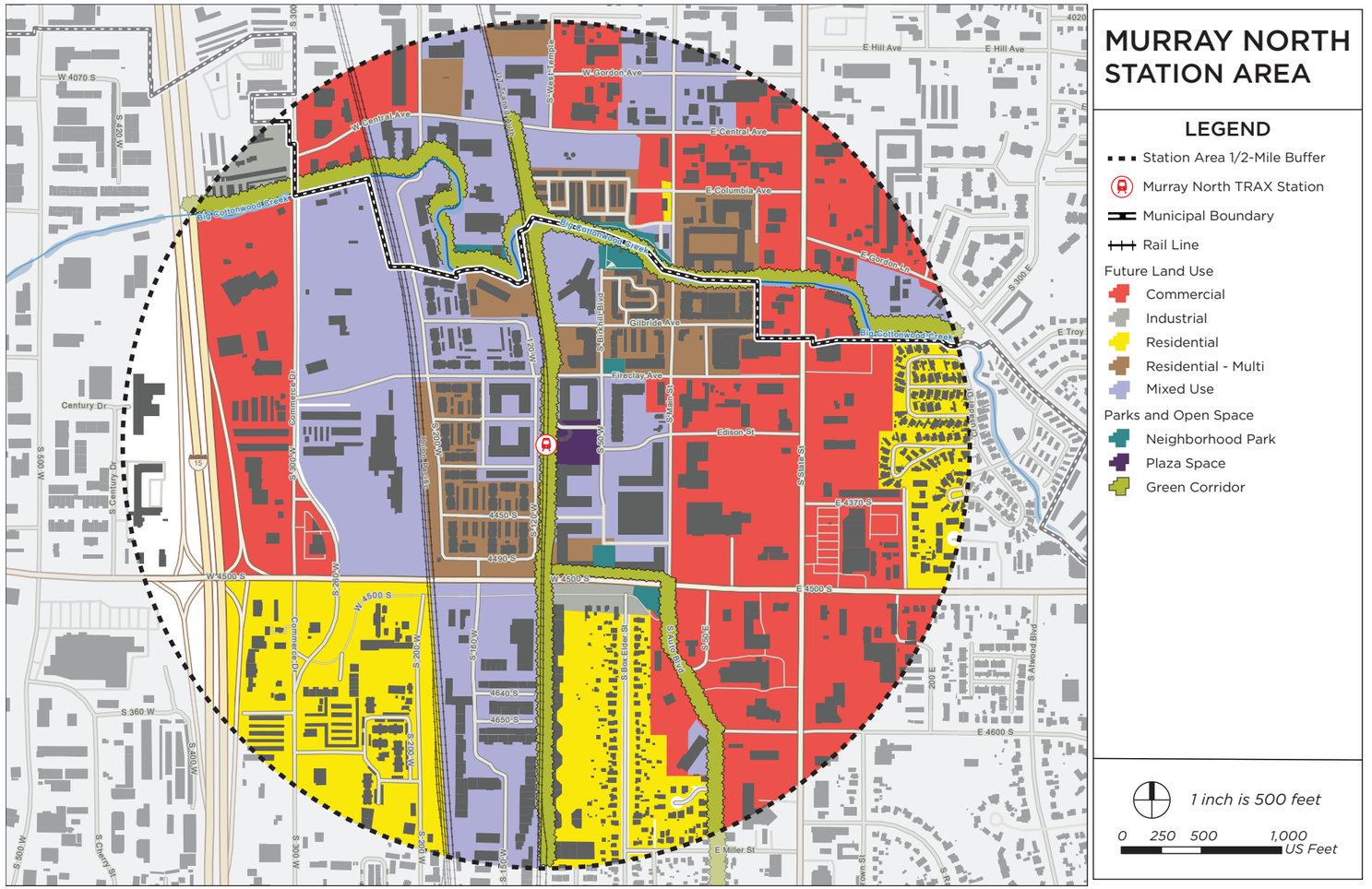
Industrial (9%)

Remaining industrial areas are primarily located along I-15 and the Union Pacific Rail Line. The area is significantly constrained by a lack of east-west connections. Enhancing connectivity within this area and to the north of 4500 S is a key consideration for this area. In addition, opportunities to add open space, public amenities, and neighborhood-serving employment should be pursued.

Future Placetype Considerations:

- **Target height:** 1-2 stories
- **Target maximum density:** FAR: 0.5
- **Character:** This area will support commercial activity, employment, and a substantial sales-tax base for the Station Area. The area should serve as a source of employment for local residents.
- **Primary Use:** Industrial, commercial, retail
- **Prohibited Uses:** Residential
- **Challenges:** This area currently lacks green space, has minimal connectivity into the surrounding neighborhoods, and is severely limited in ability to connect east-west due to both the TRAX and UP rail lines.
- **Opportunities:** This area will support commercial activity, employment, and a substantial sales-tax base for the Station Area.

FIGURE 6.9: MURRAY NORTH STATION AREA FUTURE LAND USES



Market Opportunity

RETAIL

Based on purchasing power and existing retail supply, the current unmet retail demand (gap) is estimated at more than 170,000 square feet of demand. Based on growth projections, the Study Area is anticipated to generate an additional 4,718 square feet of retail demand on an annual basis over the next five years. However, within the current context, most future retail development would likely gravitate towards State Street due to existing gravity, higher traffic counts, and the established co-tenancy of national brand retailers. Changing this context is difficult but may be accomplished by enhancing connectivity and wayfinding in the core of the station area, creating additional destinations that are accretive to the retail experience, and improving the pedestrian realm and experience.

OFFICE

The office market in Millcreek and Murray is relatively strong, with high occupancy and rental rates that are generally in line with the overall market in the Salt Lake City metropolitan area. Within the office category, the primary opportunities for the Murray North Station Area include second-floor office space in a vertical mixed-use setting and limited infill. Promoting small to moderate increments of office development within the Station Area would contribute to broader economic diversity and create stability in the Study Area. Higher incomes could also improve affordability and drive higher home prices and/or rents. Preferably, new office would be a second-floor component of high-density residential project, or it could be introduced as a first-floor flex space that can accommodate office or service retail such as real estate, title, insurance, engineering, financial technology, law, real estate, or other service-oriented businesses. The analysis indicates there is supportable demand for 5,000 square feet of office development annually.

INDUSTRIAL

The market demand for industrial space within the station area is strong due to the location near major transportation routes, including I-15 and heavy rail lines, as well as its proximity to the Salt Lake City International Airport. The station area's rich history of supporting industrial uses has been instrumental in establishing a diverse economy locally and regionally. There is currently 1.5M square feet of industrial development located within the Study Area. The analysis indicates supportable demand for 70,000 square feet of industrial development annually.

RESIDENTIAL

The residential housing demand in Millcreek and Murray has been consistently strong over the past few years. The average home sale in Millcreek was $492,380, and for Murray, it was $446,555. Both areas have seen steady increases in home values over the past year, with Millcreek experiencing a 20.9% increase and Murray experiencing a 19.6% increase in home values since September 2020.

Conversely, the median household value in the Station Area is only $206,471. In fact, 62% of home values in the Study Area are under $250,000. This is substantially lower than values in the broader Salt Lake MSA, which is likely attributed to the fact that there are few homes in the Study Area and are mostly older workforce housing. In addition, the few houses in the Study Area are surrounded by industrial uses which impacts livability and reinvestment. Accommodating additional owner-occupied housing to increase neighborhood stability and expand housing options has been identified as a desire of the community. In addition, increasing community development and investment within the Study Area can improve livability and potentially help improve conditions in the existing neighborhoods within the Study Area. Annual demand can support nearly 120 development units annually.

MULTIFAMILY

The area surrounding the Murray North Station has seen substantial development activity over the last ten years. Since 2013, there have been more than 1,500 multifamily units constructed within the Study Area. This includes Metro at Fireclay, Artesian Springs, Brickgate at Fireclay, and Birkhill on Main. With the high cost of housing and strong regional development pressure for multi-family, the context surrounding the station area will continue to drive development intrigue. This creates an opportunity to increase development standards, requiring a mix of pricing to accommodate affordability goals, ground floor commercial, percentage of open space, and other objectives that can enhance or improve the overall livability for residents and visitors. Future development should be integrated in a way that maximizes block utilization, increases parking efficiency, and contributes quality open spaces. Infill residential could be used as transitional product such as multi-story townhomes, condos, or urban residential. Analysis indicates demand for nearly 250 multifamily units to be developed on an annual basis.

Keeping density to a neighborhood or community level instead of increasing to a sub-regional hub was most important to the residents of the area. Considering this, the consultant team applied similar dwelling units per acre of the TOD area to new developments.

TABLE 6.2: POPULATION PROJECTIONS

AREA	CURRENT POPULATION	FUTURE POPULATION	CHANGE IN POPULATION
Core Area	1,175	1,441	226
Southern Area	2,986	4,679	1,693
Western Area	-	3,961	3,961
State Street Corridor Area	2,379	3,639	1,260
TOTAL	**6,541**	**13,720**	**7,179**

Source: ESRI, Urban FootPrint

Opportunity Sites

The accompanying Opportunity Sites map illustrates the resulting intersection of all the elements that create opportunity sites within the study area. The opportunity sites represent areas that have the greatest near- and long-term potential for the redevelopment that will ultimately transform the Murray North Station Area. These locations also have significant potential to have a positive impact on the area's economy. In total, there are over 220 individual parcels identified within the station area as opportunity sites, ranging from less than one-tenth of an acre to over 7-acres, totaling just over 175-acres. The majority of the identified opportunity sites are represented by industrial land uses, followed by commercial, multi-housing, and residential. The additional population resulting from the development of opportunity sites that would be accommodated through the proposed future land use distribution could total more than 13,000 residents at build out.

One major challenge faced by these opportunity sites is ownership. Wide and varied ownership exists amongst the opportunity parcels even those side by side. This affects the ease of assemblage that a developer may experience in acquiring the parcels needed for their development, oftentimes making it impossible.

Potential development and redevelopment sites were considered within the context of the following three categories:

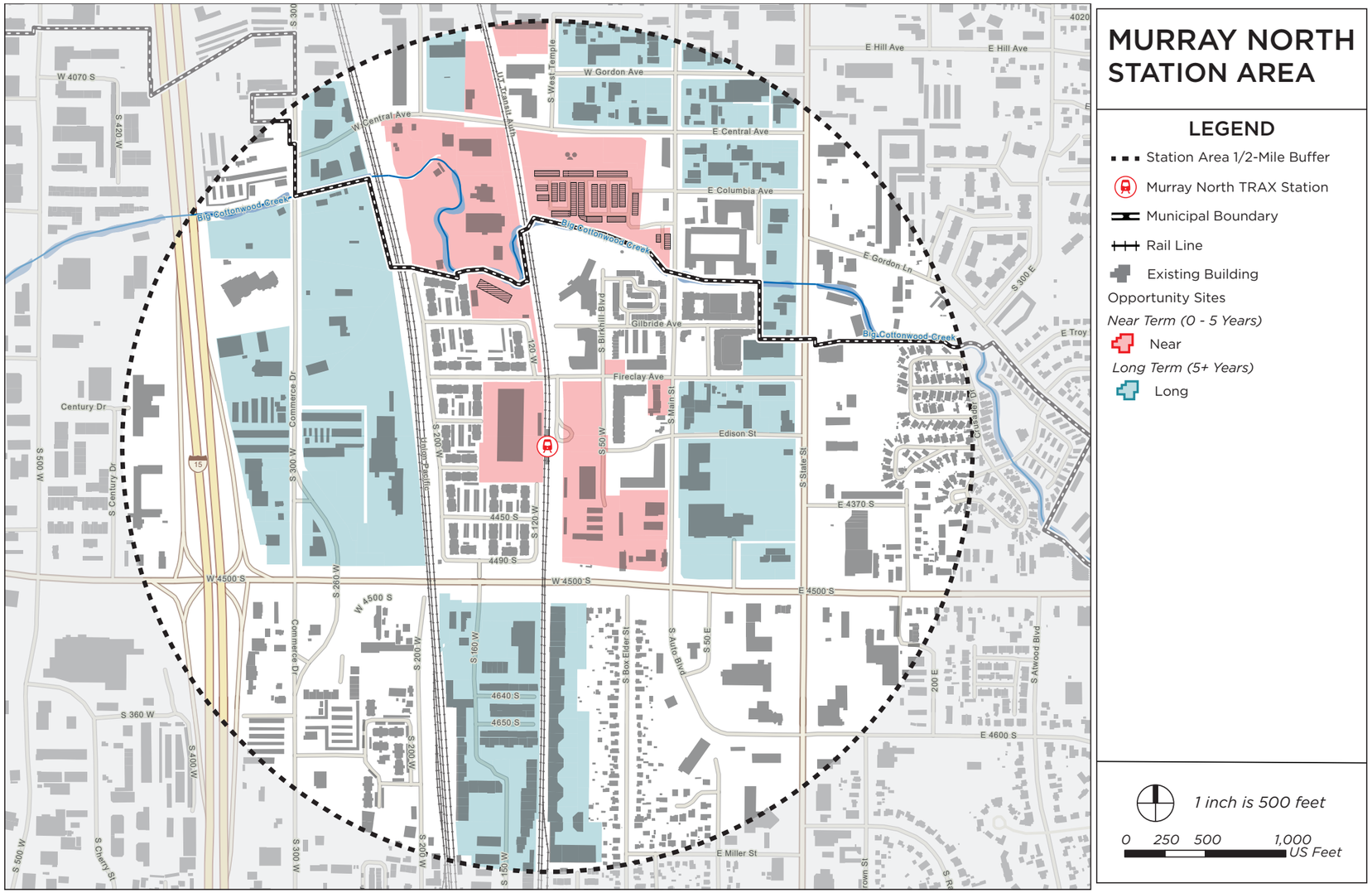
- **Redevelopment/Infill Potential**– A measure of the land-to-improvement ratio is a critical step in understanding the value of any improvements built upon a parcel. An analysis of improvement ratios through utilization of publicly available tax parcels can reveal which parcels are under-utilized from a development perspective. It may also be used as an indicator of properties that are underutilized or prime for redevelopment.
  - For example, a parcel is valued at $100,000. It is vacant land with no building or improvements, so the value of the land comprises 100% of the total value. This parcel represents a land-to-improvement ration of 1:0, resulting in a significant opportunity for redevelopment or infill.

  - A parcel is valued at $200,000. The land is valued at $100k and all improvements are also valued at $100k. Given they are equal values, this represents a 1:1 land-to-improvement ratio and a lesser opportunity for redevelopment.
  - A parcel is valued at $500,000. The land is valued at $100k with a building improvement valued at $400k. Since the improvement is valued significantly higher than the land (1:4 land-to-improvement ratio), this parcel represents a significantly lesser opportunity for redevelopment.

- **Reinvestment potential**: These areas typically represent opportunities for smaller, incremental efforts to improve existing land uses. However, some reinvestment areas may consider a similar land use,with significant redevelopment encumbering the land in the future.
- **Unlikely for redevelopment or reinvestment**: While these areas are unlikely to experience a change in use, there may still be opportunities for small-scale improvements such as sidewalk and connectivity improvements, lighting and façade updates, or incentives to encourage property owners to improve their property. These areas are typically represented by established development patterns and neighborhoods or have been recently developed.

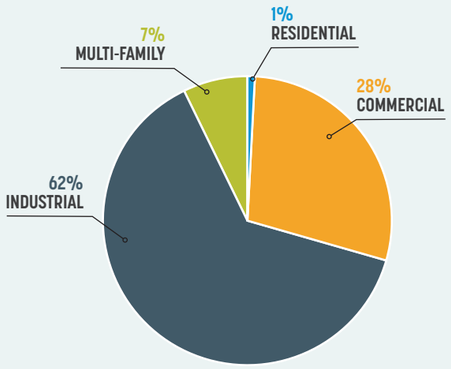
The opportunity sites identified in this plan emerged through the market analysis and are believed to possess the greatest potential for redevelopment. Short-term: Development projects will focus on establishing activity-generating commercial uses at key locations adjacent to the station that offer easy access and good visibility to support existing residents and commuters. Residential development will continue incorporating a mix of dwelling types into the neighborhood, including townhomes, multi-family residential, and mixed-use product types. Mid to Long-term: The short-term projects shall catalyze the core of the station area and expand the mixture of uses. Increased densities of daytime population from commercial uses and employment, coupled with the established and expanding residential base, will expand the appeal of the area and increase opportunities for retail and commercial uses in a mixed-use setting.

FIGURE 6.10: NEAR AND LONG=TERM OPPORTUNITY SITES



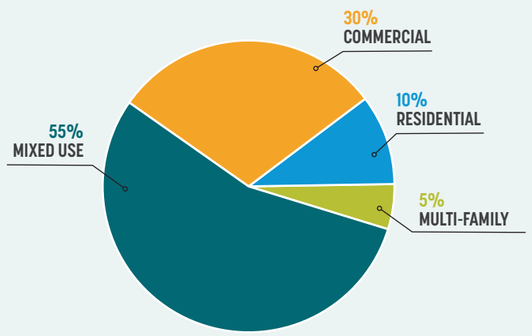
Although the implementation plan looks at the next 5 years, this plan is indented to be updated every 5 thereafter to look at how market conditions, changing demographics, and the results of the implementation plan allow for new opportunity sites to move into the short-term category. While market conditions do not allow for the State Street Corridor or the Gordon properties to be centers of gravity for the next five years, the next years could lead to that to change.

FIGURE 6.11: OPPORTUNITY SITES – CURRENT LAND USE



OPPORTUNITY SITES - CURRENT LAND USE

FIGURE 6.12: OPPORTUNITY SITES – FUTURE LAND USE



OPPORTUNITY SITES - FUTURE LAND USE

RESIDENTIAL is referred to as single family housing or townhomes

MULTIFAMILY is referred to as apartment dwellings with no commercial space

MIXED USE is referred to projects that include a combination of housing, office, retail, medical, recreational, or commercial components.

Near-Term Opportunity Sites

UTA-OWNED PROPERTIES

The UTA-owned properties concentrated on the east side of the station represent a significant opportunity to transform the station area. UTA owns approximately 8-acres (currently housing a large bus loop), an approximately 2-acre surface parking lot, a 4-acre area (housing UTA's mobility center and storage huts), and an approximately 1.6-acre area that includes a roughly 21-foot-tall berm composed of contaminated soils.

Bus Loop/Surface Parking Lot

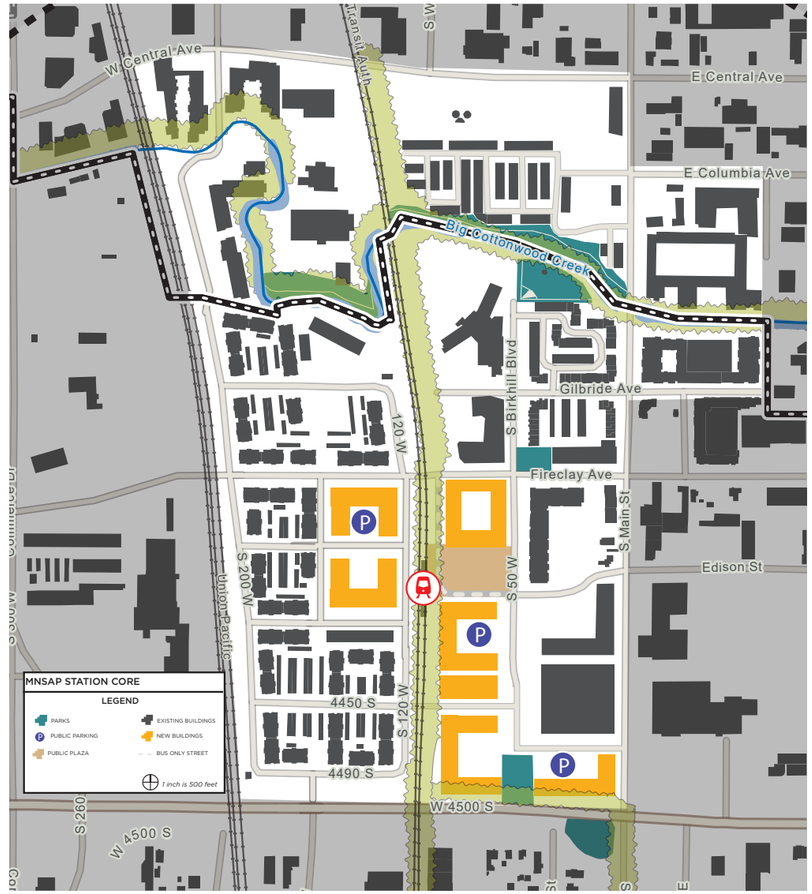
The large bus loop and surface parking lot detract from the urban form in the station area. The core of the station area would benefit from denser, more active uses in this area. The station area plan concept contemplates the following changes to the bus loop and parking lot area:

- Reconfiguration of the bus turn around to connect to 50 W via a Bus-only, shared street
- Redevelopment of the remaining bus loop and surface parking lot to include:
  - A mixed-use development site with frontage on Fireclay Avenue to include
    - Ground level retail/restaurants fronting on Fireclay and the public plaza
    - Structured parking
    - Mixed-income housing
  - An approximately 0.75-acre public plaza with green space, dining spaces, and programmable spaces
  - A community anchor with services for area families including education, children and youth activities, and community services

Mobility Center/Storage Huts

The approximately 4-acre area that currently houses the mobility center and storage huts is ideally situated for redevelopment into mixed-income housing to support the further redevelopment of the area as a transit supportive community. A portion of the 4-acre parcel is planned for the extension of Birkhill Boulevard south from Fireclay Avenue until it turns north to connect to Main Street. This new connection will facilitate the redevelopment of the remaining UTA-owned properties in the area. The most northern portion of this parcel, where it abuts the parking lot parcel, could be developed as a parking structure to serve the station, the community anchor and the envisioned new residential development to the south. The multiple interests and uses of the parking garage will allow contributions to the cost of construction from multiple project partners. Station area stakeholders including UTA, Murray City, Salt Lake County, and private developers should consider the creation of a parking district to help coordinate parking needs and spread parking infrastructure costs in the area.

FIGURE 6.13: CORE AREA CONCEPT



CONTAMINATED BERM

The ½-acre berm located adjacent to the Trax line immediately west of the UTA storage area is the site of contaminated soils. The plan envisions this area as part of the rail-adjacent trail system. The area is ideal for connecting the transit station south across a bridge at 4500 South to the southern station area. Capping with pavement is a recognized method of addressing heavy-metals contaminated soils as found within the berm and could be an option for this area. The materials in the berm would need to be processed to remove organic materials as well as construction waste. The removed materials will need to be processed, characterized and disposed of in an appropriate facility. The remaining soils can then be replaced within the footprint of the berm, compacted, and capped with the trail.

As reviewed in the Existing Conditions section, the soils within the approximate 21-foot-tall berm are contaminated with lead and arsenic. There are approximately 16,000 cubic yards of contaminated soil within the berm. The berm also contains debris like wood and other construction materials, and there is a concrete slab beneath part of it. The presence of debris within the berm affects the opportunity to compact and pave the berm in place for use as part of the rail-adjacent trail envisioned for this area.

In the Phase II Environmental Assessment completed in 2022, Terracon recommends either the “consolidation and capping” of the contaminated soils beneath paving and buildings or the removal and disposal of the soils in an appropriate facility. Removal and disposal of the contaminated soil could range from $220 to $333 per cubic yard for an estimated total cost of $3.5 to $5.3 million. “Capping” the soil beneath paved areas is generally an option when there is adequate space on the “site” as defined by the regulatory agency to place and compact the soil beneath parking lots, plazas, and buildings. This option’s cost would include handling the materials by a properly certified contractor to remove biodegradable and non-compactible materials and the grading and compaction of the soils in the identified locations.

Based on the future uses for the UTA owned property envisioned as part of this Station Area Plan, there is approximately 21,780 square feet of area that could serve as areas for relocation, consolidation, and capping the material that will remain following processing and removal of organic and construction materials.

The contaminated soil would be approximately 3.5 inches deep throughout the identified locations and covered with clean soil and landscaping or paving. The soils should be replaced within the area of the berm and covered with clean soil, landscaping, road base, and paving. To facilitate control of the contaminated soils over time a “signaling layer” or geo-fabric could be used to ensure that future excavators know when they have reached the contaminated soil. A similar solution was used at the Bingham Junction Superfund Site in Midvale, Utah.

Any option that leaves contaminated soil on site will require the identification, implementation, and operation of institutional controls. Institutional controls include zoning provisions, deed restrictions, and operational actions (such as ground water monitoring or regular inspection and confirmation of the integrity of the “capping” mechanism). The United States Environmental Protection Agency’s guidance on institutional controls is available as Appendix XX of this plan.

SALT LAKE COUNTY-OWNED PROPERTY

The former Salt Lake County Fleet Maintenance facility is on the northwest corner of the 4500 South and Main Street intersection. The 2.56-acre parcel is planned for moderate-income housing. In addition to a multifamily housing development on the site, the extension of Birkhill Boulevard as it runs east to west to connect with Main Street will be partially located on the parcel.

The former fleet facility has several environmental challenges before it can be used for housing. As reviewed in the Existing Conditions chapter, there are two underground storage tanks and contaminated soil in the first three inches of fill on the site. In the Phase II Environmental Assessment completed in 2021, Terracon recommends the removal of the underground storage tanks and the removal and disposal of the contaminated soils. Confirmation soils testing will need to be completed to confirm that remaining soil does not exceed recommended cleanup levels for residential use.

Because there is also contaminated groundwater beneath the site, institutional controls will need to be in place to prevent the use of the contaminated ground water.

The Salt Lake County-owned property is ideally located for a mixed-use development. Ground floor uses will have visibility from 4500 South allowing a broader market area than locations internal to the station area. The station area is a food desert and this location provides an opportunity to incorporate fresh food options into the neighborhood through a small format market or grocer. The site has access challenges particularly for larger trucks. Coordination with adjacent uses and future development on the UTA-owned property will be needed to ensure adequate access and parking for the envisioned use.

The site also can incorporate an approximate 0.25-acre public greenspace site to this development. The future park can be programmed with seating for those grabbing a quick bite from the grocer, a small dog run for nearby residents, and other amenities. Ball sports as programming is not advised due to the proximity to 4500 South.

FIGURE 6.14: ILLUSTRATIVE RENDERING SHOWING INTERSECTION OF MAIN ST AND 4500 SOUTH

ATLAS ROOFING SITE

This 5.4-acre site is immediately west of the station platform's location. It is currently the site of a foam manufacturing plant that is planning to relocate within the next five years. The location is currently zoned for transit-oriented development and is an ideal location for mixed-use and residential buildings. The site is surrounded to the west and south by the Brickgate Apartment complex and to the north by the Avida Apartments.

The design of any new buildings on this site can, and should, take into account CPTED principles to address some of the challenges at Brickgate and Avida. Redevelopment should:

- Create a grid within the site including the extension of 4350 and 4400 South streets to the east
- Create "eyes" on the station platform walkway that runs along the southern boundary through building placement and design
- Include pedestrian-activating uses along Fireclay Avenue
- Provide pedestrian-friendly streetscape improvements throughout
- Include publicly-accessible greenspace
- Participate in a parking district if one has been created, to ensure adequate parking for the development and an opportunity to increase foot traffic in the area by providing structured parking for the station and other adjacent users
- Participate in the city's Good Landlord Program, if one has been created, to ensure best leasing and property maintenance practices

44 W FIRECLAY LOT

This lot, located on the intersection of 50 W and Fireclay Avenue, is a 0.14 vacant lot surrounded by townhomes to the north and condominiums with ground floor commercial to the east. This small lot provides an opportunity to expand the green/park space in the station area. Because of its proximity to Birkhill Park, this space has the opportunity to provide amenities that cater to an older age range.

Note: Assumptions are based upon similar projects and use assumed, blended property and sales tax rates. Results are subject to change and limited to the amount of actual future development that occurs. Future development could be affected by changing market conditions, entitlements, availability of infrastructure, and other uncontrollable or unforeseen event

The lot is large enough to comfortably accommodate four regulation pickleball courts with additional greenspace for lounging or other amenities. After a recommendation for the Murray RDA to purchase this lot, a master planning process should take place to program the future park.

Opportunity Site Implications

The proposed concept creates the framework for a development program that generates $2.16B in taxable property value by year 2042 and $3.96B in taxable property value at build-out. Based upon local tax rates, the project would generate an average of $12.5M in annual net new fiscal benefits from property tax to the cities of Murray and Millcreek, Salt Lake County, and other local taxing entities in the first 20 years, which represents a total of $21.3M in the first five years, $72.6M in the first ten years, and $250.3M in the first 20 years.

The proposed retail absorption of this development program would produce $3.0M in retail sales annually resulting in $220K in sales tax generated annually. Additionally, the proposed commercial development would create an estimated annual average of $31.5M in gross sales annually in the first 20 years which equates to an additional $3.3M in total sales tax in the first five years, $12.1M in total sales tax over the first ten years, and $46.3M in total sales tax over the first 20 years.

TABLE 6.3: OPPORTUNITY SITES – POTENTIAL DEVELOPMENT PROGRAM PROPERTY TAX IMPLICATIONS

PROPERTY TAX	
Blended Property Tax Rate (Murray & Millcreek)	0.0103325
Annual Property Tax in Year 1	$1,422,297
Total Property Tax Over 5 Years	$21,334,451
Total Property Tax Over 10 Years	$72,572,397
Total Property Tax Over 20 Years	$250,312,798

TABLE 6.4: OPPORTUNITY SITES – POTENTIAL DEVELOPMENT PROGRAM SALES TAX IMPLICATIONS

SALES TAX		
Annual Gross Sales in Year 1		$3,000,000
Annual State Sales Tax	4.85%	$145,500
Annual Local Sales Tax	1.00%	$30,000
Annual County Sales Tax	0.25%	$7,500
Annual Other Sales Tax	1.25%	$37,500
Annual Blended Total Sales Tax in Year 1	7.35%	$220,500
Total Sales Tax Over 5 Years		$3,307,500
Total Sales Tax Over 10 Years		$12,127,500
Total Sales Tax Over 20 Years		$46,305,000

TABLE 6.5: OPPORTUNITY SITES – POTENTIAL DEVELOPMENT PROGRAM

	OFFICE		COMMERCIAL		INDUSTRIAL		RESIDENTIAL - MULTI		RESIDENTIAL		SUMMARY		DENSITY
	Sq. Ft.	Employees	Sq. Ft.	Employees	Sq. Ft.	Employees	Units	Residents	Units	Residents	Residential Units Total	Residents Total	Du/Ac
5-Year	25,000	88	50,000	40	75,000	155	1,240	2,356	590	2,006	1,830	4,362	10.46
20-Year	100,000	351	200,000	160	300,000	619	4,960	9,424	625	2,125	5,585	11,549	31.91
Build-Out	859,506	3,016	1,604,432	1,284	444,763	917	8,345	15,856	625	2,125	8,970	17,981	51.26

Continue and Refine the Cities' Approaches to Parking for New Land Uses

While the focus of a transit-oriented community should be on walking, biking, and riding transit, the TOC's approach to parking motor vehicles often also heavily influences success. By and large, the cities' approach to parking and individual developments appears to be working. A study of off- and on-street parking utilization by existing multifamily residential projects showed that most of the newer residential buildings in the TOC core currently have a high level of occupancy, without overflowing demand. Many buildings have a range of bundled and unbundled options and on-street parking does not appear to be overly stressed by residents and their visitors.

There have been some areas with parking challenges, specifically the Brickgate/Avida residential area between the two sets of rail tracks. These areas show a clear undersupply of parking, with both off-street and on-street supplies stressed as a result. These parking challenges dominate the "brand" of the station area TOC.

The Plan recommends that Murray and Millcreek cities continue on their current parking trajectories with some considerations for evolution and addressing of the Brickgate/Avida parking challenges.

- Seek additional parking for the Brickgate/Avida area. The Plan recommends that the Atlas Roofing Corporation site could integrate this parking which could be shared with other, daytime users like transit passengers and visitors to the recommended destination anchor use.
- Pursue shared parking opportunities. As land uses complementary to the station area's housing are built, such as employment, retail, and recreation destinations, opportunities for people parking at different times to share the same spaces will emerge.
- Include consideration of on-street parking as part of future development requirements and monitor how it is being used.
- Encourage developments to provide a range of parking options for residents, employees, and visitors. Ownership and use of cars will continue to vary for those living in, working in, and visiting the station area.
- Keep parking ratios as they are in the current code.
- Continue to hide parking away from streets and pedestrian areas, typically in the centers of the blocks.

CONNECTIVITY

The primary goal for transportation in the Murray North Station Area is to increase connectivity. This is true generally in station areas where a common goal is to connect people and transit routes to the station and to make the area more walkable. Thsi is particularly important in Murray North, where major barriers inhibit movement in, out, and through the station area. These fall into a series of themes:

- Extend the Transit-Oriented Community (TOC) street network
- Cross major barriers
- Create trail spines both north-south and east-west
- Increase multimodal station access
- Improve the pedestrian realm
- Make additional bike connections
- Make connecting transit improvements

Extend the Transit-Oriented Community (TOC) Street Network

The first wave of transit-oriented development in the Murray North Station Area established the beginning of a walkable street network. This investment transformed much of a largely industrial and large-format commercial street network into a connected system of small blocks and walkable streets. As the station area continues to develop, the most fundamental goals for connectivity are to complete this network within the core area and to cross the major barriers surrounding the core to extend this street network into future redeveloped TOC areas.

The figures below illustrate the core Murray North Station Area after the construction of the station but before any of the new TOC projects, compared to the street network now. The comparison makes the transformation of the area clear, especially the creation of a connected network of small blocks. Instrumental in this transformation were the Fireclay Transportation Master Plan and the Fireclay TOD Design Standards which set the template for the street network and walkable streetscape present in many places alongside TOC development projects today.

FIGURES 6.15: (LEFT) - MURRAY NORTH CORE IN 2002
(RIGHT) - MURRAY NORTH CORE IN 2023

This Plan continues the template set by these plans and responds to remaining challenges or issues that have emerged. It does this by refining the guidance of the Fireclay Transportation plan, adding detail to established ideas within today's context, proposing some new ideas, and adding specificity about how to overcome the remaining barriers.

PRESERVE AND EXTEND THE CONNECTED AND FINE-GRAINED TOC BLOCK PATTERN

Streets such as Main Street, Fireclay Avenue, Birkhill Boulevard, Edison Street, and Gilbride Avenue comprise a good block pattern for a TOC. The blocks among these streets are an ideal size for walking while still containing feasible development sites. The block between Main, Birkhill, Fireclay, and Gilbride, for example, is approximately 300 feet by 380 feet. In some places, trails form segments of this network. This street and pathway network should be preserved, and enhanced where there are opportunities.

New development should also extend the block pattern. While the street grid will necessarily be irregular, this is roughly the size of block that should be carved out of future redevelopment areas in the station area to extend this walkable street network into near-term and long-term redevelopment opportunities.

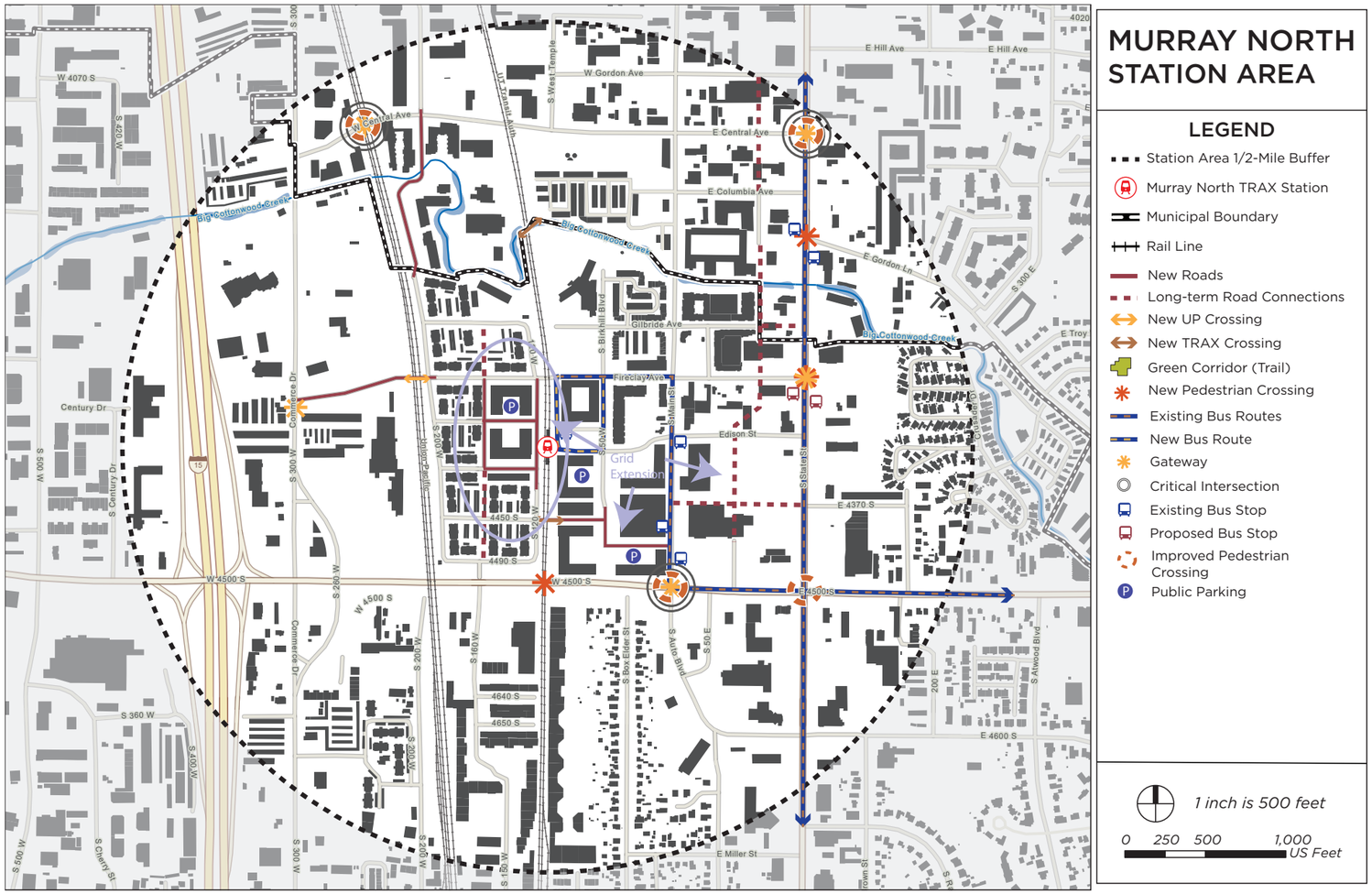
DESIGN OF NEW STREETS

The design of new local-level streets in the station area should reflect the best features of the established TOC streets, found on stretches of Birkhill Boulevard, Fireclay Avenue, and Gilbride Avenue.

These features include:

- A significant portion of the cross-section width (even half or more in some cases) is dedicated to pedestrian space.
- Wide pedestrian realm on both sides: 20 feet minimum and up to 25 feet
- The through zone of sidewalks should be 8 feet minimum.
- Street trees – either in grates or in drought-tolerant landscaped areas
- Street furniture – seating, signage, and pedestrian-scale lighting, in accordance with the Fireclay TOD Design Standards
- On-street parking (likely parallel in most cases) alternating with curb extension bulb-outs at intersections, important or marked mid-block pedestrian crossing locations, and other locations where an extension of the pedestrian realm is desired

FIGURE 6.16: BLOCK PATTERN EXPANSION



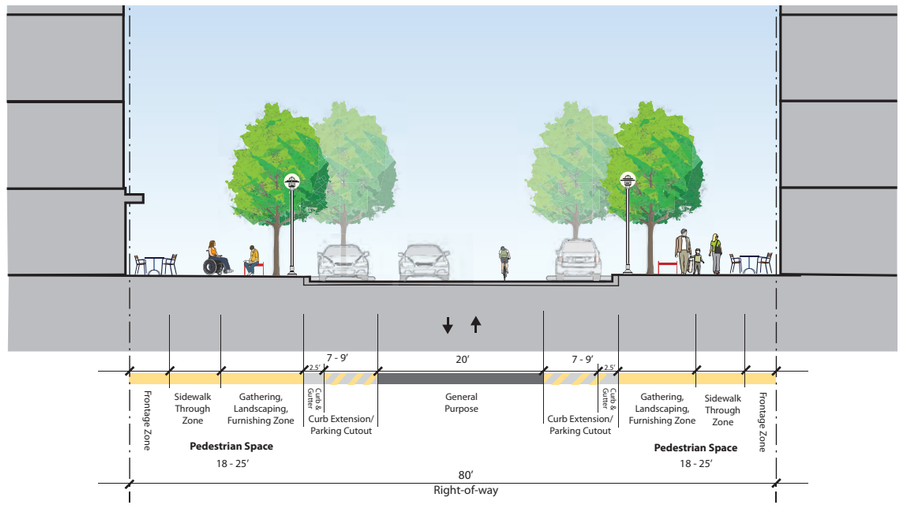
- Features that keep traffic moving slowly – narrow roadways, roadway lane constrictions, lateral shifts, and small traffic circles
- A high-quality relationship to adjacent land uses, emphasizing pedestrian access and transition spaces ("yards")

The Fireclay Master Transportation Plan laid out a series of street types, many of which have been implemented on new streets in the district. Generally, the directive of this typology should be continued. However, most new street opportunities in the area will fall into the No. 5 Residential Street Type. The proposed "New Local Street" profile shows how the guidelines for this type can be updated for future local-level, mixed-use streets, combining the most successful features of Fireclay area streets. In this update, the right-of-way is increased to 80 feet, generally widening the pedestrian space and narrowing the vehicular space. The Fireclay Transportation Master Plan's guidance for alleys, trails, and paseos should especially be continued.

As a new alternative for some especially low-traffic volume street segments, a "woonerf" shared street design could be considered, which would create an even more walkable, slower environment. A proposed profile is shown as "New Shared Street. An example of an application would be a segment of new street on the UTA site with highly activated ground floor uses (i.e. retail, restaurant, or residential front doors/stoops) for a shared street segment like this. Motor vehicles would be allowed but would be treated as "guests" and the space would be primarily oriented to people walking, gathering, dining, playing, or bicycling/scooting/skating slowly.

The new streets need to conform to fire code, and so must preserve 20 feet of roadway width everywhere. Aerial access to structures will be necessary along many stretches of new and reconfigured streets, requiring a minimum 26-foot-width for ladder trucks to set up. The Plan recommends this access be incorporated strategically—integrated at the district's frequently spaced intersections and in parking pockets along each street. The "New Local Street" concept shows how these requirements should be incorporated.

FIGURE 6.17: PROPOSED CROSS SECTION OF NEW STREETS



New Local Street
Proposed Cross Section

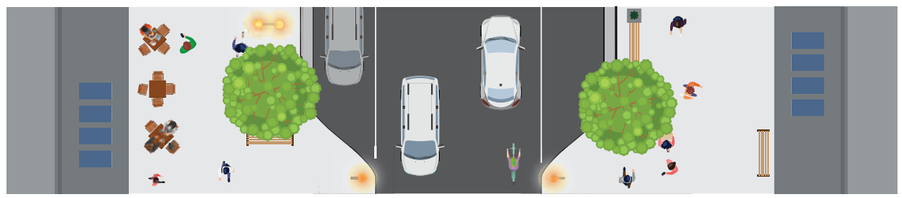
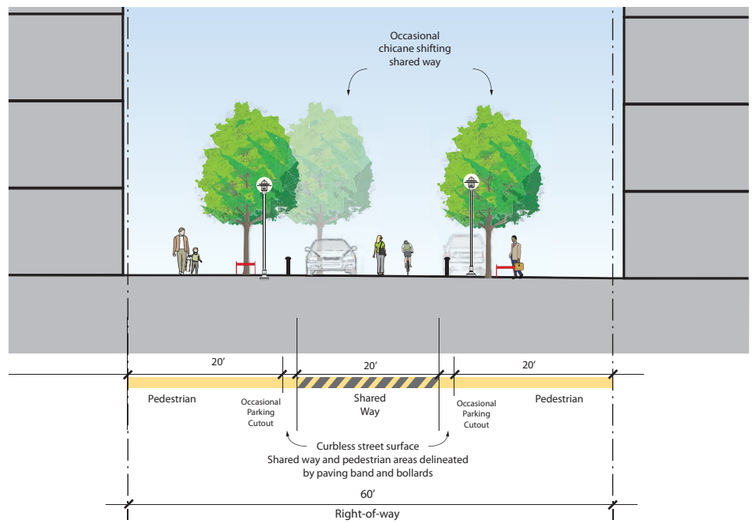


FIGURE 6.18: PROPOSED CROSS SECTION OF A NEW SHARED STREET



New Shared Street
Proposed Cross Section

“WOONERF” EXAMPLE OF A SHARED STREET

NEAR-TERM CONNECTIONS: PAIR WITH NEAR-TERM TOC OPPORTUNITIES

The station area has several properties immediately adjacent to the established TOC area owned by public entities, for sale, or entitled for development.

Within these sites, there are a few key street connections to make, some of which have already been included in established local transportation plans:

Birkhill Boulevard to the south: As part of a redevelopment of the UTA land southeast of the station, Birkhill Boulevard will extend to the south and turn east to intersect with Main Street.

Brick Oven Way to the north: As part of the redevelopment of the area north of Big Cottonwood Creek, Brick Oven Way will extend to the north from the Avida area, parallel to the Union Pacific rail tracks, to intersect with Central Avenue.

4450 South to the east; TRAX crossing south of station: An opportunity to improve the street network in the opportunity site southeast of the station is to connect 4450 South across the TRAX line to Birkhill Boulevard. This connection will ideally include a crossing of the TRAX rail tracks to connect with 4450 South in the current Brickgate area. Evaluation of this opportunity for an at-grade crossing will be challenging and will need special safety features at the crossing. However, this connection would better integrate the Brickgate development into the overall TOC area and increase connectivity, redundancy, and resiliency throughout the station area, for all modes. Otherwise, there is a very long stretch of TRAX that becomes a barrier between the 4500 South frontage road and Fireclay Avenue.

Each of these street connections should be planned and designed along the lines of the concept and features described above for new local streets.

LONG-TERM CONNECTIONS

Outside of the core of the station area, there are several potential development sites that the Plan assesses as long-term redevelopment opportunities. These lie between Main Street and State Street; north of Central Avenue; and west of the Union Pacific tracks (likely needing the Fireclay Avenue extension to the west). They also include industrial areas south of 4500 South and even, in the long term, the Brickgate/Avida area. An essential component of redevelopment of these areas is a set of new streets that extend the TOC small block network. Like the near-term street connections, in general these streets should follow the block pattern and street design guidelines above. The following discusses considerations for new streets in some of these specific long-term areas:

- **Area between State and Main Streets:** This area currently has some transit-oriented development but most of the area belongs to the motor vehicle-oriented commercial uses along State Street. Much of this area is just a few very large blocks with some dead-end streets such as Artesian Well Lane. If these areas are redeveloped, the Plan envisions a consistent north-south street between State and Main Street, similar to Major Street between Main and State Streets further to the north in Salt Lake Valley. In addition, if the current Deseret Industries property redevelops, the Plan envisions a new street link running through the site between Main Street to State Street, helping to create the small block pattern that exists in the core of the station area.
- **Brickgate/Avida area:** If this area redevelops in the longterm, the street network should be completed through the area and, if the Atlas Roofing Corporation property is redeveloped, connect to the streets in that property to form a small-block grid, similar to the east side of the TRAX tracks. The key improvement would be a north-south street running between Brick Oven Way and 120 West.
- **160/150 West:** Improving this corridor, currently privately owned, for active transportation could be a good alternative to the envisioned TRAX trail south

of the core Station Area. The street is a direct extension of the 150 West bridge from the Brickgate area. Especially if land uses begin to transition away from industrial, it will make sense for the City to purchase the street and invest in improvements for walking and bicycling. The Plan, however, identifies Box Elder and Hanauer Streets as the higher-priority opportunities for making this connection due to their existing residential land use.

Crossing Major Barriers

Major barriers are one of the station area's largest challenges. The large roadways of State Street and 4500 South, the UP and TRAX rail tracks, Big Cottonwood Creek, and even I-15, form physical and psychological barriers to accessing the area and linking it to surrounding neighborhoods and activity centers. While these features pose barriers for all modes, the most critical are active transportation modes, especially walking.

Following are the most relevant and significant barriers and the Plan's recommended strategies to overcome them.

CROSSING 4500 SOUTH

4500 South is a major State Route arterial roadway running along the southern edge of the core of the station area,. Much of it is in a trench, below grade which forms a physical moat between the station area core and the central neighborhoods and historic downtown of Murray to the south. The two relevant existing crossings of the street are Main Street and State Street. The Plan proposes an additional pedestrian crossing. All are discussed below.

MAIN STREET / 4500 SOUTH IMPROVEMENTS

This is the most practical crossing of 4500 South to improve in the near term. Main Street is the station area's most important north-south multimodal street corridor and although Main Street becomes Auto Boulevard at 4500 South and swings east to State Street, travelers heading southbound can connect to downtown Murray via Box Elder Street or, if a short connection is made in the future, Hanauer Street. Crossing improvements for the Main Street/4500 South intersection will be important to make a safe physical and psychological connection between the station area core and the historic core of Murray.

Recommended improvements include:

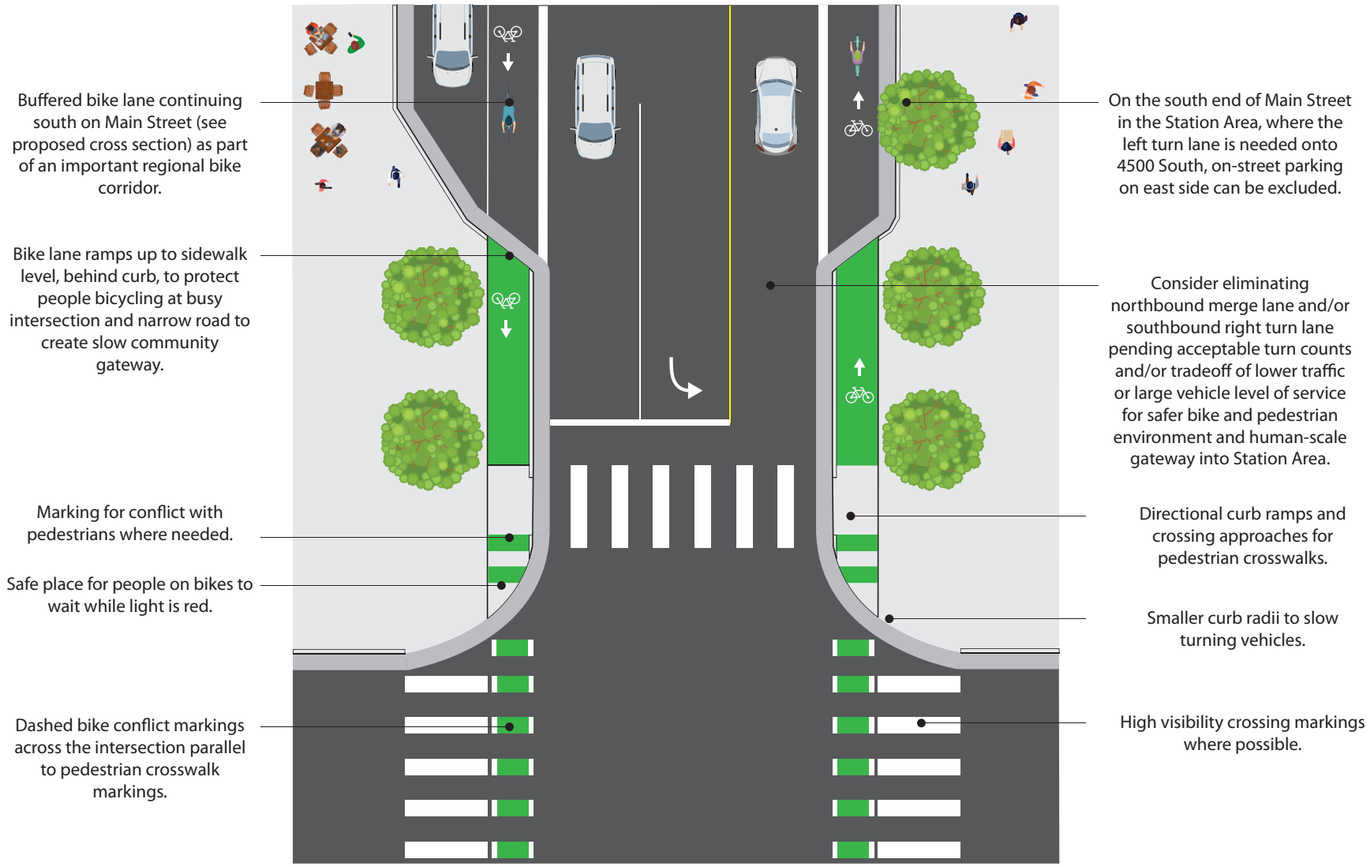
- Smaller curb radii at all four corners that balance needs of trucks with pedestrians
- Leading pedestrian interval signals
- Dashed green bike lane markings across 4500 South
- Curb extensions across Main Street
- High visibility crosswalk markings across 4500 South
- Narrowing of lanes to create the opportunity for either curb extensions into 4500 South or a median pedestrian refuge island

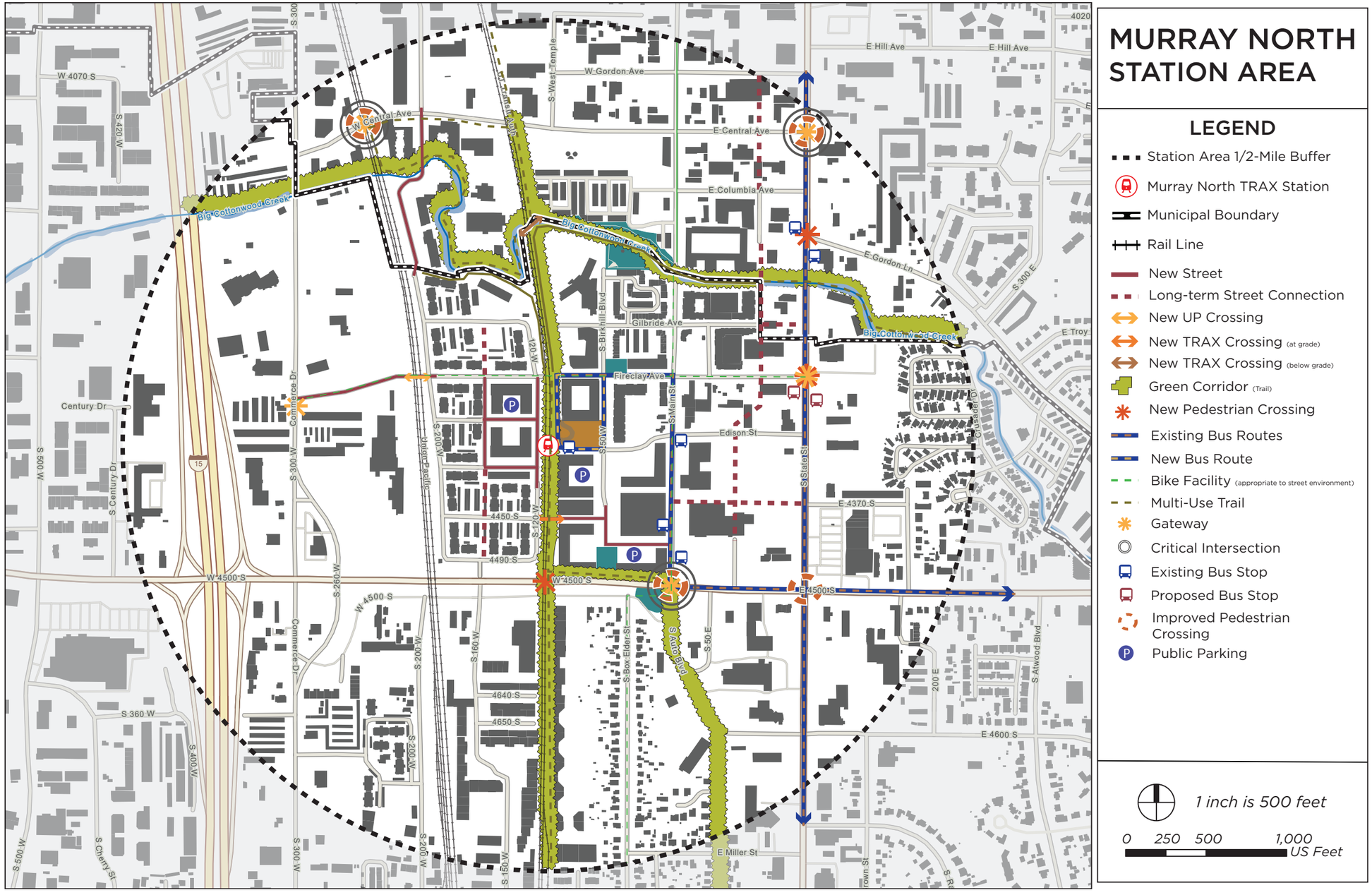
These improvements will need to be coordinated and refined between Murray City and UDOT Region Two.

STATE STREET / 4500 SOUTH IMPROVEMENTS

As a critical junction of state highways, the State Street/4500 South intersection will be difficult to improve significantly for pedestrians. Some of the recommendations listed above could be considered for this intersection as well, but the priority for vehicular traffic and maxing out of the roadway space for vehicle lanes leave little room for significant pedestrian improvements. However, if some combination of shoulder space, lane width, and turn lane elimination could be found, median refuges on the crossing of either direction could make a substantial difference.

FIGURE 6.19: PROPOSED MAIN STREET/4500 SOUTH IMPROVEMENTS





MURRAY NORTH STATION AREA

LEGEND

- Station Area 1/2-Mile Buffer
- Murray North TRAX Station
- Municipal Boundary
- Rail Line
- New Street
- Long-term Street Connection
- New UP Crossing
- New TRAX Crossing (at grade)
- New TRAX Crossing (below grade)
- Green Corridor (Trail)
- New Pedestrian Crossing
- Existing Bus Routes
- New Bus Route
- Bike Facility (appropriate to street environment)
- Multi-Use Trail
- Gateway
- Critical Intersection
- Existing Bus Stop
- Proposed Bus Stop
- Improved Pedestrian Crossing
- Public Parking

1 inch is 500 feet

0 250 500 1,000 *US Feet*

FIGURE 6.20: MURRAY NORTH STATION AREA FUTURE CONNECTIVITY DIAGRAM

NEW PEDESTRIAN BRIDGE / OPEN SPACE ALONGSIDE TRAX

To provide a high-quality link across 4500 South, the Plan envisions a new pedestrian bridge extending the proposed north-south greenway trail southward from the station core. This bridge takes advantage of the "trench" nature of the current 4500 South configuration. The supports of the bridge already exist, only the bridge itself is needed. Because of this advantage, and the overall vision for the greenway, the Plan envisions this bridge being wider and including plaza/open space in addition to a pathway—a mini "lid" over the roadway reinforcing a physical and psychological connection to downtown Murray.

This connection could be constructed in a few different ways 1) as an extension of the existing TRAX bridge structure; or 2) as a separate structure, likely to the west, where clearance over 4500 South below is higher. Sight distance to the signal at Main Street should be considered when determining the bridge's location.

160 WEST

This connection currently connects land uses are not complimentary. As this area redevelops in the future, or a greenway connection cannot be made at the intended sections, an alternative greenway connection can be explored on 160 West.

STATE STREET

State Street runs through the eastern end of the station area. The street connectivity to the east is challenging. But there is nearly a full mile (.85 mile) between 3900 South and 4500 South without a crossing of State Street. This plan proposes two new crossings of State Street in conjunction with new and improved UTA bus stops at Gordon Lane and Fireclay Avenue.

Gordon Lane provides the best access from the east, while Fireclay Avenue is planned to be the station area's primary east-west corridor, with planned extensions to the west, passing under the UP tracks.

Each crossing would likely need to include a pedestrian hybrid beacon (PHB) that stops traffic with a red light, allowing pedestrians and other active transportation users to cross. A median refuge island, ideally landscaped along the lines of other State Street crossings, should also be considered.

UNION PACIFIC RAIL LINE

The Union Pacific (UP) rail tracks form a barrier to the west separating the core station area from potential redevelopment sites along the 300 West corridor, as well as bus transit and active transportation connections.

FUTURE FIRECLAY CONNECTION

In 2006, Murray City evaluated three options to extend Fireclay Avenue to 300 West. The preferred option was to take Fireclay under the UP rail. However, the study determined that, to do this, Fireclay must be lowered by about 16 feet and that transition would need to extend approximately 500 feet to the east. The cost estimate for the bridge in 2008 was about $25 million. The City estimates that the cost to do this in 2030 would exceed $100 million. In addition, the lowering of the street would cause major disruption to the neighborhood and decrease connectivity in other ways.

The Plan nevertheless recommends including a grade-separated connection under or over the U.P. tracks in the future. It would likely need to be part of a larger redevelopment of the area. But if other opportunities arise, it should be noted that this is a major priority for the area. This connection between the station area and 300 West creates broad value for the area by improving street connectivity, improving access for those coming from I-15, increasing public safety access, and minimizing the island effect for the apartments on the west side of the station.

BIG COTTONWOOD CONNECTION

The widening of the Big Cottonwood Creek culvert running under the tracks should be considered to include the envisioned trail along the creek.

Create Trail Spines Both North-South and East-West

Trails comprise one of the largest opportunities for the Murray North Station area. Trails can increase station access, create recreation opportunities, and facilitate regional connections. The Plan envisions the station area facilitating two main trail corridors, one north-south along the TRAX tracks; and one east-west along Big Cottonwood Creek. Both of these corridors have initial trail segments that can be continued.

NORTH-SOUTH TRAIL ALONGSIDE TRAX

A pathway currently runs along the east side of TRAX from Fireclay Avenue to Big Cottonwood Creek, where it turns east. The Plan recommends extending the trail southward across Fireclay Avenue (with a high-quality crossing), alongside the station platform, then south through the proposed redevelopment area south of the station. When these properties are redeveloped, the trail on the east side of the tracks should be incorporated as an integral part of the development. With a trail along the east side of TRAX (north of the station), a trail planned on the west side of TRAX (north of the station), and public right-of-way on the west side of TRAX (south of the station), this southeastern segment is one of the last barriers to a big connection along both sides of TRAX.

Utilizing the envisioned pedestrian bridge alongside the TRAX bridge over 4500 South, the trail should continue along TRAX through this area toward the Murray Central Station. Future redevelopment in the area south of 4500 South could be the catalyst to build this link. It is likely that more right-of-way would be needed to build a trail with a similar offset from the tracks in this segment, as for example, the Porter Rockwell Trail in Sandy, south of 9000 South, also along the TRAX Blue Line.

4500 South pedestrian crossing: The Plan recommends a new grade-separated pedestrian crossing over 4500 South (see Cross Major Barriers section). This is envisioned to be a bridge or "lid" at or near where the trail alignment approaches 4500 South, which is sunken below grade at that point. This bridge could be constructed as an extension of the existing TRAX bridge over 4500 South, or as a stand-alone pedestrian bridge. Pending engineering analysis, this piece of infrastructure could leverage the sunken nature of the 4500 South roadway, with many of the "supports" of the bridge already in place. The bridge could be designed as a wider platform that is an extension of the greenway along the TRAX line, especially if integrated with potential new redevelopments on both sides of the 4500 South corridor.

To the north from where the existing pathway bends at Big Cottonwood Creek, the key connection will be getting the trail to Central Avenue. This will likely need to happen on the west side of the TRAX and utilize either the planned west-side trail and/or the envisioned trail crossing under the bridge at Big Cottonwood Creek. This general node, where the east-west and north-south links of the trail converge, is envisioned as a place of activity within the greenway network and could include seating, shade, play spaces, small commercial kiosks/shipping containers, or other features.

EAST-WEST TRAIL ALONG BIG COTTONWOOD CREEK

Between TRAX and Main Street, a pathway runs along Big Cottonwood Creek, the continuation of the north-south segment mentioned above. The Plan recommends the extension of this trail link both westward, with the intention of connecting to the Jordan River Parkway, and eastward, across State Street into the neighborhoods of Murray. The Seven Canyons Trust's Seven Greenways Plan describes this stretch of Big Cottonwood Creek as an opportunity area in the 10-year range. That plan aims to "create a trail connection along Big Cottonwood Creek, add seasonal boat ramps, create a floodplain in open lots, and restore riparian habitat."

Westward, the trail must first cross TRAX. The Plan recommends seeking to fit the trail along the creek under the existing TRAX bridge. West of TRAX, the trail should be integrated as part of the upcoming development between Big Cottonwood Creek and Central Avenue. Then the trail must cross the Union Pacific rail tracks. Because of this constraint, it may make the most sense to route the trail north to Central Avenue to share that street's grade separated crossing under the UP tracks. Alternately, pending engineering analysis, a widening of the creek culvert under the tracks could be pursued.

Further west, the trail will need to cross one more major barrier, Interstate 15, before reaching the Jordan River Parkway. With no link across the freeway of any kind for about .4 miles in either direction, it may make sense to explore widening the Big Cottonwood Creek culvert under the freeway to make the connection, or to explore a pedestrian bridge, depending on the regional importance of the Big Cottonwood Creek spur of the Jordan River Parkway.

The eastward extension has its own challenges but could be feasible. Currently, the trail ends at Main Street but resumes informally in a driveway connected to the Birkhill on Main multifamily building. If this link becomes an official segment of the trail, it would then need to run for another 200 feet before reaching State Street, currently occupied by the Barbary Coast Saloon parking lot.

If the trail can reach State Street, a crossing of State Street will need to be considered alongside the the recommended Fireclay Avenue and Gordon Lane pedestrian crossings. Ultimately, which State Street crossings are built will need to balance a range of factors to capitalize on the best opportunities for the trail, any redevelopment and opportunities to integrate the trail, and the recommended bus stop locations.

TRAIL DESIGN CONSIDERATIONS

Both trail corridors should be built with high-quality design, with attention to smooth asphalt or concrete surface, following the guidance of the Fireclay Transportation Master Plan, except a width of 12 feet should be considered where possible. Where the trails cross streets, they should include high-visibility crossing elements such as crosswalk markings and signage. Amenities such as seating and signage should also be considered along the trail corridors. The trail system should also include a wayfinding system with maps. The TRAX trail will need to be on private or dedicated property.

Increase Multimodal Station Access

The Murray North Station has the opportunity to transition from a suburban, auto-oriented station to a people-focused, walkable station. Although much of the development around the station is walkable, the "front door" of the station and immediately surrounding area is focused on motor vehicle access and storage. Transitioning the station itself to be more focused on people space would be a major step toward accomplishing the Plan's goal to create a complete station area community.

The Plan lays out a series of key moves that help accomplish this, in coordination with the other Plan recommendations, many of which will improve station access.

PARKING LOT TO PLAZA CONCEPT

Unlike many TRAX stations, the Murray North Station is tucked into a neighborhood, away from busy arterial roads. This creates the opportunity for the station to nestle alongside a great public space set among the area's transit- oriented housing. When passengers currently arrive at Murray North Station, they walk into a large parking lot. The Plan envisions arriving passengers walking into a welcoming plaza that is the heart of the neighborhood.

In order to achieve this vision, the Plan recommends, as part of a redevelopment of the UTA property east of the station platform, to build a central plaza closely connected to the station platform and surrounding buildings. The plaza would be made possible by relocating the station parking to a series of other structured locations (see following sections) and reconfiguring the bus loop to run into the site from Fireclay Avenue as it does currently but turning east alongside the new building facade to connect with Birkhill Boulevard. This would be a one-way loop. The plaza should also incorporate the trail and greenway, and most importantly, it should be surrounded by the recommended activating uses as part of the redevelopment.

RECONFIGURED BUS LOOP AND PARKING

In order to allow the front (east) door of the station to be walkable and transit-oriented, the Plan also recommends the following reconfigurations to the vehicle and bus access to the station:

It is recommended that the 237 parking spaces not be reduced even though the park and ride is currently underutilized. The addition of the grocer and the community use is projected to increase the need for public parking. These new parking spaces should be incorporated into new structured parking shared with the other uses on the site, ensuring direct access to the platform. Many of these spaces would ideally be shared with other uses such as the planned anchor destination use or new residences. These new parking structures would be located at the new community anchor use south of the plaza and potentially on the Atlas Roofing site. The community anchor structure would ideally be accessed by vehicles from Birkhill Boulevard, allowing for direct, quality pedestrian connection to the TRAX platform via the planned plaza.

The bus access loop should be reconfigured to be a one-way loop from the current entry off Fireclay Avenue, around the plaza-facing facade(s) of planned new building(s) on the north side of the current UTA parking lot site, and connect to Birkhill Boulevard/50 West.

This reconfigured loop will need to include the following "end of line" elements:

- Four bus bays sufficient for the number of existing and future routes
- Space and utility connections for an operator restrooms and breakroom
- The ability to access the bus loop in a timely and safe manner (i.e. If traffic is such that it is a barrier to accessing a bus loop then a traffic signal may be required.) This may not be an issue at this location depending on project traffic volumes.
- Seamless accessibility between connecting modes (passengers have a very direct, very short walk from the bus stop to the platform)
- For the recommended configuration, the bus would not turn around but instead route around the "block" of the planned new building(s). If a bus loop is needed, sufficient space must be provided (minimum 25-foot interior radius and minimum 55-foot exterior radius). An alternative configuration would simply shorten the existing bus loop and keep the existing configuration.

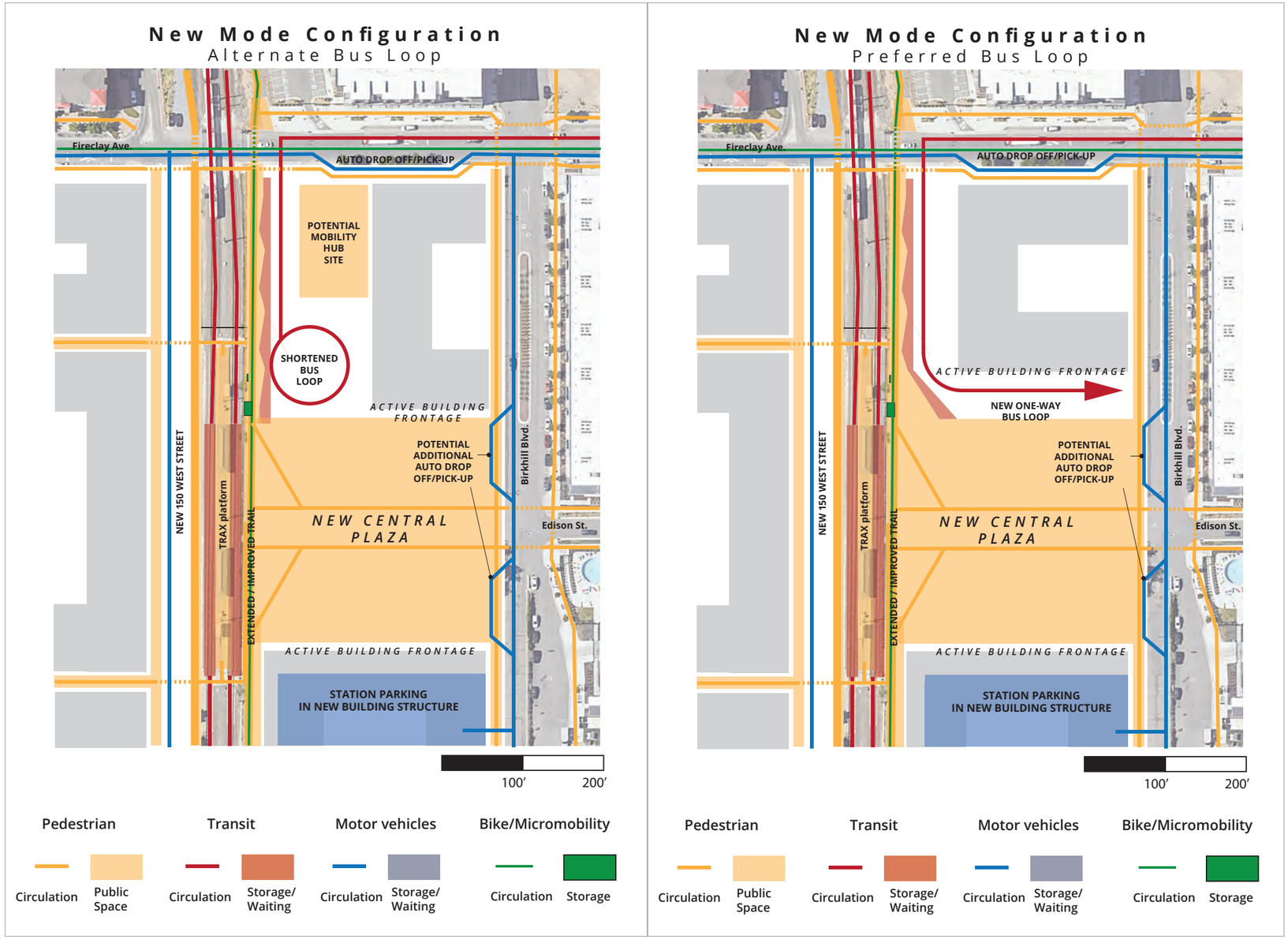
This new bus loop will need to be for buses only however, it can also double as emergency vehicle access for the new building(s) and plaza.

Ultimately, the bus loop reconfiguration will allow a better pedestrian connection from the station platform to the public space of the plaza while still maintaining quality transit connections among bus and TRAX.

Improve the Pedestrian Realm

In addition to the larger moves discussed above (the greenways, new streets, barrier crossings, and central plaza), the station pedestrian environment will benefit from smaller improvements. These include:

FIGURE 6.21: NEW MODE CONFIGURATIONS FOR ALTERNATIVE BUS LOOP



SIDEWALKS AND PEDESTRIAN REALM

While the station area has many streets with wide, well-streetscaped sidewalks, some existing streets have their original narrow industrial sidewalks. The Plan recommends widening these sidewalks when redevelopment occurs in accordance with the Fireclay TOD Design Standards.

INTERSECTIONS

Intersections in the station area, and especially the core, should be compact, with short crossing distances, small curb radii, and plentiful pedestrian space.

Make Additional Bike Connections

The north-south and east-west greenway trails recommended above will provide the best longer-distance bicycle connectivity to/from the TRAX station and in/out of the station area. The station area's local streets in its core are envisioned to function at low enough vehicle speeds and volumes to be safe for bicycling in the roadway. But because of the multiple barriers around the core of the station area, there are few good bicycle corridors through the area. The Plan recommends the following improvements:

MAIN STREET BIKE LANE EXTENSION

Main Street is the one longer-distance on-street bicycle corridor that can be successfully improved through the station area. It is part of a bike corridor that extends through much of Salt Lake Valley, so improvement of it has regional implications. The Plan recommends to extend the bike lanes on Main Street on the Millcreek (north) side of the station into Murray, to 4500 South. This would best occur by eliminating the center turn lane for most of the corridor and adding bike lanes, while keeping the existing on-street parking pockets. The center turn lanes are expendable along much of this corridor due to the lack of driveway accesses, especially between Big Cottonwood Creek and Fireclay Avenue. The center turn pocket can be preserved at Gilbride Avenue. South of Fireclay, there is more leeway for preserving the center turn lane, and, if needed, the on-street parking can be eliminated on the east side to make room for the bike lane.

It will also be important to create a safer crossing of 4500 South for bicyclists (see recommended crossing improvements in the Cross Major Barriers section).

Main Street corridor continuation: Main Street ends south of 4500 South but its regional bike route can continue via Box Elder Street into historic downtown Murray (cyclists can continue along Cottonwood Street, which runs into Midvale). The Plan recommends bicycle improvements to the 4500 South crossing and wayfinding/pathway improvements through the existing grass island to connect to Box Elder Street. An alternative is to connect Auto Boulevard with the Hanauer Street cul-de-sac through approximately 100 feet of the existing Caliber Collision parking lot.

EAST-WEST ROUTES

While Main Street provides a clear regional bicycle route through the core of the station area, no such option exists for east-west travel. This is largely due to all the north-south barriers (TRAX, Union Pacific, I-15, State Street) as well as disconnected local street networks east and west of the station area. As is mentioned above, a greenway trail along, or parallel to, Big Cottonwood Creek will likely be the best solution to east-west bike travel in the area although this concept also faces the challenges of the north-south barriers. In most regional active transportation plans the station area lacks planned east-west routes. That said, the best on-street routes will likely be:

- 3900 South for longer-distance east-west travel on the north end; 3900 South crosses all the barriers, including I-15, without an interchange and is envisioned to have an on-street pathway (which has been initiated between TRAX and Main Street). Main Street, and/or the envisioned trail along TRAX can serve as a link from the station area core to this bike corridor.
- Central Avenue, as a link to get across the Union Pacific tracks, combined with Gordon Lane, as a way to cross State Street and link eastward; Establishment and improvement of these crossings are the most important improvements to create a slow, walkable design for Central Avenue where cyclists can mingle with slow moving auto traffic. This is also an important investment for this route. 4800 South for longer-distance east-west travel on the south end; Like 3900 South, 4800 South crosses the key barriers and does not have an I-15 interchange. Like 3900 South, a link to the station area core via the envisioned TRAX trail or the extension of Main Street (via Box Elder or Hanauer) will be important.

Make Connecting Transit Improvements

The station is not currently a major bus transit node but it does include some important bus connections. These could become more important in the future if new development occurs and new links become available. The two most important routes are the 205, which links directly to the TRAX station and carries just over 700 riders per day, and the 200, which runs along State Street parallel to TRAX about .25 mile away and carries nearly 1,700 passengers per day. For recommendations on the station bus access configuration, see the Increase Multi-Modal Station Access section.

200 ROUTE STOPS

The Plan recommends adding two State Street stops at Fireclay Avenue, along with the pedestrian crossing mentioned above. These will go alongside the Gordon Lane stops, which will also receive a pedestrian crossing. These two stops provide access to/from the 200 Route from the east and the west (in the station area).

POTENTIAL FUTURE CONNECTING SERVICE

Extending Fireclay Avenue westward under the Union Pacific Rail tracks will improve the station's potential as a bus transit node. This connection to 300 West from Murray North Station creates transit travel time benefits for routes coming from the west, specifically Route 47, which is planned to serve Murray North Station instead of Murray Central Station when the Midvalley Connector bus service is implemented. The connection to 300 West makes it possible for UTA to consider bus service on 300 West with through service to Murray Central Station and continuing on West Temple to areas further north.

SUPPORTING TRANSIT

An important part of connecting transit is the set of other modes that may become available to riders in the future: On-demand shuttles (such as the VIA run service in parts of the region); dockless scooters and e-bikes; and docked bikes such as Greenbike. These modes help extend the area's reachability in a transit trip and should be included in the station in the future.

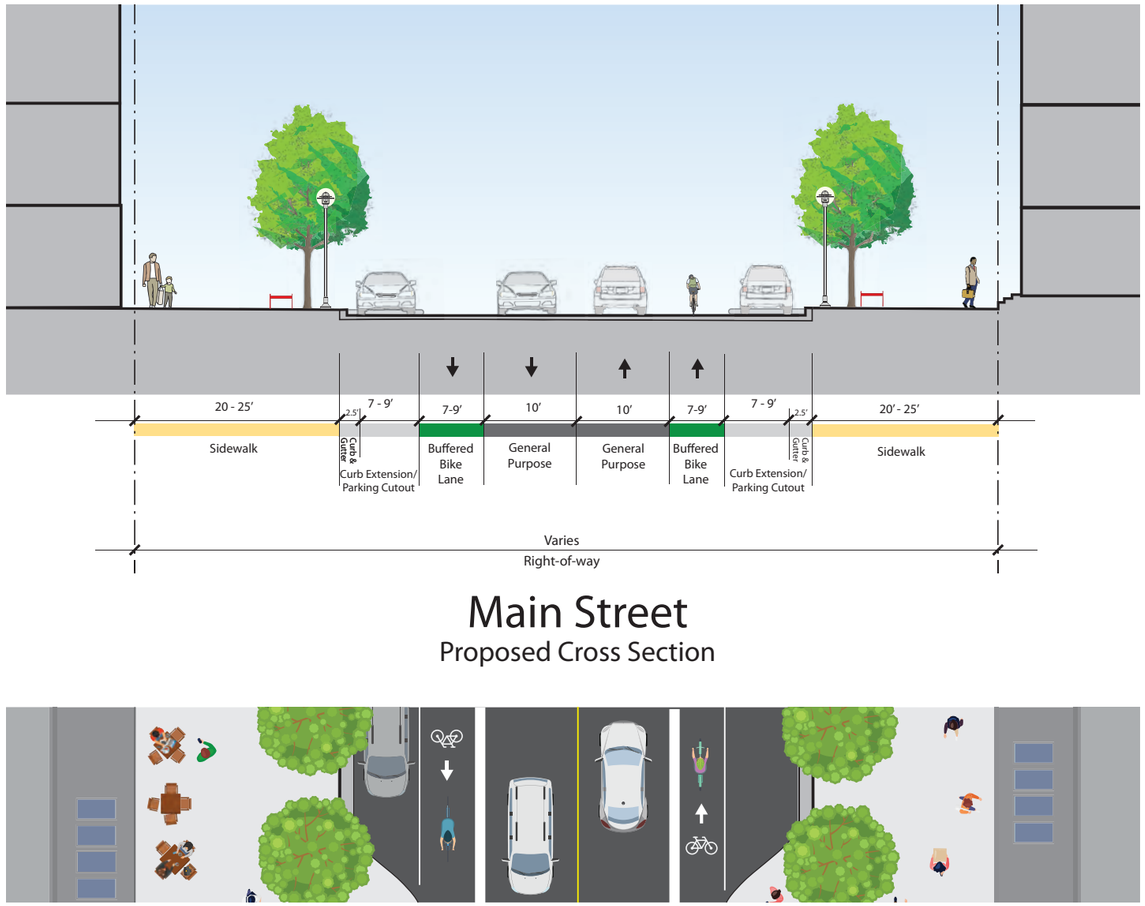


FIGURE 6.22: PROPOSED MAIN STREET CROSS SECTION

LIVABILITY AND URBAN DESIGN

Overall Design Concept

The urban design concept provides an opportunity to unify the current collection of housing by transforming the core of the station area into a thriving neighborhood that can expand to the north, south, east, and west over the next 20 or more years to become a vibrant transit- supportive neighborhood. Residents and visitors can recognize that they are not only in the Murray North Station Area, but also in a separate neighborhood thanks to a hierarchy of signage, wayfinding, streetscape, and massing/ building design components.

The core of the station area is branded “Fireclay” this branding is easily recognizable and builds on the area’s industrial past. The Fireclay brand can provide the area with a unique feel.

The Fireclay brand, including streetscape, furniture, and overall look and feel, should be continued throughout the station area to provide context and a sense of place. Subareas can build on the Fireclay brand to create unique and easily identifiable areas within the overall station area.

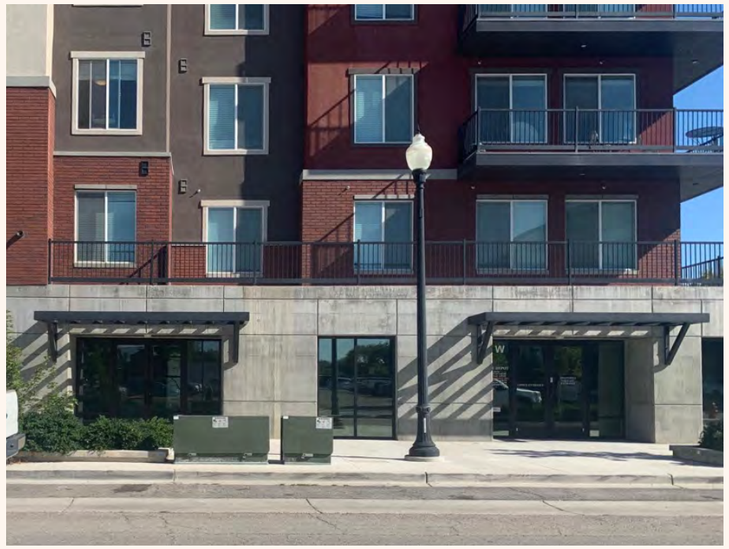
Community Building Through Design

Moving the Fireclay area beyond a collection of housing and into a true neighborhood requires changes in the built environment to create a place that is naturally active and does not rely on outside programing. In short, the future design and development of the Fireclay neighborhood should focus on ways to increase stewardship and livability within the area. These objectives include:

- Increased quality of life
- Increased feeling of safety and security
- Neighborhood cohesion
- Building upon an identity
- Activated streets
- Increased shade
- Increased greenery
- Inclusivity for all ages
- Human-focused activities
- Gateways and branding

Gateways to the Neighborhood, Branding, and Wayfinding

This storefront is an example of what future mixed use should not aspire to. The railing and height above the sidewalk cuts off the storefront to the pedestrian realm. The storefront are also the same throughout the building and does not offer opportunities for businesses to bring their merchandise onto the pedestrian realm or distinguish themselves from the other businesses adjacent to them. Areas for increased signage are also limited to the windows, cutting off sightlines of the street or the business merchandise.



These storefronts have unique awnings that draws attention to the doorways and differentiates the doorways from the windows. The doors are also level with the pedestrian realm, which provides better accessibility and allows seamless transition from indoor to outdoor use. Adding more pedestrian elements or public art around the utility box would elevate these storefronts even further.

The difference between the materiality of the ground level and the housing above brings focus to the storefronts. The differences in window dressing (lighting for the Utah Mining Association and blue awnings for IMAGO) brings a more interesting and enjoyable experience for pedestrians. Bike parking along the streetscape encourages users from other modes of transportation. This is one of the best examples of mixed use and active storefronts in the station area.

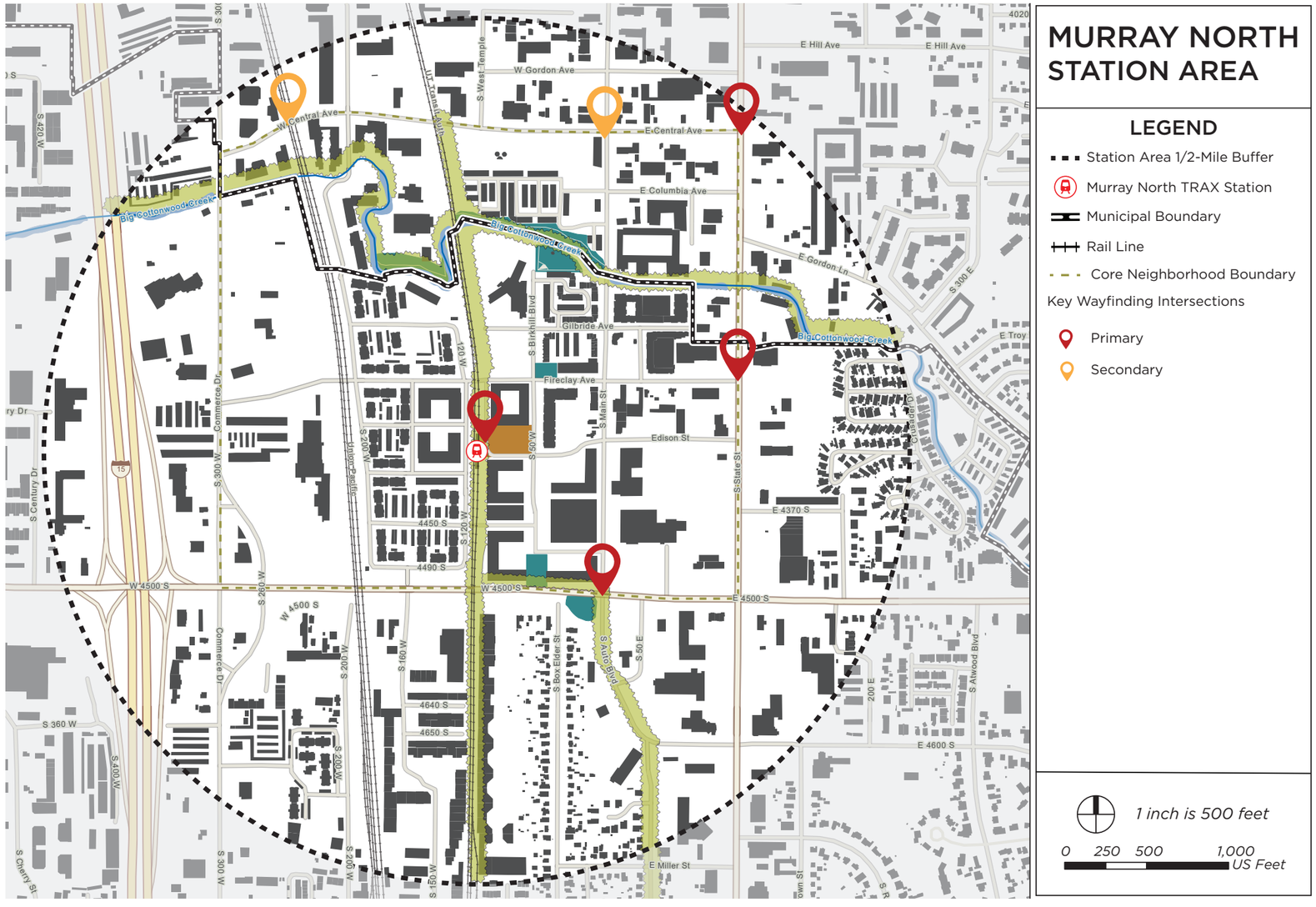


FIGURE 6.23: MURRAY NORTH STATION AREA WAYFINDING OPPORTUNITIES

Branding Fireclay as a neighborhood is essential to changing the perception of the area and increasing TRAX ridership. Having a distinct visual identity in this area helps with economic development byattracting more people and business. With this branding, Fireclay seeks to reprioritize the role that community plays in people's lives, giving those who live and work in the area more ownership and stewardship over this area.

Primary gateway points leading into the core neighborhood should incorporate larger elements such as large public art pieces, signage with intersection visibility, and streetscape changes. These areas include:

- 4500 and Main
- State and Fireclay Ave
- State and Central
- TRAX Station/Station Plaza

Secondary Gateways are less visible from high-volume, auto-oriented roads and geared toward pedestrians and business patrons. These wayfinding elements include streetlight banners, smaller art pieces, and directional signage. Appropriate secondary gateways include:

- Main and Central
- Central and Future Brickoven Way

Traditional and exploratory wayfinding throughout the station area should be utilized as a strategy to encourage user groups to explore the area, to connect to amenities, and to bring awareness to the multi-modal transportation options present in the area. Potential wayfinding elements include:

- Sidewalk signage near the Front Gym directing people to the station platform
- Utilizing future UTA bus shelters along Main Street with Fireclay branding
- Continuing the Fireclay-branded lampposts throughout the neighborhood
- Adding streetlight banners throughout the neighborhood, especially at key intersections and the station platform.
- Adding a public art wall to buffer the back of Paris RV along Main Street

- Trail enhancements along Big Cottonwood Creek to direct pedestrians to green space and park space
- Enhanced trail signage along the Big Cottonwood Creek Trail and Main Street

Improving Major Multi-modal Corridors

FIRECLAY AVENUE

Fireclay Avenue is envisioned to become the primary east-west corridor for the station area, and to serve more of an important transportation connectivity role in the network for all modes with recommended extensions to the east and west. The template for Fireclay Avenue's character has been initiated through several of the TOC developments of the last 15 years. Like Main Street, Fireclay Avenue has several blocks (in this case especially the north side of the street on either side of Birkhill Boulevard) that should be emulated on the rest of the corridor.

The interface between Fireclay Avenue and the station alongside the proposed "anchor" project in the existing UTA parking lot is an important relationship. This block will need to balance a welcoming entry to the new use with the functionality of the street, and particularly for bus transit.
Sidewalks will need to be added to Fireclay to fill the existing gaps:

- Just west of TRAX on the south side
- Between State and Main Streets on the south side

The primary change to the Fireclay roadway is the addition of a bike lane, which should be added according to the typical cross section concepts. East of TRAX, enough right-of-way exists to add the bike lanes out of the existing general-purpose lanes. West of TRAX, the on-street parking and curb bulb-outs can be removed to accommodate a bike lane in the roadway.

MAIN STREET

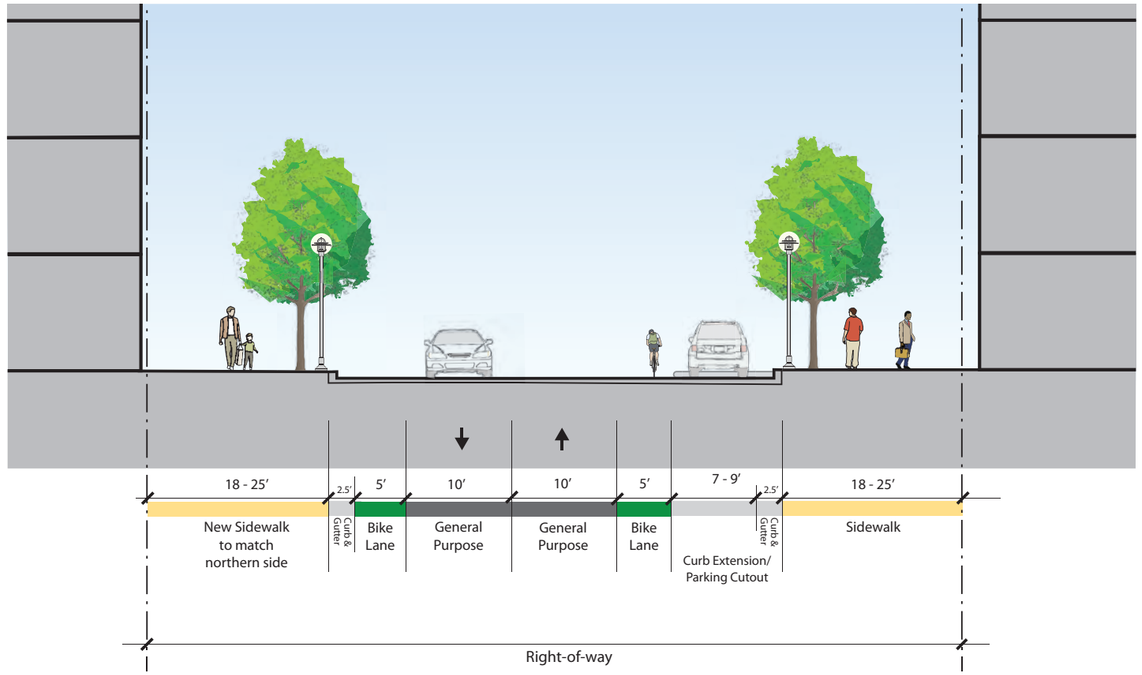
Main Street in Millcreek and Murray has seen more new development compatible with the vision of a transit-oriented community. It is currently lined with an incrasingly dynamic mix of housing, commercial, and industrial uses. The design of the Main Street right-of-way is generally conducive to this mix, especially in the core of the station area.

However, as Main Street continues to transform into the heart of a TOC, the Plan recommends further improvements that increase pedestrian space, slow motor vehicle traffic, and increase safety and comfort for people on bikes (see Goal 3). The Plan recommends that the pedestrian realm of the northern segment of Main Street be transformed in a similar manner to that of the southern segment, with a wide sidewalk and curb bulb-outs, street trees, pedestrian scale lighting, and street furniture.

As the meeting of key corridors mentioned here, the Main-Central and Main-Fireclay intersections should be transformed to have a walkable sense of place, with curb extensions, small curb radii, and short pedestrian crossings; signature streetscape elements; and buildings that welcome with main entries, plazas, or yards.

FIRECLAY DESIGN GUIDELINES UPDATE

FIGURE 6.24: ENVISIONED TYPICAL CROSS SECTION OF FIRECLAY AVE WEST OF TRAX



Fireclay Avenue
Envisioned Typical Cross Section West of TRAX

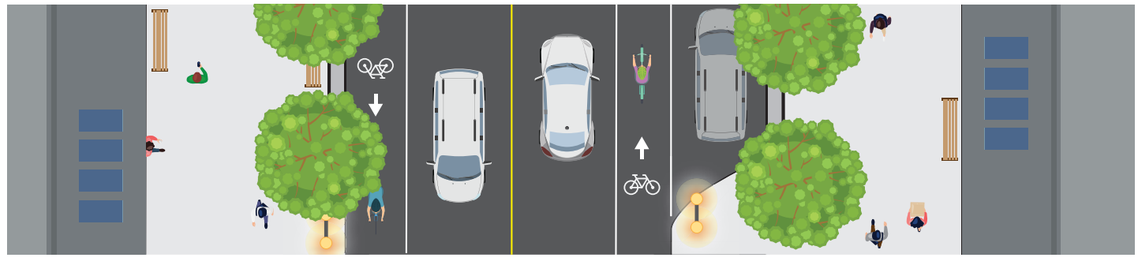
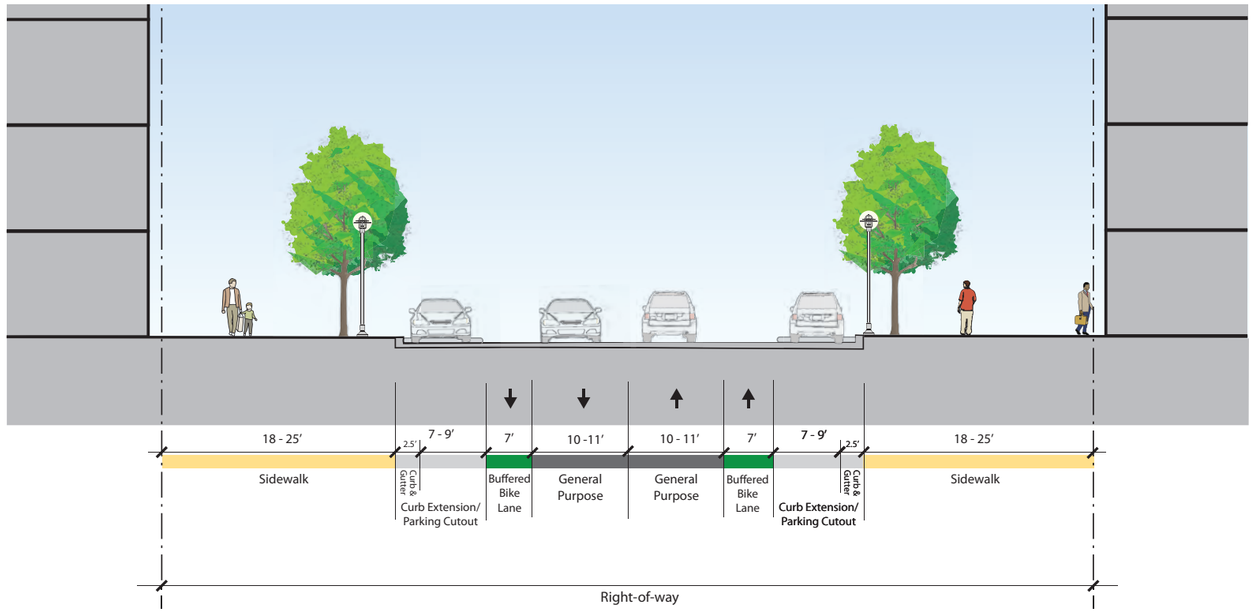
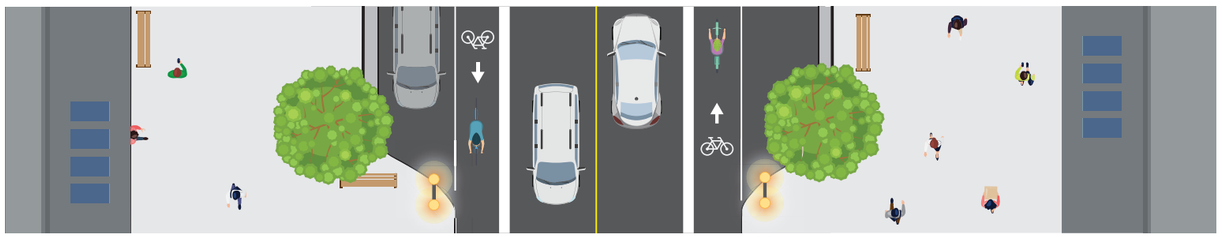


FIGURE 6.25: ENVISIONED TYPICAL CROSS SECTION OF FIRECLAY AVE EAST OF TRAX



Fireclay Avenue

Envisioned Typical Cross Section East of TRAX



The Fireclay Design Guidelines have been used in the Murray North Station Area for over ten years. This can be seen in the pedestrian environment of Main Street near the Birkhill Development and is continued to be carried out, as is the case with the near Evergreen Development. The Design Guidelines look at:

- Streetscape
- Building Design
- Pedestrian Environment
- And Special Treatments

Many of these design guidelines are seen today, including the Big Cottonwood Creek trails in both Murray and Millcreek, integrated signage—as seen at Artesian Springs, and expressing the base, middle and top of buildings.

The Design Guidelines are a resource for developers, city planners, and elected officials to advocate for the Murray North Station/Fireclay area and ensure that the resulting built form enhances the environment it is in.

As the area transitions to a large number of housing developments, it is imperative that the building design tab in the Design Guidelines have an appendix for large-scale apartment building and townhome development design guidelines.

BUILDING DESIGN APPENDIX- LARGE MULTI-FAMILY PROJECTS

Orientation and Entrances

Entrances of the buildings should be oriented towards public streets and in the instance of the core, off of the station plaza. Incorporation of the “front porch” and building articulation elements (window boxes, overhangs, cornices) should be used where appropriate

Continuous Facades

Although there are many units in a continuous facade, where applicable individual units should be articulated with different designs, materiality, color, roof forms, and entrances.

Front Yards

The frontage of the buildings create a sense of neighborhood and “curb appeal” along the street to increase pedestrian activity and attractiveness of the neighborhood. The frontage of apartments should follow the setbacks put forward in the design guidelines and should maximize front landscaping, limiting paved areas to those that are necessary for pedestrian and vehicular circulation.

Amenity and Greenspace

Developers should provide amenity space for the use of the residents and have a path connecting to the greenway when applicable.

Building Height

Building Height is unlimited in this TOD zone, however, buildings should be highest near the station core and become less high as the buildings fan out to the edges of the station area boundary, especially towards the eastside existing lower density residential. The residential building massing is highest near the core to signify the core when on the ground and to bring more people near the station without crossing barriers.

CENTRAL AVENUE

Central Avenue, which runs across the northern part of the station area in Millcreek, is the corridor envisioned to transform the most under this Plan. It is currently an industrial-focused street, lacking curbs in many places. However, as the industrial properties along it turn over to TOC uses, the vision for Central Avenue is to have a short spine for activity in this northern part of the station area. Central Avenue will be the walkable “hub” for activity in this area of the Station Area.

The reimagined profile for Central Avenue adds space for wide pedestrian areas by new development. The result is a street that still serves an important purpose for vehicular traffic but prioritizes people on foot, bicycling, and public space. This new cross section will need to be implemented as part of future TOC developments.

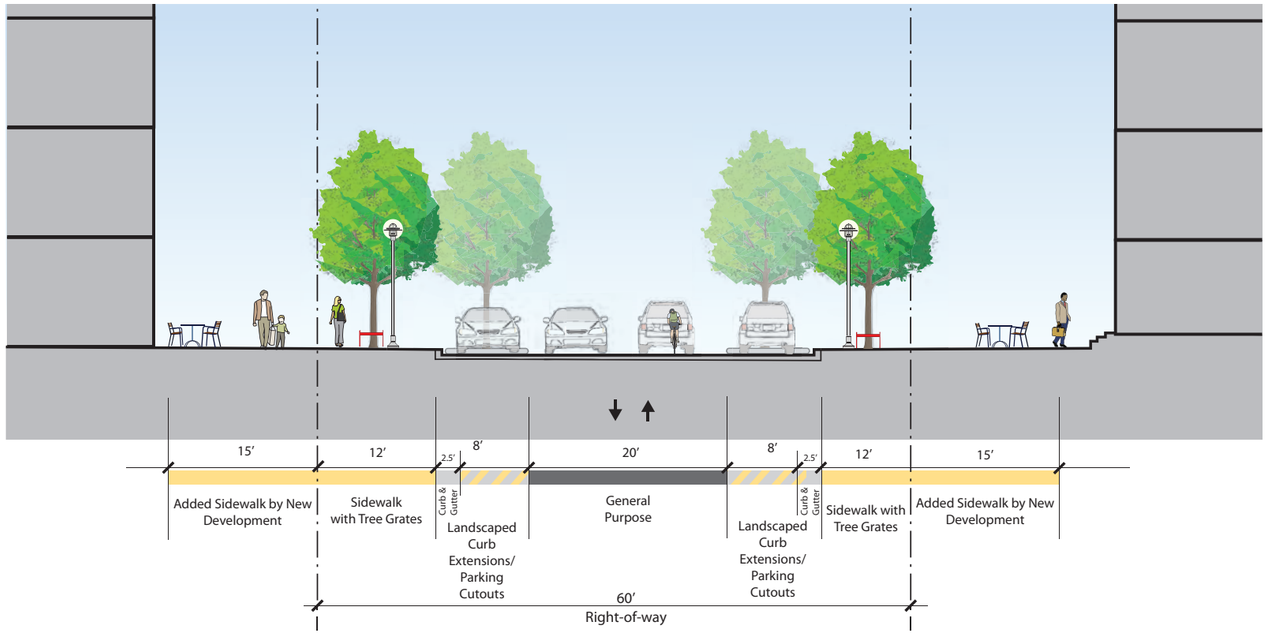
Alternatives for Central Avenue can also contain profiles from Millcreek City’s City Center Overlay Zone for a neighborhood street.

STATE STREET

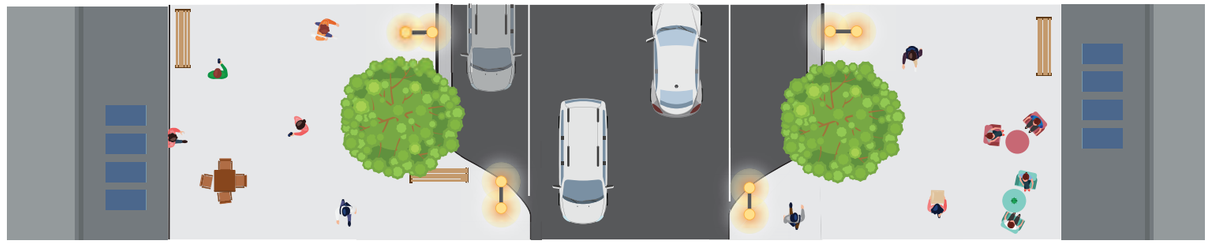
State Street runs along the east edge of the station area core. It is not integral to the core of the station area from a character standpoint, and, as perhaps the most important surface street corridor in the region, neither its overall street character nor its transportation function is envisioned to change under this Plan. However, the vision of the plan is for land uses between Main Street and State Street to transform in the long term to TOC uses. If this occurs, then the Plan envisions a transformed character of the west side of State Street where new TOC development frontage along State Street is present. The transformation would be for the development projects to include an expansion of the pedestrian area to create enough buffer from the State Street roadway to be comfortable tofor pedestrians and people occupying the public space of the street.

See the Hybrid Main Street type in the Wasatch Choice Great Streets Framework for strategies to create this transformed character where redevelopment occurs along State Street.

FIGURE 6.26: PROPOSED CROSS SECTION OF CENTRAL AVE



Central Avenue
Proposed Cross Section



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REPORT PRECEDENTS

PRECEDENTS

Neighborhood Branding and Wayfinding

BURLESON, TX

The City of Burleson, Texas, developed a brand identity that was carried throughout the community. The brand is carried out through plaza monument signs, public art, and official city documents.

Source: Civic Brand

HEARTLAND LAKES, MN

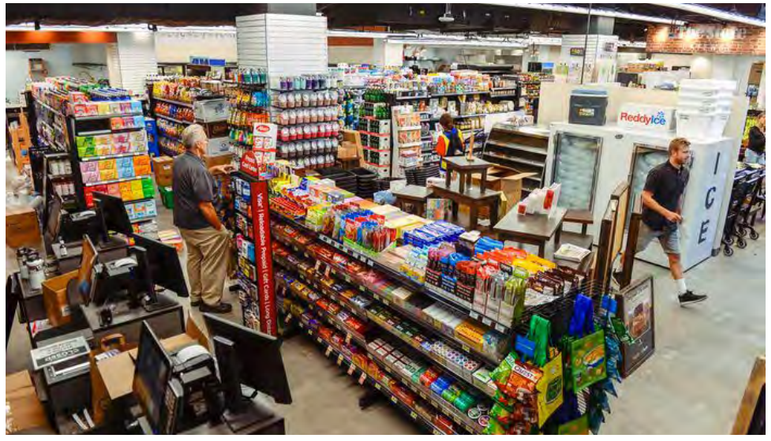
This tourist area created branding that was distilled into the businesses in the area. Even though this area is made up of different towns, much like the Station Area, the branding is implemented to create a cohesive area, while retaining the unique identity of each town.

Source: Civic Brand

Grocer

THE STORE- GATEWAY, SLC, UT

The Store in the Gateway Development in downtown Salt Lake City is a locally -owned grocery store. The grocer is located in a partially redeveloped mall, and caters to those who live, work, and attend events in the area. The Store is located within 9,000 square feet and offers fresh produce, shelf stables, and ready-to-eat options.



Source: Salt Lake Tribune

BUFFALO HEIGHTS, TX

Buffalo Heights, a mixed use district in Houston Texas, is anchored by the Texas grocer, —HEB. The development separates the residential traffic from the grocer traffic by having structured parking for visitors and a separate elevator for the residents to take down to the grocer. The development was proven to have less overall traffic from the amount of residents walking to the grocer. HEB's footprint is 12,000 square feet.

Source: ZCA

HARMONS EMIGRATION MARKET, SLC, UT

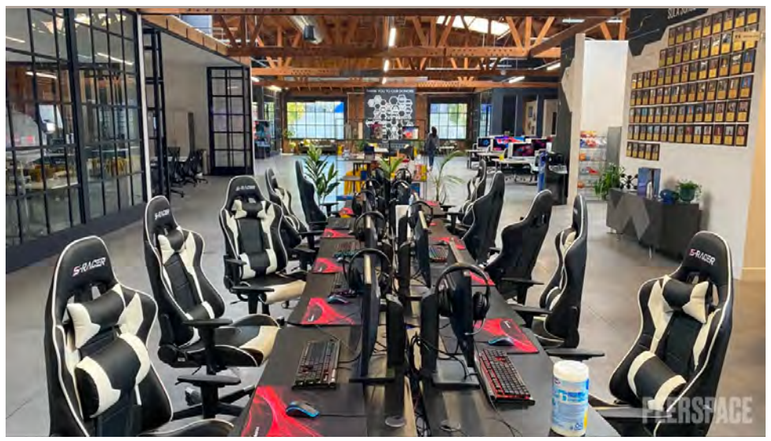
Although not part of a housing development, Harmons Emigration Market in Salt Lake City is another example of a small-scale grocery. While the average size of a Harmons is 68,000 square feet, this market sits at 10,000.

Source: Kristina Watkins

Anchor Tenant

SOLA IMPACT BEEHIVE PROJECT, CA

This business campus located in Los Angeles, California, is specifically made for underprivileged and opportunity-zone operated businesses. The space consists of a co-working space and creative office with shared amenities for entrepreneurs, local businesses, and startups.



Source: Peerspace

RESTORE OAKLAND, CA

Restore Oakland is a non-profit community hub that focuses on restorative economics and healing justice. Their space is currently under construction in an area where they foten work. They have a vision rooted in a place-based approach that works with the community to build people up and better respond to harm and conflict.

Source: Shelterforce

SEATTLE ART MUSEUM, SEATTLE, WA

The first floor of the Seattle Art Museum is reserved as a community corridor-- a free public space dedicated to building up the community and youth in the area. Community groups and students from surrounding schools hang artwork on the floor while the museum offers programming to a wide variety of individuals.

Source:Parent Map

Station Plaza

YANAGUANA GARDEN AT HEMISFAIR, TX

This 4.1-acre public gathering space in San Antonio, Texas is part of a greater redevelopment project in the Hemisfair Park Area. This area is inspired by history, the environment, and the changing San Antonio culture. The main goal was to create play spaces that welcomed everyone no matter their age, ability, culture, or socioeconomic status.

Source: Bill Hustace Photography

LOLLIPOP STREET, SHANGHAI, CHINA

This street project transforms a street to create an outdoor play area and colorful gathering place for the community. It includes greenery, lounge seating, play spaces, picture areas, and a running track for community members of any age to use. The colorfulness of the project also brings an element of childlike wonder and entertainment back into cities.

Source: 100 architects

GALATYN PARK STATION, RICHARDSON, TX

Galatyn Park Station is located along the Dallas Area Rapid Transit (DART) line in a mixed use district in Richardson, Texas. The station serves two rail lines, as well as a kiss & ride line for bus service. The station features a ~0.9-acre public plaza adjacent to multifamily development. The station connects to the development that hosts several large-scale corporate employers, hotels, and residential development.

Source: WDG Architecture courtesy of Dallas Business Journal

ED.SQUARE TOWN CENTER, SYDNEY, AU

This shopping and entertainment district in Sydney Australia is offset by an outdoor plaza where people can gather and play. The plaza is continuously activated by the ground floor retail surrounding it.

Source: SCN

INDIAN CREEK PLAZA, ID

Located in Caldwell, Idaho, this 1.3-acre plaza blends greenspace, play, and community gathering. The plaza includes spaces for cafe seating, events, lounging, or playing in a splashpad and is programmed for different events including a farmers' market. In the winter, the city creates an ice ribbon that goes around the plaza space for winter activation.

Source: Urban Land Institute

CANAL PARK, WASHINGTON DC

Canal Park is a 3-acre park that opened in 2012. It connects three spaces together to form a long, linear park that hosts seasonal events, drinking fountains, and even ice skating in the winter. This area was home to a canal, but was paved over in the early 1900's. Many sustainable practices were used in the design and construction.

Source: Capitol River Front

Green Corridor

THE PORTER-ROCKWELL TRAIL, SANDY, UT

The 10.7-mile off-road Porter Rockwell Trail spans the Blue Line throughout Sandy and into Draper. The trail links multiple parks in the Sandy Park System.

Source: GSBS Consulting

OGDEN RIVER BREWERY, OGDEN, UT

The Ogden River Brewery is located along the Ogden River Parkway and the Ogden River. The Ogden River Parkway is a 17- mile trail that has many commercial uses that help to enhance the trail.

Source: Township+Range

TOWPATH TRAIL, OH

The Towpath Trail is over 90 miles long and stretches through many cities and rural areas in Ohio. Along the Cleveland section, the materiality of trail amenities such as trashcans, benches, bridges, and other street furniture use natural stone and Corten steel to play upon the area's industrial past.

Source: Cleveland.com

Opportunity area: New Millcreek Park Space

TROJAN PARK, MO

This 1-acre park located in Wellston, Missouri, was designed and built as part of the National Recreation Association (NRPA) Parks Build Community Initiative. The park consists of a splashpad, shade pavilion, playground, and basketball court.

Source: Lamar Johnson Collaborative

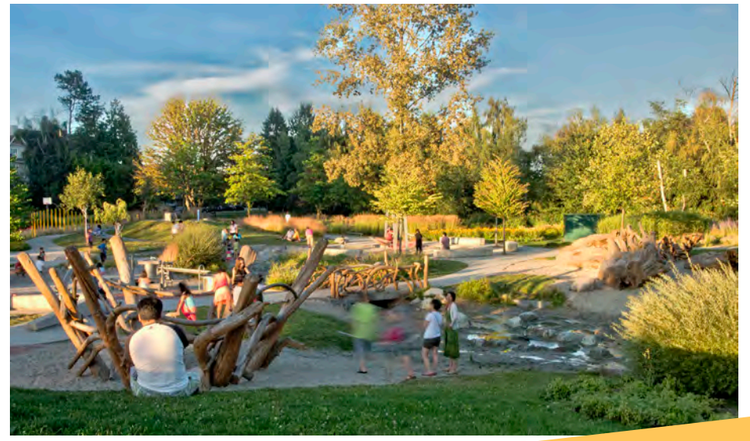
MILL CREEK PARK NORTH, MI

This 2.15-acre park is located adjacent to Mill Creek in Dexter, Michigan. The park runs alongside the creek and a trail that connects 5 miles of other trails in the Dexter Trails System. The park allows visitors to interact with the water as well as traditional play equipment.

Source: Mrs. Weber's Neighborhood

GARDEN CITY PLAY ENVIRONMENT, BC

Richmond, British Columbia, is a rapidly growing area. The designer created a 1.3-acre park for the city with a playscape that acts as an educational component for children to learn about their environment. The playscapes are constructed using "Nature Play" or natural materiality to enhance exploration.



Source: space2place

Opportunity area: Foam Factory Redevelopment

CHURCH+STATE, OH

This mixed-use housing development located in Cleveland, Ohio includes 20,000 square feet of retail space and 10,000 square feet of public area. As part of the development agreement, the development provides paid public parking spaces in the secured garage space. To exit the parking garage, one can either take the elevator, stairs, or take a slide to the outdoor public gathering space.

Source: ABM Parking

Source: Apartment Finder

Opportunity area: Fireclay Ave Mixed Use Development on UTA Property

SUGARHOUSE, UT

The mixed-use development with Wilmington Flats Apartments and ground floor retail including Spitz is made up of a few buildings separated by a courtyard to service the ground floor retail. This courtyard extends through the development and connects to the trail system along Parleys Creek. Having an open courtyard like this would allow people to see through the apartment buildings on Fireclay and to the station plaza. stairs, or take a slide to the outdoor public gathering space.

Source: Apartment Finder

Source: VCBO Architecture

IMPLEMENTATION PLAN

Successful implementation of the Murray North Station Area Plan vision will occur in phases through multi-agency cooperation. Successful implementation will also require coordination of multiple funding sources for both capital and operational expenses.

The initial phase of implementation of the Plan focuses on the core of the station area roughly defined as 4500 South to Central Avenue and Main Street to the Union Pacific Rail Line. This area has already experienced significant new investment in transit-oriented developments. The area is also experiencing significant challenges relating to lack of neighborhood services, crime and parking challenges.

Phase One public and private capital investments include:

- Redevelopment of the following parcels to mixed-income, mixed-use transit supportive buildings through public private partnerships:
  - Atlas Roofing Building west of the station
  - UTA Parking lot and bus loop
  - UTA Mobility Center and Storage Area
  - Salt Lake County Former Fleet Maintenance Facility
- Construction of the following new community open space and trails to increase parks level of service and provide community gathering space:
  - Pocket park at Fireclay Avenue and Birkhill Boulevard
  - Community plaza east of the station
  - Neighborhood park on western edge of Salt Lake County property
  - Extension of the existing rail-adjacent trail to 4500 South
- Consolidation and capping or removal and disposal of contaminated soils in the UTA berm and on the Salt Lake County property
- Connectivity improvements to improve circulation and site lines
  - Completion of Birkhill Blvd to connect to Main Street as part of the redevelopment of the UTA and Salt Lake County properties
  - Completion of the grid west of the station as part of the Atlas Roofing redevelopment
  - Extension of 4470 across the TRAX line
  - Add bike lanes to Main Street, Fireclay Avenue, and Central Avenue

  - Continue to improve the pedestrian environment through widened sidewalks, enhanced crossings, street trees and street furniture
- Addition of new parking areas and replacement of parking from the UTA surface lot in a series of parking structures associated with new development through public/private partnerships

Phase One public operational investments include:

- Identification of a community-based partner to provide neighborhood and community programs and activities within the core of the station area
- Creation and operation of a parking district to coordinate the public access stalls included in new parking structures
- Creation and operation of a good landlord program to provide incentives and disincentives for implementation of programs that reduce crime and improve overall safety in the area
- Implementation of enhanced, neighborhood policing in the station area
- Identification, adoption, and management of Institutional Controls for the properties on with remaining contaminated soils or contaminated groundwater

Future phases will require additional capital investments including:

- Connectivity improvements to expand opportunities for transit supportive development types west of the Union Pacific Rail line, east of State Street and south of 4500 South:
  - Install additional pedestrian crossings along State Street coordinated with bus stops to increase bus ridership and connect the east side of State Street to the core of the station area
  - Widening of the Central Avenue Union Pacific Rail Road underpass to improve overall circulation
  - Install Union Pacific Rail line underpasses at Fireclay Avenue and 4470 South to create connectivity to the area along 300 West
  - Construct pedestrian/bike bridges adjacent to the railroad bridges across 4500 South to connect the area south of 4500 South
  - Upgrade all existing and planned crossings to include pedestrian safety and comfort considerations
- Extend trails and bikeways across identified barriers
- Redevelopment of light industrial and auto-oriented commercial properties to denser, transit supportive development forms
- Preservation of existing, naturally affordable housing in the areas east of State Street and south of 4500 South

Programmatic and operational approaches in the broader station area are an extension of the needs of the core area.

- Funding sources for implementation of the Murray North Station Area Plan combine local, federal, state, private, and grant funds. Capital investments will require complex financing stacks including public/private partnerships, federal transportation funds, and private non-profit grants. The lists below are intended to illustrate current opportunities. Other opportunities will arise over the course of long-term implementation.

Local sources include:

- Existing tax increment producing areas
- Possible future HTRZ areas
- Parks and roads impact fees
- General funds

GRANT SOURCES

GRANT/FUNDING NAME	ORGANIZATION NAME	PURPOSE	CATEGORY	NOTES	WEBSITE	CONTACT
Get Healthy Utah! Mini Grants	Get Healthy Utah	Mini grants for health-related projects--including food access, improved connections to parks, active transportation, additional park funding	Health	Priority given to Healthy Utah Communities	https://gethealthyutah.org/what-we-do/past-projects/communities/mini-grants-report	
Congestion Mitigation & Air Quality Program	Wasatch Front Regional Council	To reduce congestion and improve air quality	Transportation	Funds may not be used for major road widening.	https://wfrc.org/programs/transportation-improvement-program/congestion-mitigation-air-quality-program/	Ben Wuthrich, bwuthrich@wfrc.org (801) 363-4250 x1122
Intermountain Community Care Foundation Grants - Agency Health Priority, Social Determinants of Health, Child and Family Well-Being Grnats	Intermountain Health	Grants between $50,000 - $300,000	Housing instability and Nutrition insecurity	Large equipment, construction and capital costs are not eligible. Consideration will be given if computer equipment is necessary and vital to the success of the project.	https://intermountainhealthcare.org/about/who-we-are/community-health/community-giving-programs/community-care-foundation/grant-applications/	Ninoska De Jesus Pineda Community Health Coordinator ninoska.dejesuspineda@imail.org
High Obesity Program (HOP)	Centers for Disease Control and Prevention (CDC)	Food and nutrition security through food service and nutrition guidelines plus fruit and vegetable vouchers and produce prescriptions	address health disparities related to poor nutrition, physical inactivity, or obesity	OP recipients work in counties where 40% or more of adults have obesity.	https://www.cdc.gov/nccdphp/dnpao/state-local-programs/hop/high-obesity-program-2023-2028.html	
Eccles Foundation Grant	George S. and Dolores Dore Eccles Foundation	Grants from the George S. and Dolores Doré Eccles Foundation address the societal needs of individuals and families from every walk of life, and foster new opportunities for enriching lives in a myriad of ways. The directors are pleased to partner with nonprofit organizations to make a lasting difference for the citizens in every corner of the state – from newborns to seniors.	Arts & culture, community, education, health & wellness, preservation & conservation	fighting hunger, homelessness and addiction; fostering urban planning, revitalization and affordable housing; building parks and playgrounds; assisting victims of abuse and neglect; supporting youth camps and programs for those with disabilities; providing legal support for the disadvantaged; or offering after-school initiatives for at-risk youth	https://www.gsecclesfoundation.org/how-to-apply/eligibility	
Sorenson Foundation Grant	Sorenson Legacy Foundation	Grants are given to programs that focus on protecting and preserving the environment, assist the disenfranchised of society, and promote understanding and tolerance in our world.	Education, innovation, health care and community	municipalities or public schools & preference for organizations whose efforts are in Utah	https://sorensonlegacyfoundation.org/what-we-fund/community/	
Community Placemaking Grant	Project for Public Spaces	$10,000 grants to transform public spaces	Placemaking, urban design		https://www.pps.org/community-placemaking-grants	
Placemaking Grant	National Association of Relators	"Level one: $3,000 max award Level 2: max award $7,500"	Placemaking	Placemaking Grants fund state and local REALTOR® association led projects that create new, outdoor public spaces and destinations in a community on unused or underused sites. The goal of the program is to enable REALTORS® to strengthen ties with their community, to develop relationships with public officials, and to spur economic growth and development through the creation of new public gathering places. Support for benches, playground equipment, and signs within existing public spaces is permitted.	https://realtorparty.realtor/community-outreach/placemaking	
Safe Streets and Roads for All (SS4A) Grant Program	Federal Highways	Planning and Demonstration Grants, as well as Implementation Grants	Transportation	The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over $3 billion is still available for future funding rounds.	https://www.transportation.gov/grants/SS4A	
Reconnecting Communities Grant	Federal Highways	Community Planning, Capital Construction, and Regional Partnerships	Transportation	This program prioritizes disadvantaged communities and is intended to improve access to daily needs including jobs, education, healthcare, food and recreation, fosters equitable development and reconnects communities by removing, retrofitting,, or mitigating highway or other transportation related barriers	https://www.transportation.gov/grants/rcnprogram	

Funding for implementation of the operational programs identified will come from local agency general funds and private non-profit fundraising. An additional option is the creation of a Neighborhood Improvement District. Neighborhood Improvement Districts are similar to Business Improvement Districts with the addition of residential properties to the funding and services approach. These improvement districts impose a levy on commercial and residential properties within an area to fund a higher level of service and programming. The implementation matrix identifies recommended steps and actions to implement the priorities of the plan.

IMPLEMENTATION TABLE AND ASSOCIATED TIMING

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
QUALITY OF LIFE												
STATION CORE	Create partnerships and relationships to fund, construct, operate, and maintain public areas at the core of the station area	Murray City, UTA, Salt Lake County		■							Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds, local and county transportation funds, Murray parks impact fee funds, various grants	Create a coordinated site plan and construct the amenities and private development to achieve the Quality of Life goals of the Murray North Station Area Plan.
	Finalize site plan/plats	Murray City, UTA, Salt Lake County, Private partners			■	■	■				Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds, local and county transportation funds, Murray parks impact fee funds	
	Planned development program	Murray City, UTA, Salt Lake County, Private partners			■	■	■				Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds, local and county transportation funds, Murray parks impact fee funds	
	Create a parking district	Murray City, UTA, Salt Lake County, Private partners		■	■	■	■				Existing Murray Fireclay tax increment funds, County affordable housing funds, private development funds	
	Increase community-based policing	Murray City, UTA public safety		■	■	■	■				Murray General Fund, UTA public safety funds	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
STATION PLAZA	Finalize location for plaza and open space	Murray City, UTA, Salt Lake County, Private partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Identify appropriate entity to own & operate plaza	Murray City, UTA, Salt Lake County, Private partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Identify funding source for plaza design & construction	Murray City, UTA, Salt Lake County, Private partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Select design team	Property Owner and Funding Partners			■						Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds	
	Design and construct 0.75-acre plaza					■	■				Murray City Parks Impact Fees, Murray Tax Increment Funds, UTA, Salt Lake County, Private funds, various grants	Murray City has a $4,500 per unit Parks Impact Fee. If the space is built and dedicated by a private partner, the impact fees can be reinbursed by the City.
	Program plaza	To be identified						■	■	■	To be identified	One option is to create a Neighborhood Improvement District (similar to a Business Improvement District but including residential properties) to create a funding structure to support programming and operations and maintenance needs of the plaza
MAIN STREET CORRIDOR	Extend OTD/MD Future Land Use Designation to east side of State Street from 4500 South to Central Avenue	Murray City/Millcreek City		■							Local general funds	Indicates intent to apply streetscape and design guidelines from the two zoning designations to properties along Main Street in both jurisdictions
	Apply TOD/MD zoning as opportunity arises	Murray City/Millcreek City	Private developers/ land owners	■	■	■	■	■	■	■	Local general funds	
	Extend Fireclay-branded streetscape improvements on east and west sides of Main Street from 4500 South to Central Avenue	Murray City/Millcreek City	Private developers/ land owners	■	■	■	■	■	■	■	Private development, Murray City, Millcreek City	To be installed either as redevelopment occurs or as each jurisdiction identifies funding sources
	Create a public art/mural program to add interest to Main Street and improve the pedestrian environment	Murray City/Millcreek City	Private developers/ land owners	■	■	■	■	■	■	■	Private development, Murray City, Millcreek City, Arts funds, various grants	First priority area is the Main Street frontage of Parris RV to address pedestrian comfort

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
GROCERY - MAIN STREET & 4500 SOUTH	Coordinate with property owners to identify an appropriate fresh food partner to develop a public market/grocery concept on the corner of 4500 South and Main Street	Salt Lake County, Murray City	Private development partner								Private development, Murray City TIF, Salt Lake County	Priority to the Salt Lake County-owned parcel as part of a mixed use building
	Identify possible sources of funding to subsidize grocery anchor	Salt Lake County, Murray City	Private development partner								Private development, Murray City TIF, Salt Lake County	If needed
	Ensure design guidelines create a wecloming environment for pedestrians, bicyclists, and motorists to access the grocery tenant	Murray City, UDOT	Private development partner								Private development, Murray City TIF, Salt Lake County	Fireclay-branded streetscape iprovements within UDOT ROW at 4500 South
COMMUNITY ANCHOR TENANT	Identify a community partner for the commmunity-based use in the station core	Murray City, UTA, Salt Lake County, Private partners									TBD	
	Finalize location for new building	Murray City, UTA, Salt Lake County, Private partners									TBD	
	Identify funding source for plaza design & construction	Murray City, UTA, Salt Lake County, Private partners									TBD	
	Select design team	Property Owner and Funding Partners									TBD	
	Design & construct community facility										TBD	
PARKS & GREENWAY SYSTEM	Update and amend city-wide Parks & Recreation Master Plans to relect needs in the growing station area	Murray City, Millcreek City									Murray City, Millcreek City	Current plans identify neighborhood park levels of service, the updated plans should identify opportunities to meet the level of service goals within the station area to meet the needs of existing and future population. Current Trails Master Plans should be updated to reflect the Greenway along Big Cottonwood Creek, adjacent to the TRAX line and across 4500 South as envisioned in the plan
	Update impact fee facilities plans to reflect implementation within the station area	Murray City, Millcreek City									Murray City, Millcreek City	Impact fee funding is an appropriate source to meet the needs of new residents in the area, the IFFP should reflect this need
	Review and update, as needed, development requirements in the TOD and MD zones to reflect a 50' setback from Big Cottonwood Creek for use as the greenway	Murray City, Millcreek City									Murray City, Millcreek City	
	As redevelopment occurs install the greenway adjacent to BCC	Murray City, Millcreek City	Private developers/ land owners								Private development, Murray City Parks Impact Fees, Millcreek City Parks Impact Fees	
	Install expanded greenway along the TRAX line	Murray City, Millcreek City, UTA									Private development, Murray City Parks Impact Fees, Millcreek City Parks Impact Fees, various grants	Potential grants include: Beehive Bikeways Grant, BUILD Grant, Federal Recreational Trails Program Grants, Non-Moterized Safety Grant, Transportation Alternatives Grant

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
SHADE & TREE COVER	Preserve existing treees to enhance tree canopy	Murray City, Millcreek City, Private land owners									Local funds and grant funds	
	Work with property owners to add trees to existing locations	Murray City, Millcreek City, Private land owners									Local funds and grant funds	
	Review and update, as needed, development requirements in the TOD and MD zones to require street trees and trees interior to developments within the station area	Murray City, Millcreek City									Private development	
	Identify and submit grants to fund expansion of the urban forest in the station area	Murray City, Millcreek City									Community Forestry Partnership Grant, Tree Species Diversity Grant Program, Utah State University Tree Culture Program, Tree Utah planting program, National Arbor Day Foundation TD Green Space Grant	Many of the grant programs give preference to targetted Census block groups. The Millcreek portion of the station area is a targetted Census block
	Plant trees along the existing trail adjace to the TRAX line	Murray City, UTA									Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget	Explore the possibility to use Parks Impact Fees for the urban forest
	Plant trees in the small park area at 4500 South and Auto Boulevard	Murray City									Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget	Explore the possibility to use Parks Impact Fees for the urban forest
	Plant trees in existing park strip areas where they don't currently exist	Murray City, Millcreek City									Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget, Millcreek City Parks Impact Fees, Millcreek City Urban Forestry budget	Explore the possibility to use Parks Impact Fees for the urban forest
	Include trees in the new Fireclay Station Plaza	Murray City, UTA, Salt Lake County, Private partners									Grant funds, Murray City Parks Impact Fees, Murray City Urban Forestry budget, Murray City TIF fund, Development funds	
	Continue to require all new develoment to plant trees within the streetscape and interior to their development	Murray City, Millcreek City	Private developers/ land owners								Private development	
	Add trees to the relaocated TRAX park and ride lot	UTA									Grant funds, UTA	
DIVERSE HOUSING	Review the existing TOD and MD zones to identify barriers to mixed income housing including market-rate and income targeted housing	Murray City, Millcreek City									Existing Murray Fireclay and Millcreek tax increment funds, County affordable housing funds, private development funds	Identify opportunities to implement plan goals relating to home ownership and market-rate housing to improve opportunities for new retail and investment in the area
	Identify neighborhood amenities most likely to attract market-rate housing development	Murray City, Millcreek City									Existing Murray Fireclay and Millcreek tax increment funds, County affordable housing funds, private development funds	
	Work with the Utah League of Cities & Towns and other groups to identify strategies to influence State law and policy to encourage development of multi-family housing for ownership (condominiums)	Murray City, Millcreek City, Salt Lake County									Local funds	

CONNECTIVITY												
CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
OVERALL SYSTEM	Pursue a "Reconnecting Communities Grant" for capital construction to overcome "dividing faiclities" including the UP Rail line, 4500 South, and State Street	Millcreek City, Murray City, Salt Lake County, UDOT, and UTA									Local funds	Priority given to disadvantaged communities and the creation of complete streets
LOCAL STREET CONNECTIVITY	Extend Birkhill Blvd as an 80' ROW south and east to connect to Main Street	Murray City, Salt Lake County, UTA	Private developer								Local funds	Phase 1 to Main Street to be constructed as part of redevelopment of Station Core
	Extend Birkhill Blvd as an 80' ROW from Main Street to State Street	Murray City	Private development partner								Local funds	Phase 2 as part of possible future redevelopment of corner of between Main and State Streets at 4500 South
	Extend Brick Over Way as a 60' ROW to the north including a new Big Cottonwood Canyon crossing	Murray City, Millcreek City	Private development partner								Private development	Include in development agreements as appropriate
	Extend 4350 South across TRAX Line to better connect Brickgate residential development to the station area core future development	Murray City, UTA, Salt Lake County	Private developer								Reconnecting Communities Grant, Private development	This connection will help to address the isolation of Brickgate and encourage increased, lawful activity in the area in accordance with CPTED principles
CENTRAL AVENUE	Review and update street cross section and streetscape design elements for Central Avenue	Millcreek City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of Central Avenue cross section in the station area plan
	Review and update, as needed, MD zone development requirements to require publicly available space within the setback area for use for restaurant seating and other pedestrian amenities	Millcreek City									Local funds	
	Widen the Central Avenue UP Railroad underpass	Millcreek City, UDOT, UTA	UP Railroad, U.S. Department of Transportation								Reconnecting Communities Grant	
FIRECLAY AVENUE	Review and update street cross section and streetscape design elements for Fireclay Avenue	Murray City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of Fireclay Avenue cross section in the station area plan
	Extend Fireclay Avenue under the UP Ralroad Track west to 300 West	Murray City, UDOT, UTA	UP Railroad, U.S. Department of Transportation								Reconnecting Communities Grant	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
MAIN STREET	Review and update street cross section and streetscape design elements for Main Street	Murray City, Millcreek City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of Main Street cross section in the station area plan
	Include updated cross sections in TOD and MD development standards	Murray City, Millcreek City									Local funds	
	Install improvements as development occurs or funding is approved	Murray City, Millcreek City, Private development partners									Local funds	
OTHER 80' ROW LOCAL STREETS	Review and update street cross section and streetscape design elements for local streets of 80' ROW	Murray City, Millcreek City									Local funds	Ensure coordination with Fireclay Station area branding, include elements of 80' ROW cross section in the station area plan
	Include updated cross sections in TOD and MD development standards	Murray City, Millcreek City									Local funds	
	Install improvements as development occurs or funding is approved	Murray City, Millcreek City, Private development partners									Local funds	
GREENWAY CONNECTIVITY	Create trail-based connectivity east to west and north to south through the station area	Murray City, Millcreek City, UDOT, UTA, Private development partners									Reconnecting Communities Grant, Parks Impact Fees, Private Development Funds	Ensure connections to: 3900 South TRAX station on the north, The Front Climbing Gym, Murray City Center & Murray City Hall, Murray Central Station on the south, Murray City Park on the southeast, residential neighborhoods east of State Street
	Identify Main Street as a multi-jurisditional bikeway connecting through Murray and Millcreek north to South Salt Lake and Salt Lake City	Murray City, Millcreek City	South Salt Lake City, Salt Lake City, Salt Lake County								Local funds	
	Include pedestrian and bike infrastructure on all local streets	Murray City, Millcreek City									Roadway improvement funds	
BIG COTTONWOOD CREEK TRAIL	As redevelopment occurs install the trail to connect east of State Street to the Jordan River Parkway Trail	Murray City, Millcreek City, Salt Lake County, UDOT, UTA	Private Development Partners								Parks Impact Fees, Private Development Funds	
	Create protected trail crossings at major barriers	Murray City, Millcreek City, Salt Lake County, UDOT, UTA	Private Development Partners, U.S. Department of Transportation, UP Railroad								Parks Impact Fees, Private Development Funds	Explore options to cross State Street, TRAX, UP Railroad, and I-15 to reach the Jordan River Parkway

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
TRAX TRAIL	As redevelopment of the UTA property occurs, include extension of the trail adjacent to the trax line as a development requirement	Murray City, Salt Lake County, UTA	Private Development Partners								Parks Impact Fees, Private Development Funds	
	Install pedestrian bridges across 4500 South on either side of the TRAX line to connect the existing westside trail and the future eastside trail to the area south of 4500 Sotuh	Murray City, Salt Lake County, UTA, UDOT	Private Development Partners								Reconnecting Communities Grant, Parks Impact Fees, Private Development Funds	
	Extend the trail south of 4500 South to connect to the Murray Central Station	Murray City, UTA	Private Development Partners								Private Development Funds	Require as redevelopment occurs in the area and TOD zoning is extended to the area
	Extend the trail north of Big Cottonwood Creek to connect to the 3900 South Station	Millcreek City, UTA	Private Development Partners								Private Development Funds	Require as redevelopment occurs in the area and TOD zoning is extended to the area
STATE HIGHWAY CONNECTIVITY												
4500 SOUTH	Improve the pedestrian crossing at 4500 South and Main Street with Fireclay branded paint	UDOT, Murray City									Local Funds/UDOT	
	Design and install an entry element sign identifying the Fireclay area and station	UDOT, Murray City, Salt Lake County, UTA	Private Development Partners								Private Development and jurisdiction funds	
	Upgrade the greenspace on the southwest corner of 4500 South and Main Street as part of the Greenway	Murray City									Murray City Impact Fee funds	
	Design and construct pedestrian bridges on the east and weset side of the TRAX line connecting the greenway TRAX Trail from the core station area to the station area south of 4500 South	Murray City, UTA, UDOT									Reconnecting Communities Grant	
	Improve the pedestrian crossing at 160 West 4500 South	Murray City, UDOT									Local Funds/UDOT	
	Inlcude Fireclay branded streetscape elements along the 4500 South frontage and at the corner of 4500 South Main Street as part of the redevelopment of the Salt Lake County owned property at 4500 South and Main Street	Murray City, Salt Lake County, UTA	ULI TAP/ Private developer								Private development	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
STATE STREET	Install a Pedestiran Hybrid Beacon at Gordon Lane or Central Avenue	Millcreek City, UDOT									Local Funds/UDOT	This beacon is included in Millcreek's Transportation Master Plan at Gordon Lane
	Install a Pedestiran Hybrid Beacon near Fireclay Avenue	Murray City, UDOT									Local Funds/UDOT	
	Locate bus stops near improved crossings	UTA									UTA	
	Improve the pedestrian experience on State Street	Murray City, Millcreek City, UDOT	Private Development Partners								Private development, transportation funds	Implement Fireclay branded streetscape elements as redevelopment occurs
	Install Fireclay branded signage at the Fireclay and Central Avenue intersection to increase station area visibiltiy	Murray City, Millcreek City, UDOT									Local Funds	
PEDESTRIAN REALM IMPROVEMENTS	Identify a phased program for completion of the pedestrian network to include sidewalks, crosswalks, bridges, and trails	Murray City, Millcreek City, UDOT, UTA									Connecting Communities Grant, Infrastructure funds	Prioritize school walk routes (James E. Moss Elementary School) and crossings near bus stops
	Install street trees on all streets with adequate width to accommodate tree grates and pedestrian way	Murray City, Millcreek City, UDOT	Private developers/ land owners								Grant funds, urban forestry funds, infrastructure funds	
	As redevelopment and street improvements occur ensure installation of branded pedestrian realm improvements including	Murray City, Millcreek City, UTA, Salt Lake County	Private Development Partners								Private development	Branded elements to include pedestrian-level lighting with banner arms, street trees in grates, benches, signage, trash can, bike racks
BICYCLE REAL IMPROVEMENTS	Create a preferred bikeway along Main Street through shared lanes and protected bike lanes as ROW width allows	Murray City, Millcreek City									Local Funds	
	Ensure new trail connections accommodate bicyclists and pedestrians to minimize negative interactions	Murray City, Millcreek City, UTA, UDOT	Private Development Partners								Local FundsUDOT	

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
TRANSIT REALM IMPROVEMENTS	Identify location for and relocate the Mobility Center and storage areas	UTA									UTA	
	Remove and remediate contaminated soils from berm east of the TRAX line in accordance with EPA and UDEQ requirements	UTA, Salt Lake County									UTA/ Salt Lake County	
	Relocate Transit station parking to the south in the area currently occupied by the Mobility Center	UTA, Salt Lake County									UTA/ Salt Lake County	
	Coordinate redevelopment of the area south of the new park and ride area to include	UTA, Salt Lake County, Murray City	Private Development Partners								UTA/ Salt Lake County/Private development partners	
	Reconfigure bus access at station	UTA									UTA	
	Coordinate 200 route stops on State Street with pedestrian crossings	UTA									UTA/UDOT/Local Funds	
CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
FUTURE LAND USE												
OVERALL	Review and update as needed the existing TOD zone to reflect the recommendations of this plan	Murray City									Local Funds	
	Update the Future Land Use Map and apply TOD zoning to additional areas within ½ mile of the Murray North Station	Murray City									Local Funds	Phased approach: South of 4500 South as connections across 4500 South are improved, to the west side of State Street as redevelopment of existing highway serving uses occurs, to the east side of State Street as connections and the pedestrian realm are improved, West of the UP Railroad line when Fireclay is extended to 300 West
	Review and update as needed the existing MD zone to reflect the recommendations of this plan	Millcreek City									Local Funds	
	Update the Future Land Use Map and apply MD zoning to additional areas within ½ mile of the Murray North Station	Millcreek City									Local Funds	Phased approach: Central Avenue properties from Main Street to UP Railroad underpass as redevelopment proposals are received, to the west side of State Street as redevelopment of existing highway serving uses occurs, to the east side of State Street as connections and the pedestrian realm are improved

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
COMMERCIAL DEVELOPMENT	Review and update as needed the TOD and MD zones to include pedestrian oriented amenities along primary street frontages	Murray City, Millcreek City									Local Funds	
	Review and update as needed the TOD and MD zones to ensure scale and massing supports pedestrian comfort	Murray City, Millcreek City									Local Funds	
	Focus on neighborhood serving retail and employment opportunities in the station core	Murray City, UTA, Salt Lake County	Private Development Partners								Local Funds	
	Ensure commercial uses are designed with the pedestrian and bicycle in mind	Murray City, Millcreek City									Local Funds	
	Focus on larger scale transit supportive commercial development opportunities that will also serve the regional market in the broader station area	Murray City, Millcreek City									Local Funds	
RESIDENTIAL DEVELOPMENT	Review and update as needed the TOD and MD zones to encourage residential densities of ~100 units/acre in 6-7 stories n the area north of 4500 South, west of State Street, and east of UP RR	Murray City, Millcreek City									Local Funds	Provisions should also require walking and biking transit connectivity and encourage a mix of income levels and rental and owner occupied properties
	Review and update as needed the TOD and MD zones to encourage residential densities of 20-60 units/acre in the broader station area	Murray City, Millcreek City									Local Funds	Provisions should also require walking and biking transit connectivity and encourage a mix of income levels and rental and owner occupied properties. Product types could include smallller multi-family and small lot single-family
MIXED USE DEVELOPMENT	Ensure retail/active uses are required and included on primary street frontages	Murray City, Millcreek City									Local Funds	Fireclay Avenue, Main Street, Central Avenue, 4500 South, State Street
INDUSTRIAL DEVELOPMENT	Review existing zoning to ensure that transition of legacy industrial uses to transit supportive uses occurs in a way that is supportive of each city's economic base, individual property rights and the vision of this plan.	Murray City, Millcreek City									Local Funds	When appropriate, public spaces adjacent to existing industrial uses should be improved to enhance the pedestrian environment.

LIVABILITY AND URBAN DESIGN

CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
COMMUNITY BUILDING THROUGH DESIGN	Update and adopt "brand guidelines" to reinforce the Fireclay area identity	Murray City, Millcreek City, UTA		■							Local Funds	
	Identify and update, as opportunities arise, pedestrian level streetlighting to include banner arms and Fireclay area banners	Murray City, Millcreek City, UTA		■	■	■	■	■	■	■	Local Funds	
	Identify and update, as opportunities arise, pedestrian furniture with "Fireclay" branding	Murray City, Millcreek City, UTA		■	■	■	■	■	■	■	Local Funds	
	Increase shade and tree canopy as a neighborhood characteristic	Murray City, Millcreek City, UTA	Private Development Partners	■	■	■	■	■	■	■	Local Funds/Grants & Private development funds	
	Require water wise plantings as part of all landscaping requirements	Murray City, Millcreek City, UTA	Private Development Partners	■	■	■	■	■	■	■	Local Funds/Grants & Private development funds	
	Review and update as needed zoning and building code provisions relating to green roofs to encourage the use of green roofs to reduce heat islands and increase tree canopy	Murray City, Millcreek City		■							Local Funds/Grants & Private development funds	
PUBLIC SPACE PROGRAMMING	Identify and fund a community-based organization to program Fireclay plaza	Murray City, UTA, Salt Lake County	Private Development Partners			■	■	■	■	■	Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	
	Coordinate programming with the recommended, adjacent community anchor use	Murray City, UTA, Salt Lake County	Private Development Partners			■	■	■	■	■	Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	
	Review and update as needed the TOD and MD zones to ensure requirements promote activation of primary street frontages including dining, merchandise and similar activities	Murray City, Millcreek City		■							Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	
GATEWAYS & WAYFINDING	Design and fund installation of gateway signage including the Fireclay brand and public art	Murray City, Millcreek City, UTA			■	■	■	■	■	■	Neighborhood Improvement District, Community grant programs, existing private non-profits operating in the area	Primary gateways: 4500 South & Main Street, State Street and Fireclay Avenue, State Street and Central Avenue; Secondary gateways: Main Street & Central Avenue, Central Avenue & Brick Oven Way
	Design and fund a branded wayfinding system	Murray City, Millcreek City, UTA			■	■	■	■	■	■		

SAFETY												
CATEGORY	ACTION	RESPONSIBLE ORGANIZATIONS	PARTNER ORGANIZATIONS	1	2	3	4	5	5-10	10-20	POSSIBLE FUNDING SOURCES	NOTES
WEST OF TRANSIT STATION	Review and update TOD ordinance to ensure that future development of the catalytic site to the west of the station improves site lines through the entire neighborhood to the west, eliminates deadends and unobserved areas, and utilizes a shared parking strategy	Murray City	Private Development Partners								Local funds/Neighborhood Improvement District	
	Coordinate with owners and managers of existing developments to identify opportunities to add parking to existing areas	Murray City	Private Development Partners								Local funds/Neighborhood Improvement District	
REMAINING STATION AREA	Explore the opportunity to establish a Neighborhood Council or Community wastch group in the area	Murray City, Millcreek City, UTA	Private landowners/ developers								Local funds/Neighborhood Improvement District	
	Invest in icommunity-based organizations within and serving the area	Murray City, Millcreek City, Salt Lake County									Local funds/Neighborhood Improvement District	

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