

MURRAY NORTH STATION AREA PLAN

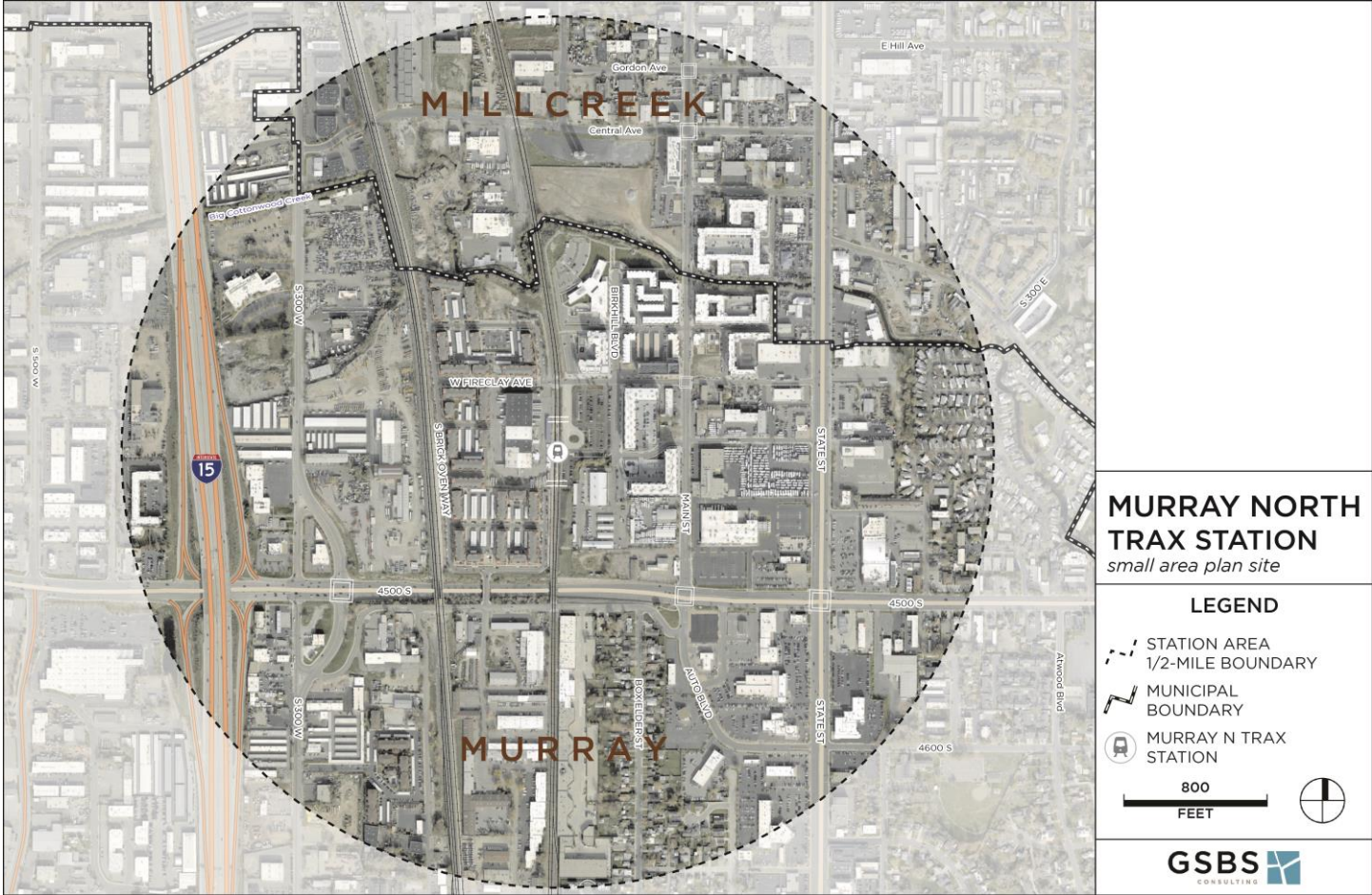
Joint City Council Meeting

August 21, 2023

TONIGHT'S DISCUSSION

- Overview of work to date
- Review alternatives
- Discuss implementation strategies

BACKGROUND



ABOUT STATION AREA PLANNING

- Scale and Scope – Plan areas are centered around transit hubs and encompass an approximate area *one half mile* from said hub
- Purpose – To determine a shared vision that is informed by existing uses, and how the community perceives its future
- Result – The Station Area Planning Process should result in a plan that:
 - Identifies opportunities and constraints within the station area
 - Identifies opportunities for affordable housing
 - Identifies and describes a preferred vision shared by the community within and around the station area
 - Provides strategic recommendations that may be pursued by both UTA and the respective local government to help facilitate implementation

SCHEDULE

WHAT YOU HAVE

- Existing conditions analysis
- Economic opportunities analysis
- Phase 1 community engagement
- Strengths, weaknesses, opportunities, & threats analysis

WHAT YOU NEED

- Livability
- Connectivity
- Safety/security
- Missing services/amenities
- Alternatives ← We are here
- Preferred approach

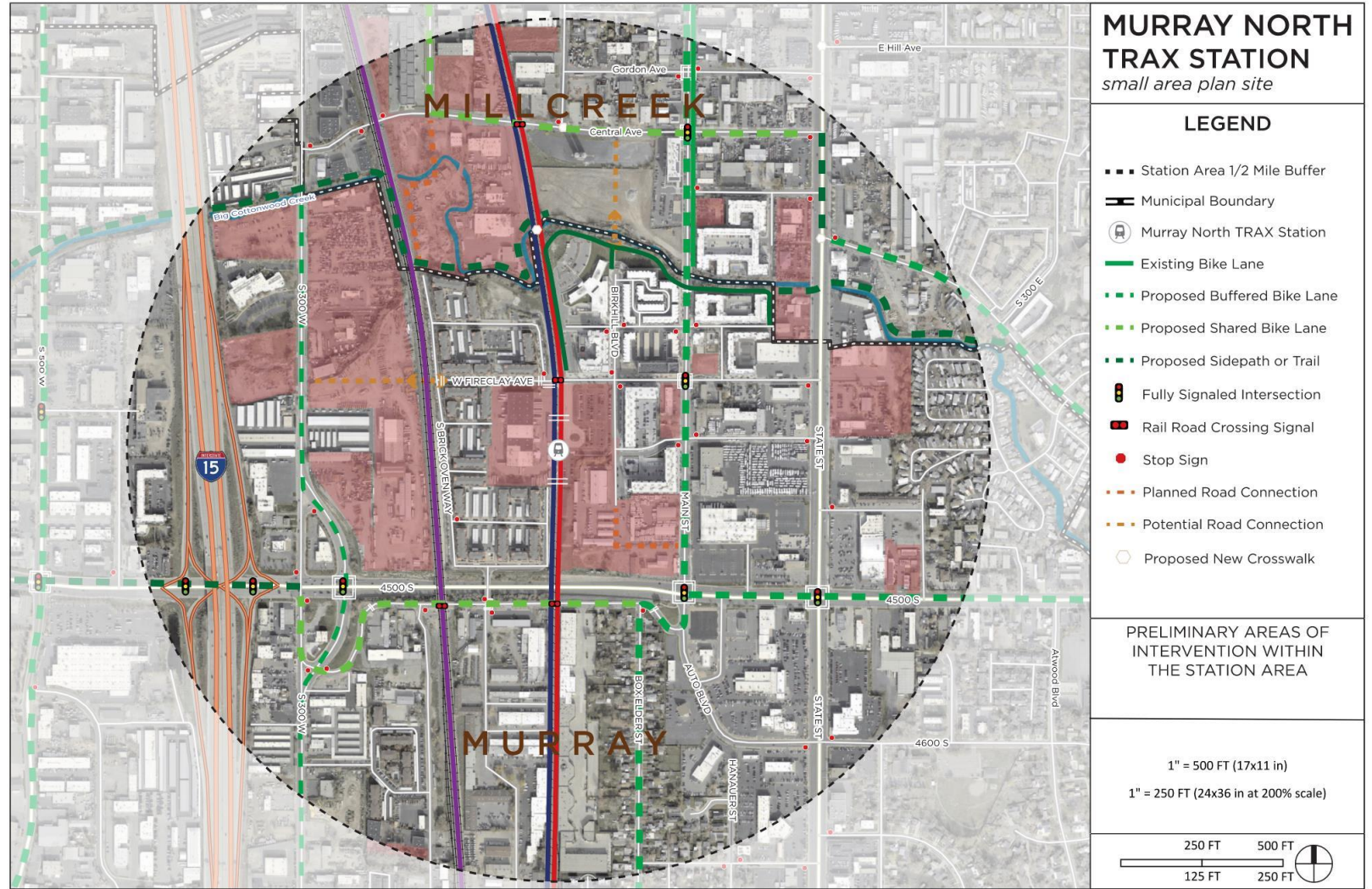
HOW YOU GET THERE

- Land use
- Design considerations
 - Streetscape
 - Buildings
- Funding opportunities

WHAT WE'VE DONE

MAPPING

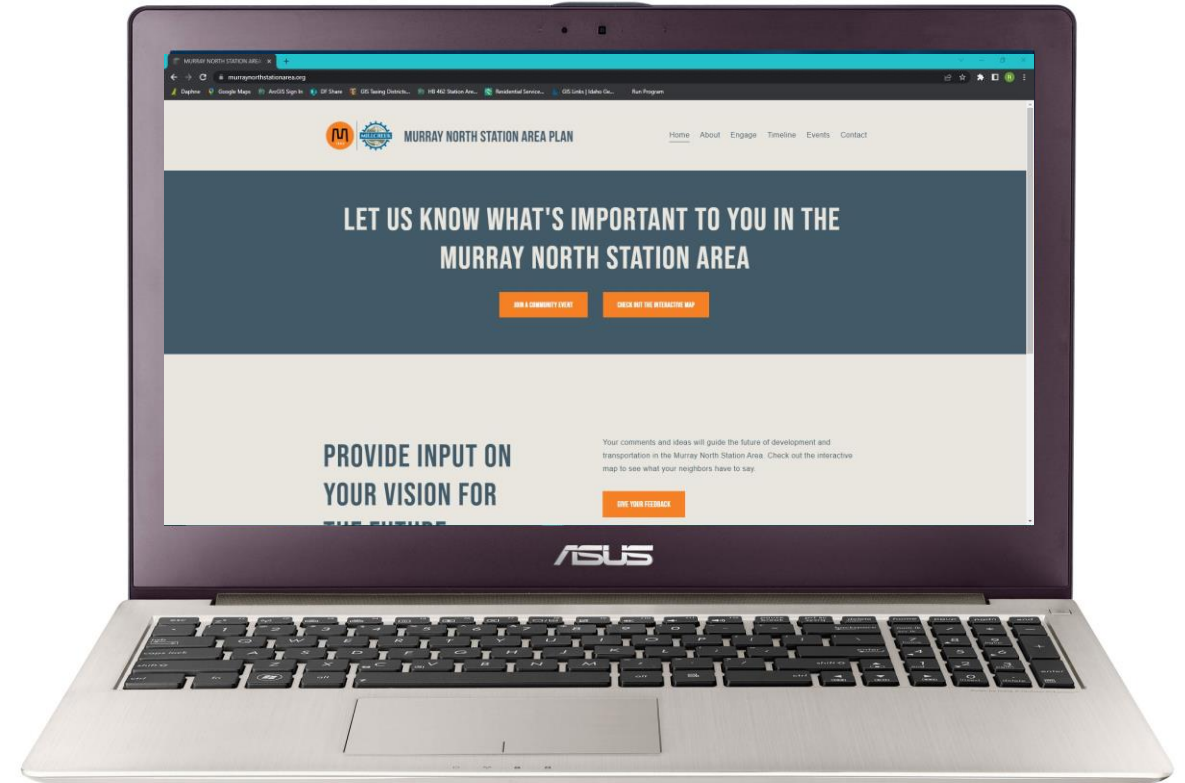
- Land Use
- Transportation
- Crime
- Safety
- Environmental
- Housing
- Economic Opportunity
- Community Assets



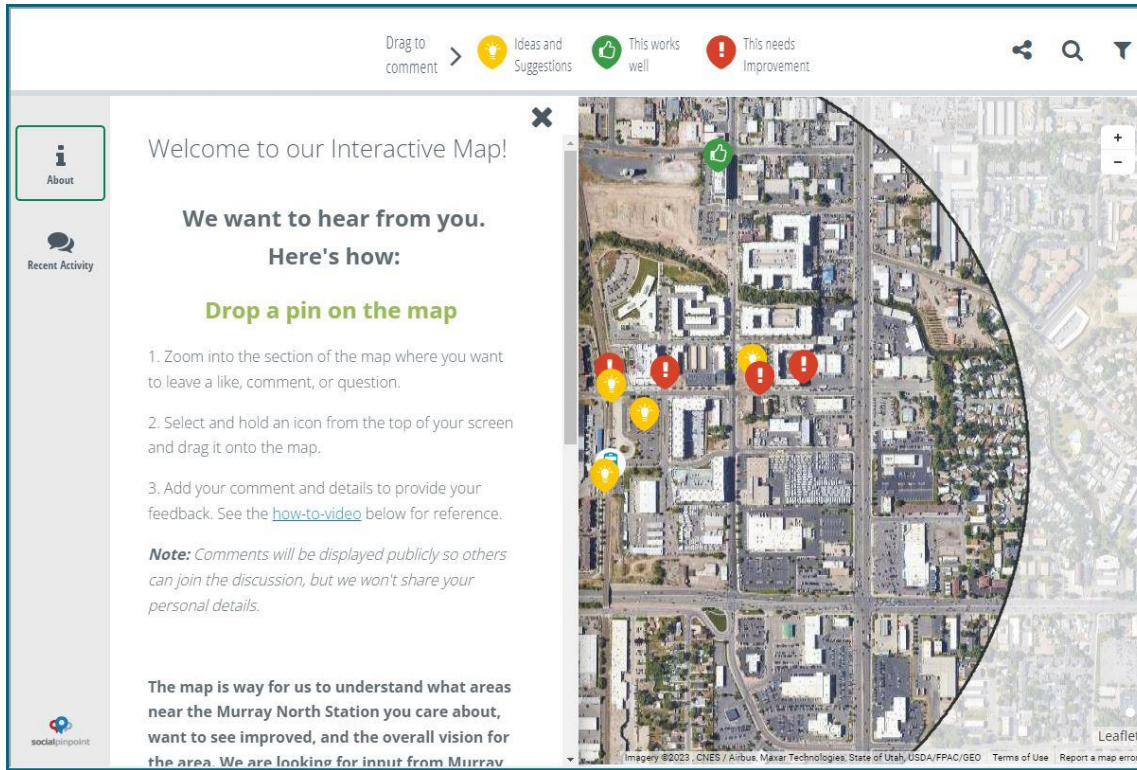
WEBSITE

- Information about the process
- Interactive map to collect ideas and identify community priorities
- Online survey
- List of upcoming planning events
- Links to City website and social media platforms for additional information

www.MurrayNorthStationArea.org



ONLINE SURVEY



<https://MurrayNorthStationArea.org/>

- Purpose – To gain a better understanding of current and future land uses, perceptions of the city, and how people want to see the City grow
- As of August 15, 2023; there's been over 76 unique responses
- Social Pinpoint is live now!

COMMUNITY OUTREACH

- Open House #1
- Tabling Events
- UTA Platform Pop-Up Event
- Open House #2 (September)

MURRAY NORTH STATION AREA PLAN

**COME JOIN US
AT THE FIRST PUBLIC
OPEN HOUSE**

**APRIL
27TH**

**WHEN:
6^{PM} to
8^{PM}**

**WHERE:
BIRKHILL APARTMENTS
16 E GILBRIDE AVE, MURRAY, UT 84107**

HELP GUIDE THE PLAN!
MURRAYNORTHSTATIONAREA.ORG


PROJECT SPONSORS

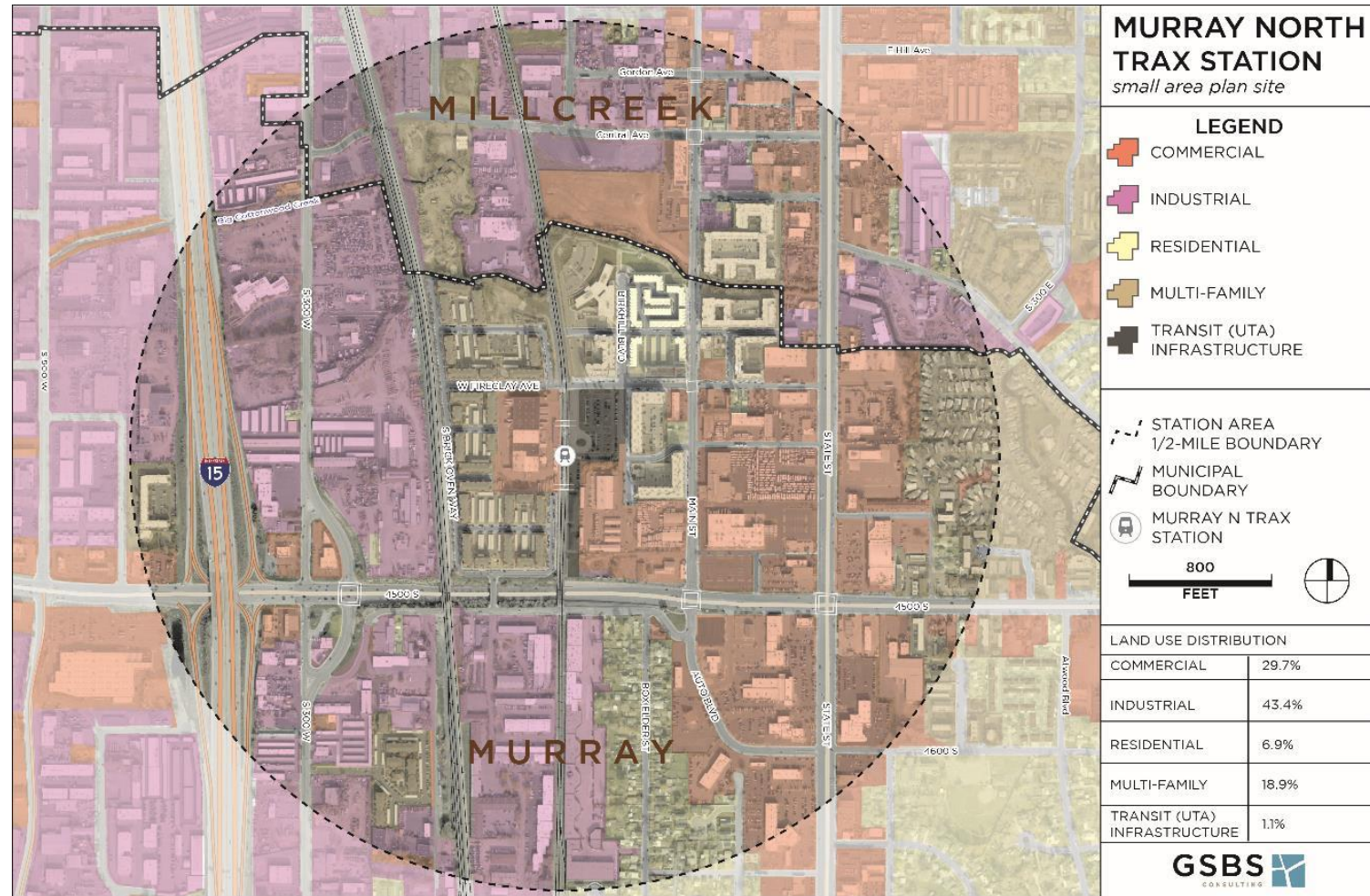


STAKEHOLDER INTERVIEW PROCESS

- Technical Advisory Committee (TAC)
 - The TAC is comprised primarily of City departmental representatives and project partner technical representatives. Representatives serve to confirm assessments of current conditions, as a conduit for data and other pertinent plan information, and to confirm facts and information in the plan.
- Community Advisory Committee (CAC)
 - Responsibilities include; Interacting with City staff, the consulting team, and community members to foster understanding of each other's needs and concerns. Sharing resources and information for consideration in the planning process. Providing input on and participating in the community engagement process.
- Business Owners, Developers, Homeowners, and Residents
- City Council and Planning Commission
- Regional and Technical Experts (UTA, UDOT, Salt Lake County, Housing Authority, Etc.)

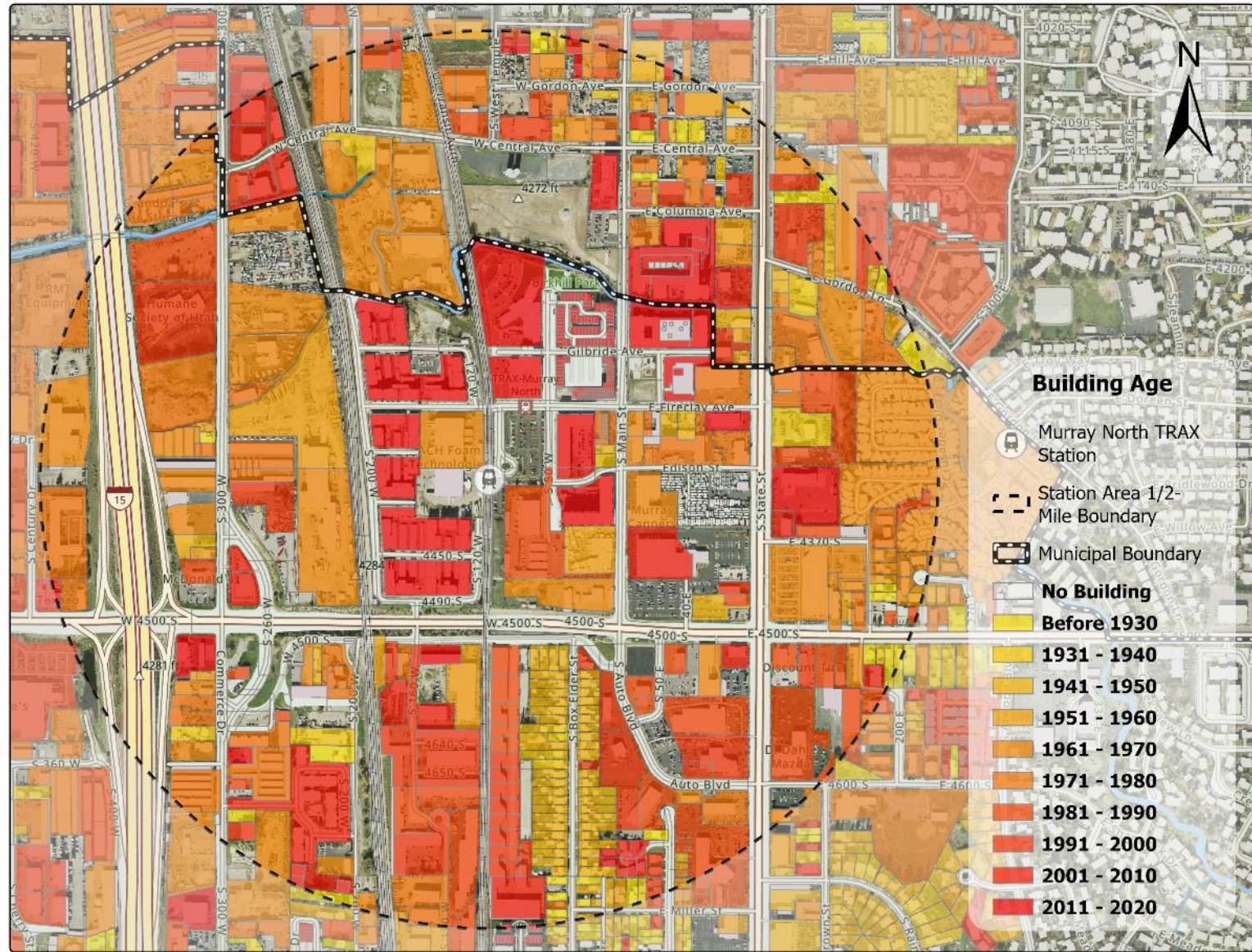
LAND USE

- Industrial
- Residential
- Commercial-corridor
- Transit/Transit supportive residential
- Issues and Opportunities to:
 - Minimize adjacency conflicts
 - Smooth transitions between varying land uses
 - Improve connections and grid network
 - Not just auto, but multimodal



HOUSING

- Historical development:
 - Post-WWII Boom (1940-70s)
 - Post-TRAX development (2000s)
- The station area is home to 426 rental-assisted units and 644 low-rent units
- Issues and Opportunities
 - Limited opportunities for ownership
 - Enhance access to opportunities (social and economic)
 - Increase transportation choices and connections



ENVIRONMENTAL

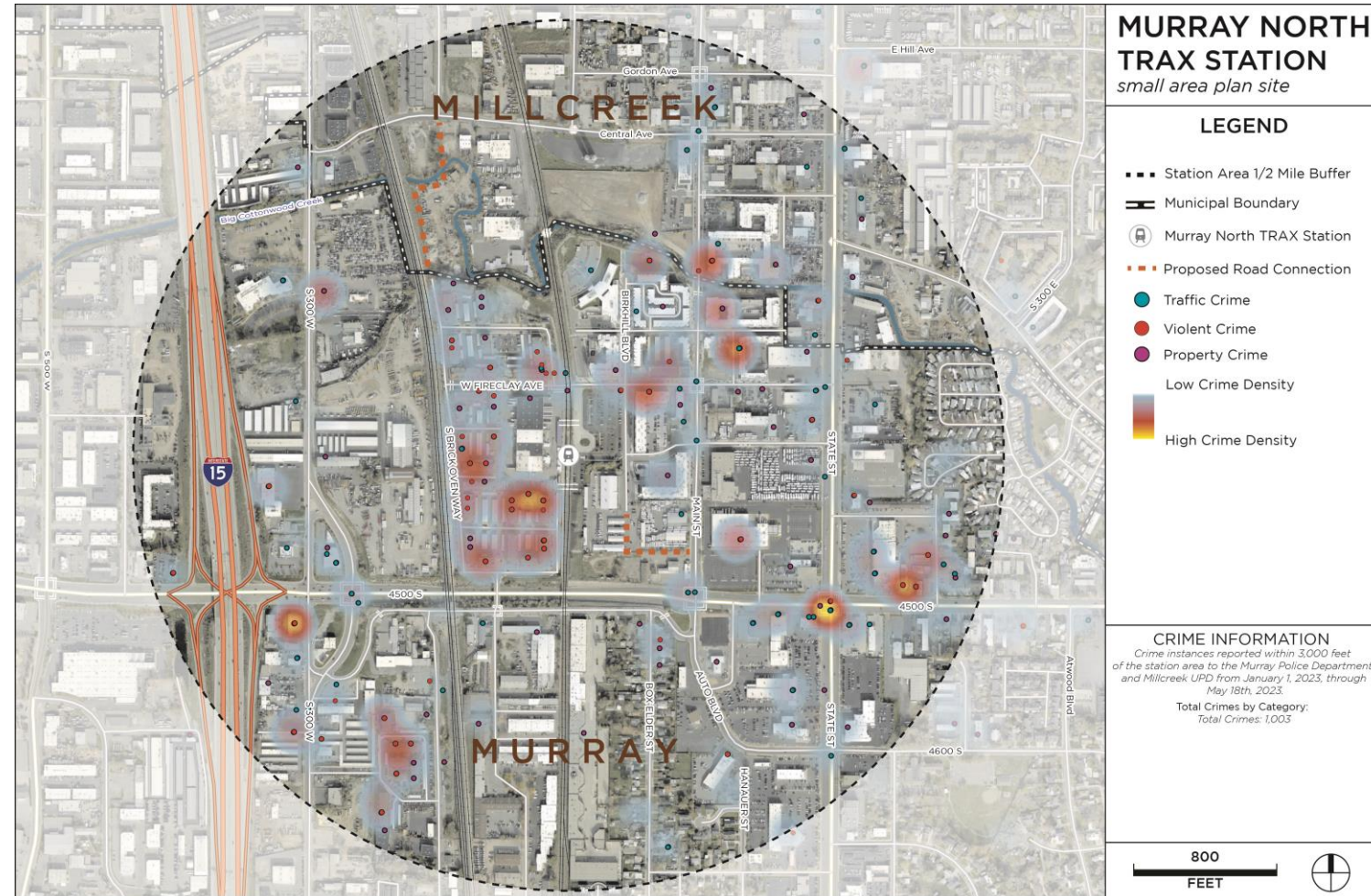
- Limited natural elements within the station area
 - Less than adequate tree canopy cover and parks access (per 1,000 population)
- Community-expressed desire to incorporate additional natural amenities throughout the station area
- Issues and Opportunities
 - Big Cottonwood Creek
 - Additional parks, trails, and open space
 - Contaminated areas
 - Increased vegetation and canopy cover



1. Contaminated Berm
2. Berm and County-owned property Location
3. Birkhill Park
4. Big Cottonwood Creek

CRIME

- Instances within the station area have occurred at an elevated frequency compared to municipal-wide
- The major contributors to the 1,003 instances include:
 - Public Ordinance, Public Peace, Traffic, Family Offence, Larceny, and Assault
- Issues and Opportunities
 - Natural surveillance and activity support
 - Access Control
 - Maintenance
 - Vacancy



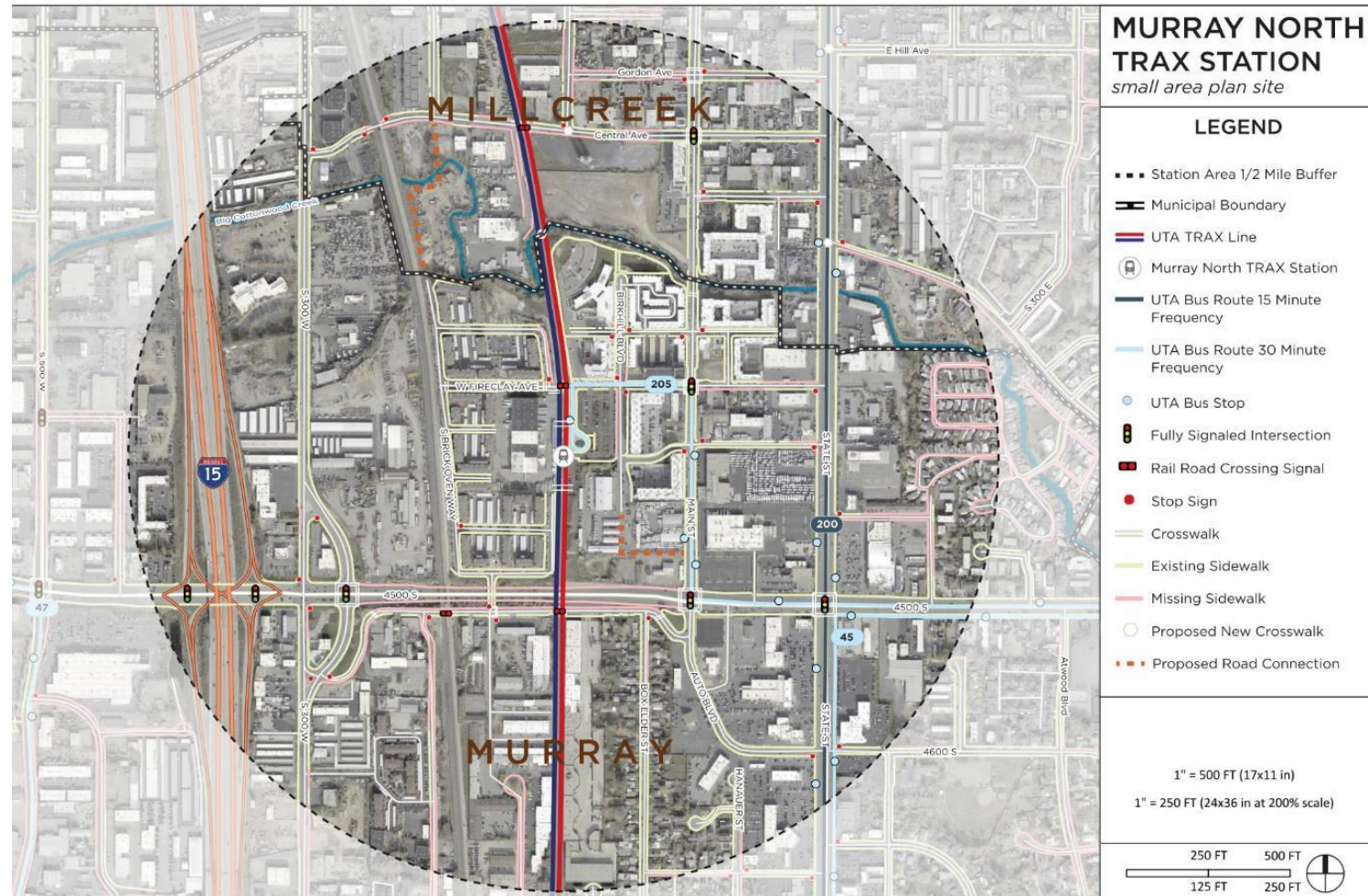
*The following map shows the crime instances reported within 3,000 feet of the station area to the Murray Police Department and Unified Police Department (Millcreek Precinct) from January 1, 2023, through May 18th, 2023.

CONNECTIVITY

- The station area has significant connections and barriers
 - I-15, 4500 S, State St, UP Rail, TRAX Rail, Big Cottonwood Creek

Issues and Opportunities

- Sidewalk Gaps
- Crossings
- Bus connections
- Bicycling and micromobility
- Urban Design and Placemaking



PARKING

UTA Parking

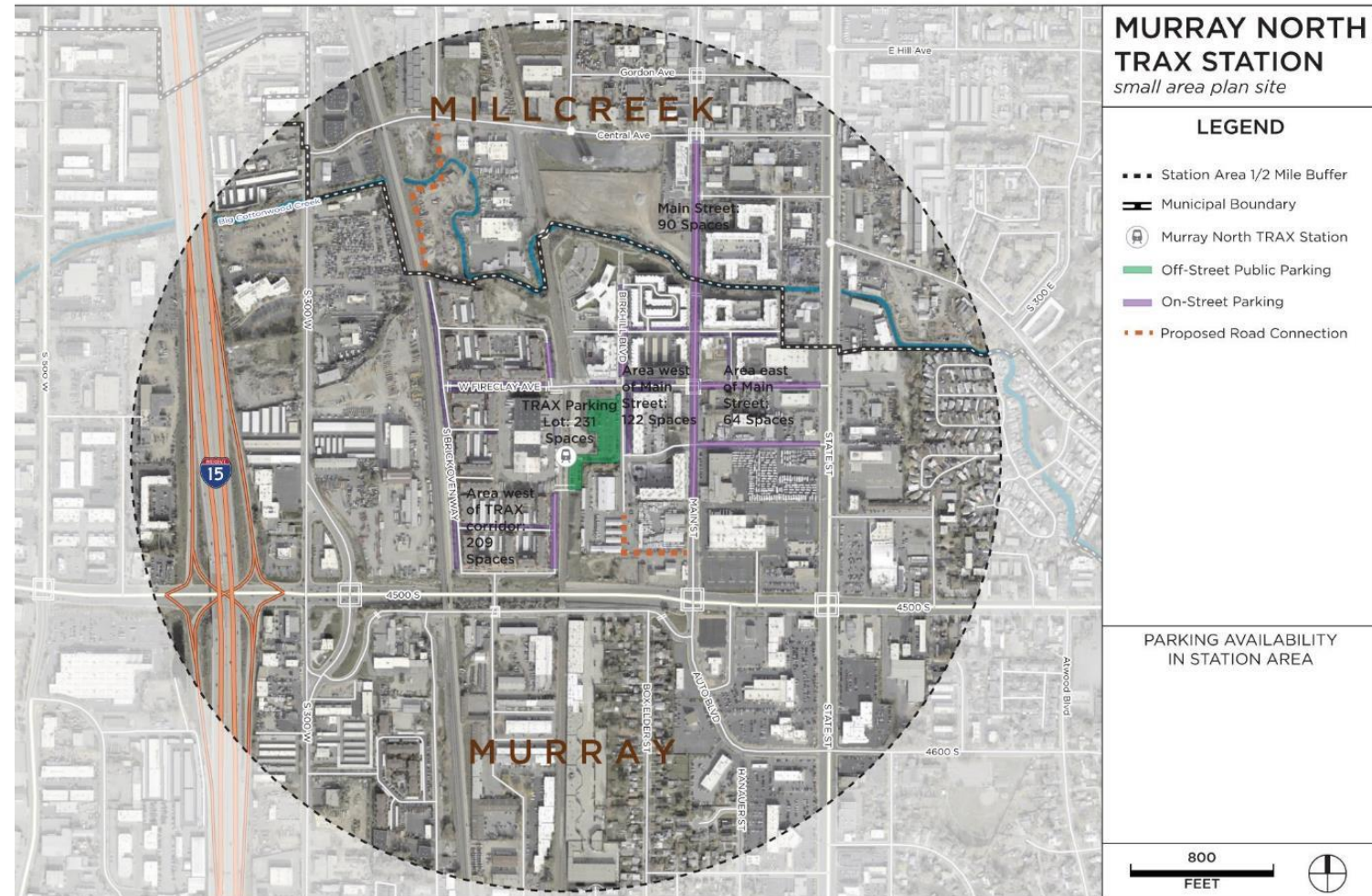
- Parking counts conducted over two-days indicated an average of 42% of the spaces were occupied mid-day

On-Street Parking

- Parking counts conducted showed that on-street parking was less than half-utilized

Off-Street Parking

- Major and unique issues exist within certain properties
- Parking is generally well-utilized, but not full
- Desire for more parking options
- Shared parking as a potential strategy



*On Monday, April 10, 2023, parking utilization of on-street spaces in the core station area was assessed. UTA Parking counts were undertaken on Monday, April 10, at 12:45 p.m., and on Tuesday, May 16, at 2:30 p.m.

MARKET ASSESSMENT TAKEAWAYS

Demand:

- The analysis shows total capacity for 170,000 SF additional retail development throughout the Study Area
 - Core TOD area can capture ~5,000 SF/year
- Demand for 118 owner-occupied units annually
- Demand for 248 multifamily units annually

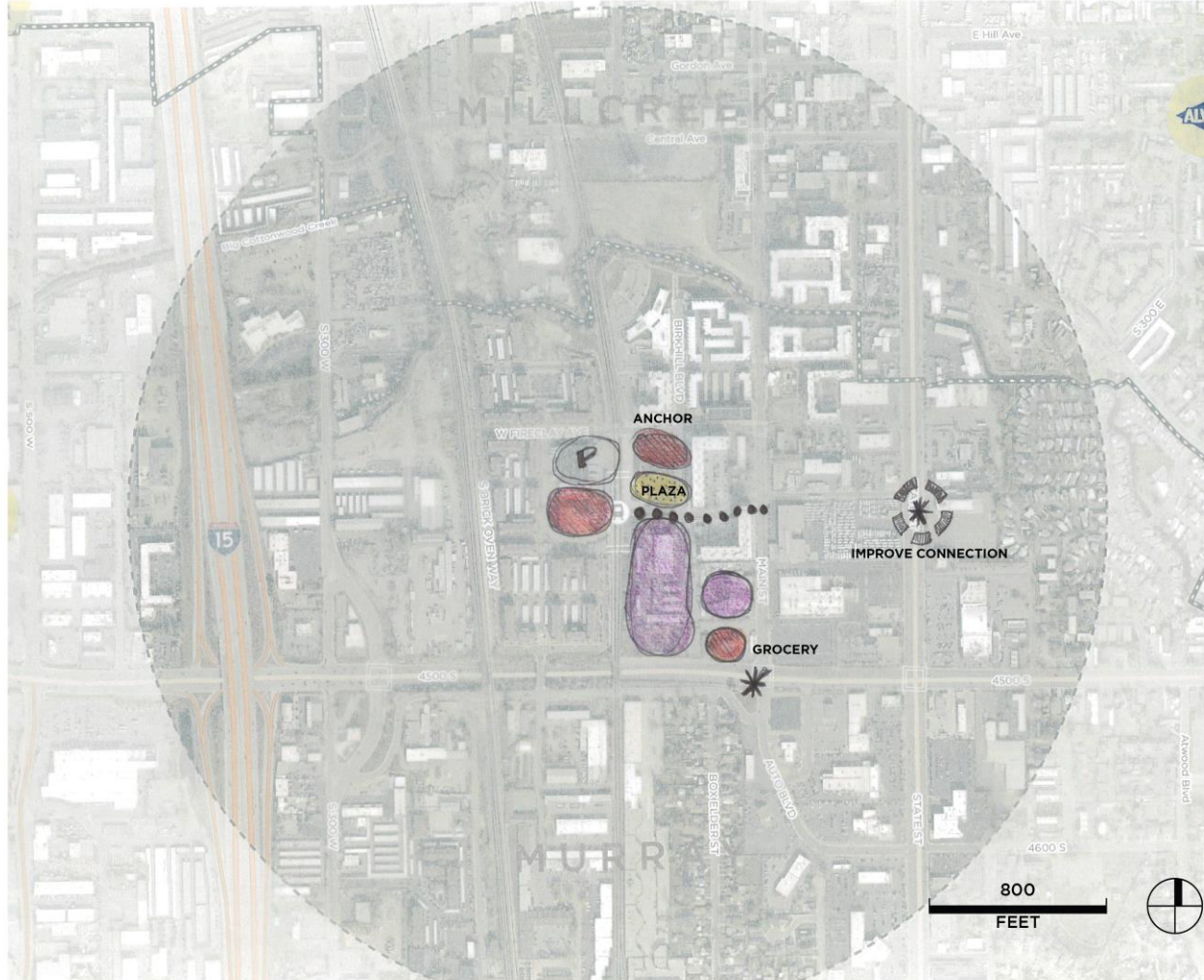
Opportunities

- Create an anchor use to support infill of existing, vacant retail space and support additional activity generation
- Continue to improve the public realm to support ground-level commercial/retail
- Leverage development that preserves and enhances open-space within the station area (especially Big Cottonwood Creek)
- Incorporate additional job-creation in the area to support daytime activity and balance residential
- Expand housing options by incorporating additional owner-occupied housing

Considerations:

- Retail may naturally gravitate to State Street due to higher traffic counts, co-tenancy, visibility
- Limited walkability and connectivity hinder cross-shopping benefits
- Existing uses conflict with future goals (i.e. auto-oriented industrial employment vs. walkable environment)

CONCEPT FORM - EXAMPLES



MURRAY NORTH TRAX STATION

Option A

LEGEND

-  COMMERCIAL
-  MULTI-FAMILY
-  MIXED-USE
-  GREEN COORIDOR

 STATION AREA
1/2-MILE BOUNDARY

 KEY STREET

 NEW/IMPROVED STREET

 MURRAY N TRAX
STATION

OPTION A

- Extend station area core grid southward into UTA mobility center area
- Build out UTA sites with complementary primarily non residential land uses
- Seek an anchor use in the north end of the current UTA parking lot, which fronts onto/activates a plaza at south end of existing UTA lot
- Foam factory redevelops - build shared parking structure available to station users, anchor use visitors, residents of Avida/Brickgate
- Edison active transportation improvements - Edison State Street crossing and link into station
- Extend Main Street bike lanes where feasible

GSBS
CONSULTING

STATION AREA

**Below: Illustrative concept showing a Transit-Oriented Community surrounding a transit platform*

**Right: Pedestrian path north of Fireclay that provides pedestrian connectivity*



**Above: Illustrative concept showing a Transit-Oriented Community surrounding a transit platform*



**Left: Example showing integrated greenspace. Kelowna, BC Source: Meiklejohn Architects*



MURRAY NORTH TRAX STATION

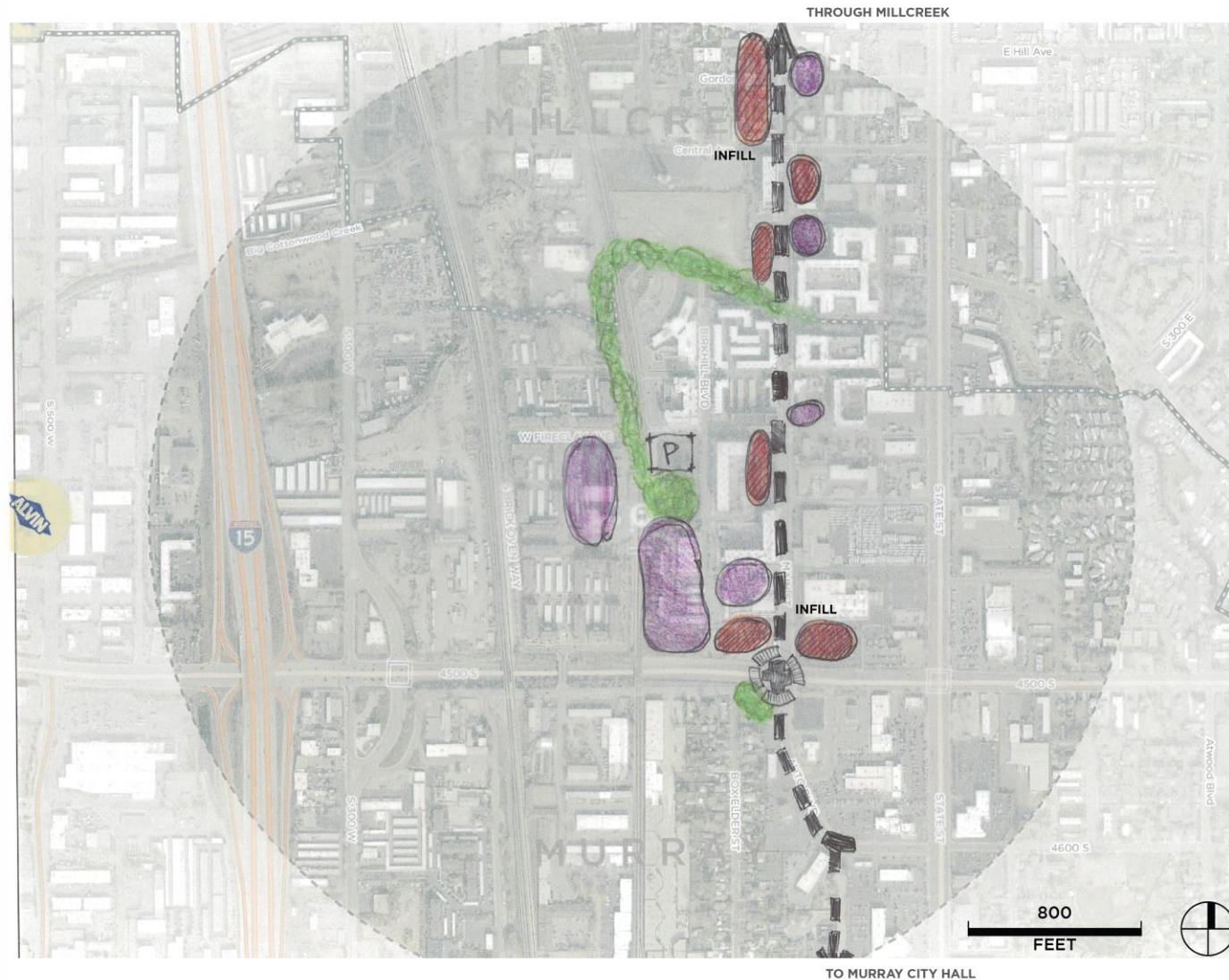
Option B

LEGEND

-  COMMERCIAL
-  MULTI-FAMILY
-  MIXED-USE
-  GREEN COORIDOR
-  CRITICAL INTERSECTION
-  GATEWAY
-  NEIGHBORHOOD BOUNDARY
-  KEY STREET
-  NEW/IMPROVED STREET
-  MURRAY N TRAX STATION

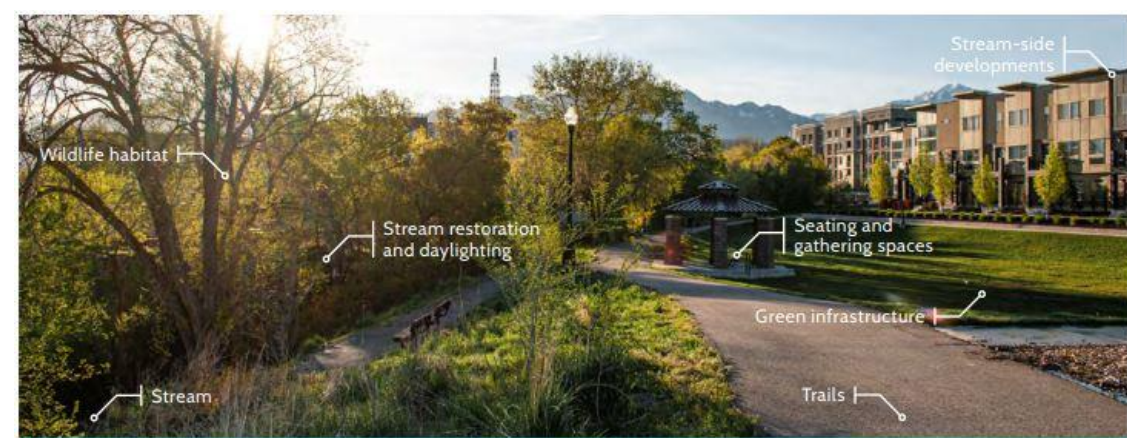
OPTION B

- Activity focus is on Main Street - focus on great pedestrian environment with frequent short crossings and plazas surrounded by active uses
- Extend open space trail corridor through station and south along TRAX, looping to connect with Main at 4500 crossing
- Integrate grass oval at Main/4500 S intersection into trail/OS corridor
- Provide Main Street link to Hanauer
- Immediate area around station becomes quieter node with a park (as part of open space corridor), about 1/2 of surface lot stays
- Infill projects continue as residential with some gf retail
- Mobility Center in long term can develop as multifamily
- Find way to retrofit Avida/Brickgate parking



GSBS CONSULTING

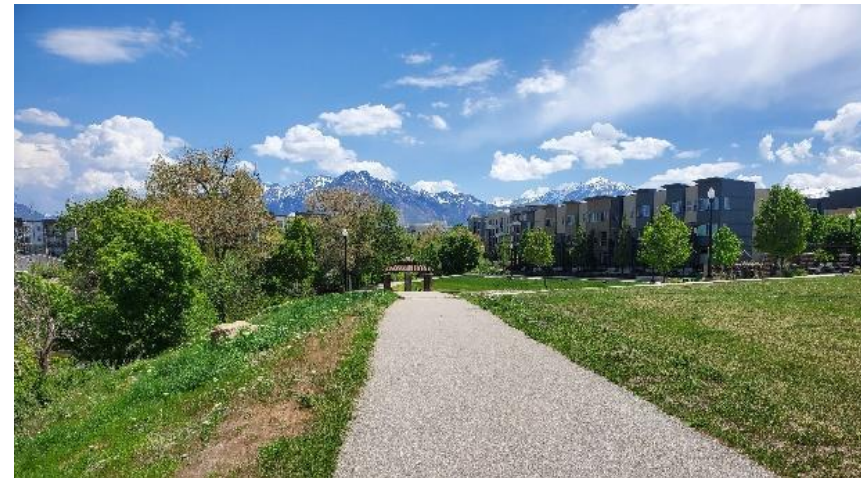
GREENWAY



GREENWAY: DEFINED

A linear corridor located around a stream and adjacent land. They may be used to enhance bicycle and pedestrian access, generate economic activity, increase resilience to flooding, treat stormwater through restoration and daylighting, and provide valuable wildlife habitat.

**Greenway defined through Seven Greenways Vision Plan*



**View of Birkhill Park, existing pedestrian path, and Big Cottonwood Creek corridor*



**Illustrative vision for Greenway*

MAIN STREET



**Complete, comfortable pedestrian realm with furnishings and buffers*



**Illustrative concept showing view of Main Street feel*

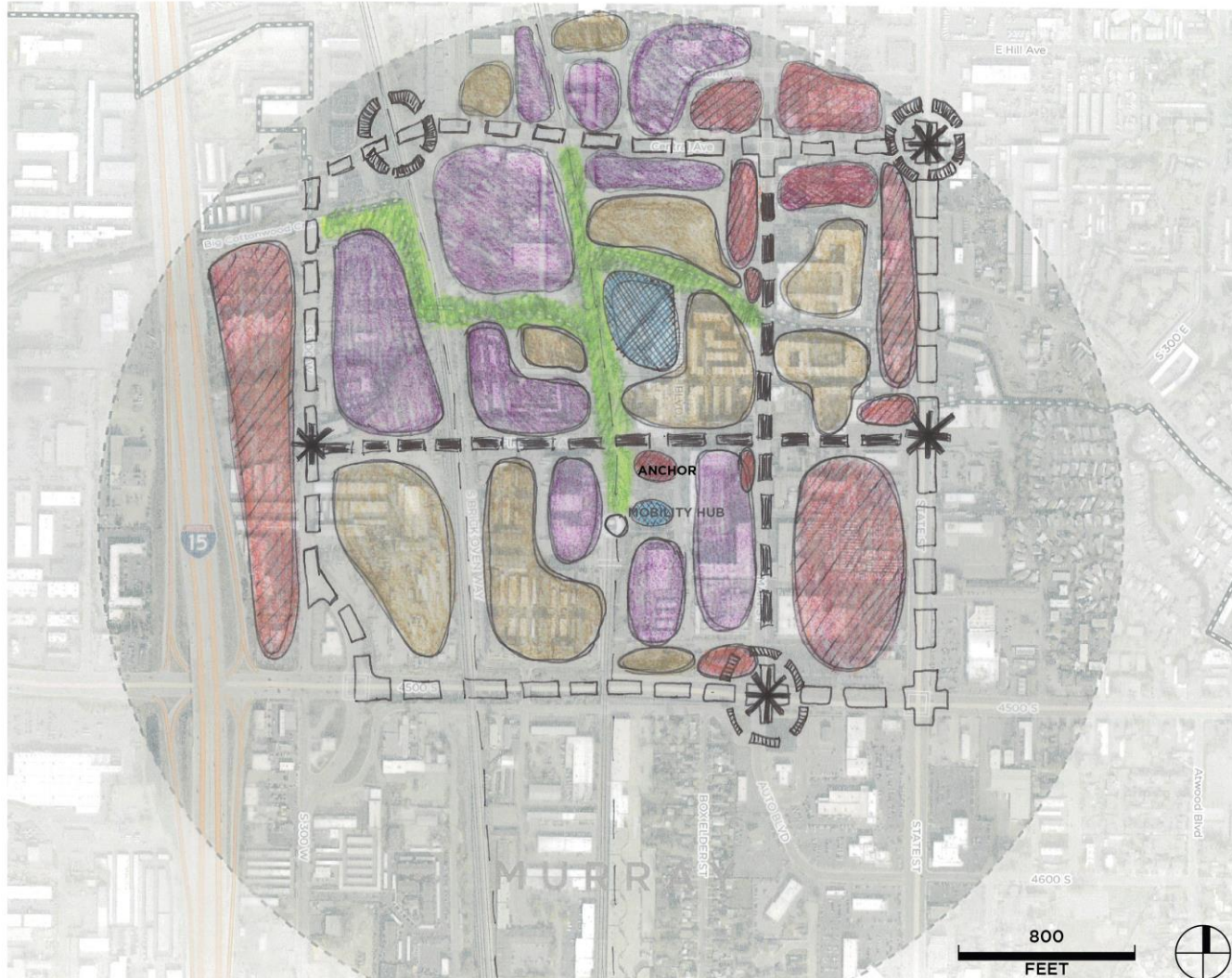


**Illustrative concept showing view of Main Street feel*



**View of Main Street in the core of the station area (left) and looking to the north part of the station area (right)*

MURRAY NORTH TRAX STATION *Option C*



LEGEND

- COMMERCIAL
- MULTI-FAMILY
- MIXED-USE
- GREEN COORIDOR
- CRITICAL INTERSECTION
- ✱ GATEWAY
- NEIGHBORHOOD BOUNDARY
- KEY STREET
- NEW/IMPROVED STREET
- M MURRAY N TRAX STATION

OPTION C

- Vision for larger TOC/sub-regional hub
- Area between the two tracks has urban design improvements, particularly around the streetscape
- Existing station area core grid expanded to this area
- Major open space system developed along Big Cottonwood Creek, including trail connection to west, integrated with plaza/park at station
- Active retail/recreational frontage along BC creek
- Fireclay Avenue is main station area corridor/center of activity, from Main to Brick oven way
- Increased bus connections to station - bus/mobility hub along Fireclay Ave
- Could consider additional street connection across TRAX between station and 4500 South
- Open space corridor link north along TRAX to redeveloped walkable Central Ave corridor
- Major investment to push Fireclay Ave west across the UP line

GSBS
CONSULTING

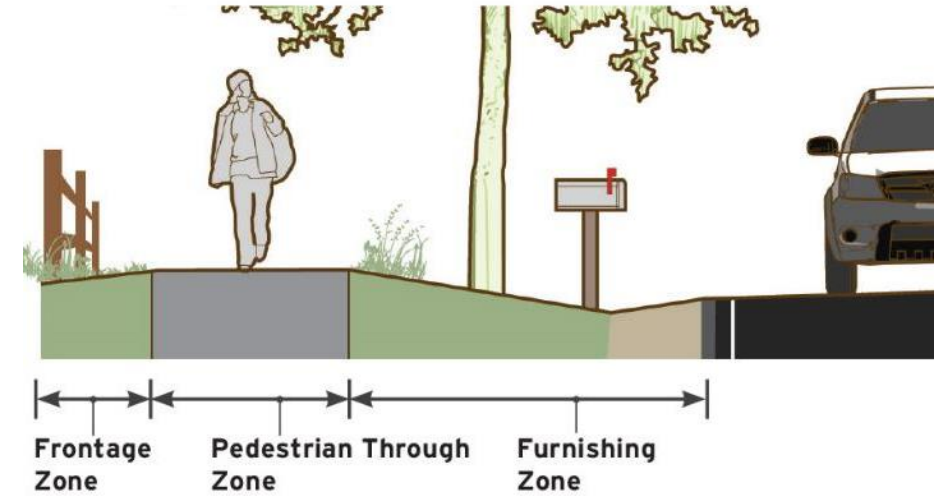
CENTRAL AVENUE



*Missing sidewalk segment along Central Avenue at UP underpass



*Union Pacific underpass at Central Avenue



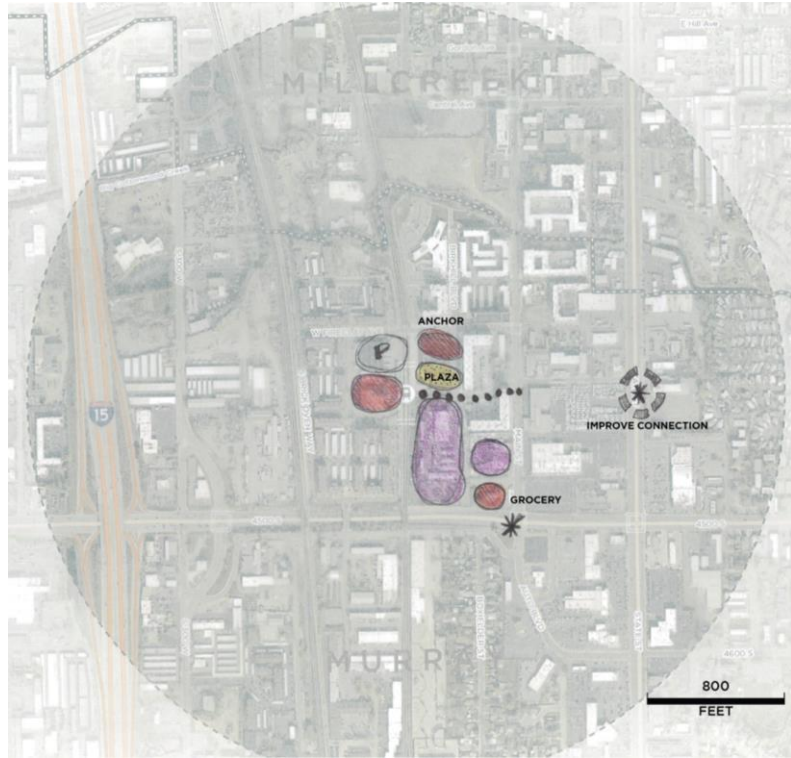
**Example showing sidewalk physically separated from roadway by a buffer separation including street trees and furniture*

Source: Rural Design Guide

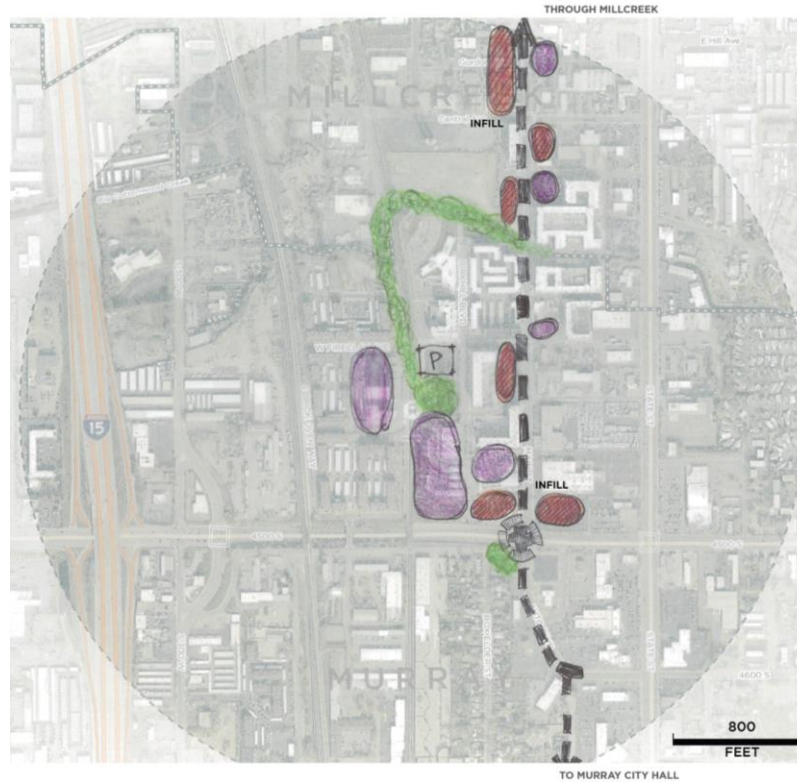


*Above from L to R: Three types of pedestrian realms in the Station Area; Complete, comfortable pedestrian realms with furnishings and buffers; utilitarian and narrow; and narrower but improved

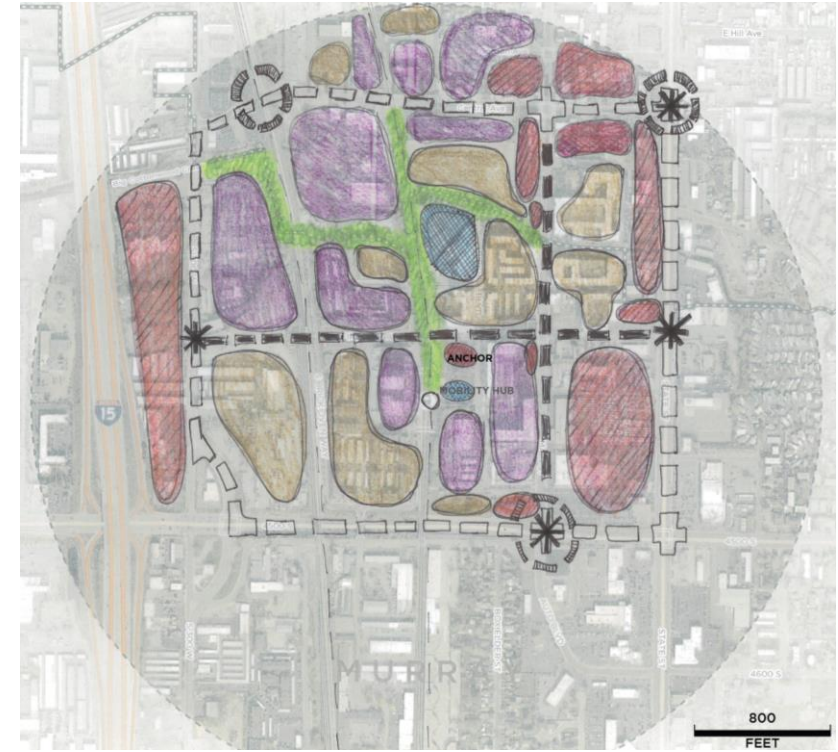
A



B



C



IMPLEMENTATION

- Land use
- Design approach
- Funding

LAND USE

- Future land use map
- Market-rate residential development
- Parks, public amenities, & services
- Commercial/retail development
- Connectivity improvements

DESIGN APPROACH

- Entryway & identity
- Streetscape
- Building form

FUNDING

- Existing TIF producing areas
- Grants
- HTRZ