



MURRAY
CITY COUNCIL

Council Meeting July 20, 2021



Murray City Municipal Council Notice of Meeting

July 20, 2021

Murray City Center
5025 South State Street, Murray, Utah 84107

Meeting Agenda

4:30 p.m. **Committee of the Whole** - Conference Room #107
Diane Turner conducting

Approval of Minutes

None scheduled.

Discussion Items

1. Discussion on an ordinance on the text amendments to the MCCD, TOD, MU, and new MU Zones – Melinda Greenwood and Jared Hall. (45 minutes)
1. Discussion on the Murray Transportation Master Plan – Trae Stokes. (40 minutes)
2. Discussion on Water Protection Ordinance Amendment – Danny Astill and Cory Wells. (15 minutes)

Announcements

Adjournment

The public may view the Council Meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>.

6:30 p.m. **Council Meeting** – Council Chambers
Rosalba Dominguez conducting.

Opening Ceremonies

Call to Order
Pledge of Allegiance

Approval of Minutes

None scheduled.

Special Recognition

1. Murray City Council Employee of the Month, Travis Bodtcher, Captain – Brett Hales and Jon Harris presenting.

Citizen Comments

Comments will be limited to three minutes, step to the microphone, state your name

and city of residence, and fill out the required form.

Consent Agenda

None scheduled.

Public Hearing

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

2. Consider an ordinance on the text amendments to the MCCD, TOD, MU, and new MU Zones. Melinda Greenwood and Jared Hall presenting.

Business Items

1. Consider a Joint Resolution of the Taylorsville-Bennion Improvement District and of the Murray City Municipal Council declaring an intent to adjust their common service area boundary. Danny Astill presenting.
2. Consider a resolution approving the Wastewater Master Plan. Danny Astill presenting

Mayor's Report and Questions

Adjournment

NOTICE

Supporting materials are available for inspection on the Murray City website at www.murray.utah.gov.

Special accommodations for the hearing or visually impaired will be made upon a request to the office of the Murray City Recorder (801-264-2663). We would appreciate notification two working days prior to the meeting. TTY is Relay Utah at #711.

Council Members may participate in the meeting via telephonic communication. If a Council Member does participate via telephonic communication, the Council Member will be on speaker phone. The speaker phone will be amplified so that the other Council Members and all other persons present in the Council Chambers will be able to hear all discussions.

On Friday, July 16, 2021, at 9:00 a.m., a copy of the foregoing notice was posted in conspicuous view in the front foyer of the Murray City Center, Murray, Utah. Copies of this notice were provided for the news media in the Office of the City Recorder. A copy of this notice was posted on Murray City's internet website www.murray.utah.gov and the state noticing website at <http://pmn.utah.gov>.



Jennifer Kennedy
Council Executive Director
Murray City Municipal Council



MURRAY
CITY COUNCIL

Committee of the Whole



Discussion Items



Discussion Item #1



MURRAY


Community & Economic Development

Text Amendments to M CCD, TOD, MU, and new MU Zones

Council Action Request

Committee of the Whole & Council Meeting

Meeting Date: July 20, 2021

Department Director Melinda Greenwood Phone # 801-270-2428 Presenters Melinda Greenwood Jared Hall Required Time for Presentation 30 - 40 minutes Is This Time Sensitive Yes Mayor's Approval  Date July 6, 2021	Purpose of Proposal Text amendments to the M CCD, TOD, and M-U Zones and the proposal of two new mixed-use zones. Action Requested Discussion in committee of the whole, and consideration of the ordinances in the council meeting Attachments Presentation slides, written summary Budget Impact None. Description of this Item The Temporary Land Use Restriction (TLUR) limiting new development applications in the M CCD, TOD, and M-U Zones as well as any requests to rezone properties to any of the mixed-use zones will expire August 1, 2021. Community & Economic Development staff proposes amendments to the three existing mixed-use zones as well as two new mixed-use zones to be adopted in response to the concerns that resulted in the TLUR. A brief summary of the two new zones and the proposed amendments to the existing zones is attached, along with slides that were reviewed and discussed with the City Council on June 29, 2021 and with the Planning Commission on July 1, 2021. Drafts of the ordinances and amendments will be provided in preparation for the public hearing at the Planning Commission on July 15, 2021.
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Continued from Page 1:

City Department Review

The proposed amendments have been made with continuing review by Engineering, Public Works, and other city staff to consider density, parking, and impacts to city services.

Planning Commission

The Planning Commission reviewed the framework for the proposed amendments and new zones as a discussion item on July 1, 2021, and a public hearing is scheduled for July 15, 2021. The Commission's recommendations will be provided to the Council as soon as they are available.

Findings

1. The proposed amendments are consistent with the purpose of Title 17, Murray City Land Use Ordinance.
2. The proposed amendments are consistent with the goals and objectives of the 2017 Murray City General Plan.
3. The proposed text amendments support quality redevelopment and the enhancement of important commercial and transit oriented areas of the city.

Recommendation

Based on the background, staff review, findings both Planning Commission and Staff recommends City Council **APPROVE** the proposed text amendments to Chapters 17.146, Mixed-Use, 17.168, Transit Oriented Development, 17.170, Murray City Center District and the addition of proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use to the Murray City Land Use Ordinance.

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 20th day of July, 2021, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing on and pertaining to the consideration of approving amendments to the Murray City Municipal Code regarding mixed-use zones. The amendments are proposed to chapters 17.146 (Mixed Use Zone), 17.168 (Transit Oriented Development Zone) and 17.170 (Murray City Center District Zone) of the City Code. The proposed amendments additionally enact chapters 17.162 (Centers Mixed-Use Zone) and 17.164 (Village Mixed-Use Zone).

The purpose of this hearing is to receive public comment concerning the proposed amendments to the City Code as described above.

DATED this 9th day of July, 2021.



MURRAY CITY CORPORATION

A handwritten signature in black ink, appearing to read "Brooke Smith", written over a horizontal line.

Brooke Smith
City Recorder

DATE OF PUBLICATION: July 9, 2021

UCA § 10-9a-205(2)

MAILED: To Affected Entities

POSTED: On City Website

POSTED: On the Utah Public Notice Website

PH21-26



The Temporary Land Use Restriction (TLUR) limiting new development applications in the M CCD, TOD, and M-U Zones as well as any requests to rezone properties to any of the mixed-use zones will expire August 1, 2021. Community & Economic Development staff proposes amendments to the three existing mixed-use zones as well as two new mixed-use zones to be adopted in response to the concerns that resulted in the TLUR. A brief summary of the two new zones and the proposed amendments to the existing zones is attached, along with slides that were reviewed and discussed with the City Council on June 29, 2021 and with the Planning Commission on July 1, 2021. Drafts of the ordinances and amendments will be provided in preparation for the public hearing at the Planning Commission on July 15, 2021.

There are currently three mixed-use zones in the Land Use Ordinance: The Mixed Use, M-U, Murray City Center District, M CCD, and Transit Oriented Development, T-O-D Zones. The proposed amendments to the three existing mixed-use zones include the approval process, residential density, parking requirements, height and buffering, and requirements for commercial components.

- Process. Projects of three acres or more will require Master Site Plan approval by the Planning Commission. Applications for Master Site Plan approval will require a traffic impact study, parking analysis, adequate public utilities & facilities Review, and a Master Site Plan Agreement to be reviewed and approved by the City Council.
- Residential Density. The West Subdistrict will allow a maximum of 40 units per acre. Adequate public facilities and services reviews are required for all projects with residential components.
- Parking. Staff proposes several adjustments to required parking, tying the requirement to the number of bedrooms in residential units in each of the zones. Project specific reductions in required parking have been removed. Allowable densities in the existing zones range between 40 units per acre (in the proposed “West Subdistrict” of the Mixed Use Zone) to 100 units per acre for projects in the TOD Zone or the M CCD west of State Street. Parking structures are encouraged and should provide direct connections to the uses they serve wherever possible.
- Required Commercial. Commercial space is required for all mixed use projects where buildings will front a principal street. A principal street is a public or private street classified as a collector or arterial of any kind. The proposed West Subdistrict of the M-U Zone would be allowed to reduce required commercial space according to a matrix of additional project amenities and public services such as affordable housing or the voluntary reduction of project density. Live/work units may be considered to fill some – but not all – of the commercial requirement.

Staff also proposes the creation of two new mixed-use zones: The Centers Mixed Use, CMU, and the Village Mixed Use, VMU Zones. These two new zones are intended to support the redevelopment of existing commercial areas along transportation corridors as well as in and around those areas identified by the 2017 General Plan as commercial and retail centers, neighborhood and community nodes, and other areas of change that could benefit from mixed-use zoning. The major components of the proposed zones are briefly summarized below

- Considerations. In reviewing requests to rezone properties to CMU or VMU, the City should consider the following:

- Location. Property should be along a transportation corridor, or in or around an area identified by the 2017 General Plan as a regional center, city or retail center, village or community node, or a BRT station village.
- Size. The property should be a minimum of 3 acres.
- Use. The property should be non-residential in current use and/or zoning.
- Findings. The City should be able to find positively for 5 of 8 goals intended to show that the property will be better developed with mixed-use project.
- Master Site Plans are required for all mixed-use development or redevelopment. Master Site Plans will require Traffic Impact Studies, Parking Analysis, Adequate Public Utilities & Facilities Review, and a Master Site Plan Agreement.
- Frontage – Mixed Use developments emphasize the pedestrian experience (no parking between buildings and the street, buildings closer to the street than other zones, etc.) Some greater flexibility is anticipated for building setback in the VMU and CMU Zones because the intent is to keep and enhance the existing commercial. Only new buildings will be required to locate within 15 feet of the curb as is typical in the existing mixed-use zones.
- Density – Both the CMU and VMU Zones are proposed with a base allowed residential density which can be increased by providing affordable housing, mixed housing types, additional commercial beyond the base requirement, or additional project amenities and open space. The VMU density range is from 25 – 35 units per acre. The CMU density range is from 35 – 45 units per acre.
- Commercial Requirements – Commercial uses are required along frontage of principal streets (State Street, 4500 South, etc.) Live/work units can provide up to 15% of the requirement in the VMU and 10% of the requirement in the CMU Zone. In the VMU Zone, reductions of required commercial can be allowed according to a matrix of additional amenities, open space, and affordable housing. Reductions of required commercial would not be allowed in the CMU Zone.

Both the amendments to the M-U, TOD and MCCD Zones as well as the proposed CMU and VMU Zones share other considerations in common.

Buffering – Where a mixed-use project directly abuts a single family residential zone, the following apply:

- Building Separation – normal landscape buffer (10' with a 6' solid wall) are applied, in addition to a required separation of any buildings by amenities, accesses, surface parking areas, or open space. This is intended to provide additional physical distance to any building.
- Graded Density – Buildings located adjacent to the required buffer cannot contain more than 8 units (to limit the building mass) and must represent the least dense component of any project.
- Height – buildings within 100' of the single-family zone cannot exceed 2 stories, 35' in height, and cannot utilize rooftop decks or patios. *Note: other height restrictions for properties in the MCCD Zone north of Court Avenue and east of Center Street are still in place.

Block Length – Block lengths for new development and redevelopment where possible shouldn't exceed 300' to promote walkability. Mid-block crossings, alleyways, pedestrian only accesses and vehicle accesses can all be considered to limit block length.

Curbside Management Plans – Curbside management plans will be required for all mixed-use development and redevelopment of property. The site design must consider freight for commercial uses, deliveries, pick-up and drop off for residential uses, public and private transportation, and micro-transit.

City Department Review

The proposed amendments have been made with continuing review by Engineering, Public Works, and other city staff to consider density, parking, and impacts to city services.

Planning Commission

The Planning Commission reviewed the framework for the proposed amendments and new zones as a discussion item on July 1, 2021, and a public hearing is scheduled for July 15, 2021. The Commission's recommendations will be provided to the Council as soon as they are available.

Findings

1. The proposed text amendments are consistent with the purpose of Title 17, Murray City Land Use Ordinance.
2. The proposed amendments are consistent with the goals and objectives of the Murray City General Plan.
3. The proposed text amendments will support quality redevelopment and enhancement of important commercial and transit oriented areas of the city.

Recommendation

Based on the background, staff review, findings both Planning Commission and Staff recommends City Council **APPROVE** the proposed text amendments to Chapters 17.146, Mixed-Use, 17.168, Transit Oriented Development, 17.170, Murray City Center District and the addition of proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use to the Murray City Land Use Ordinance.

Item # 8 - Discussion Item

Mixed Use Zone Changes



Why Mixed-Use?



Revitalize
Downtown

Increased Economic Viability

Increase
Private Investment



Lower Infrastructure Costs



Support Good
Business Climate

Healthier, Walkable Places

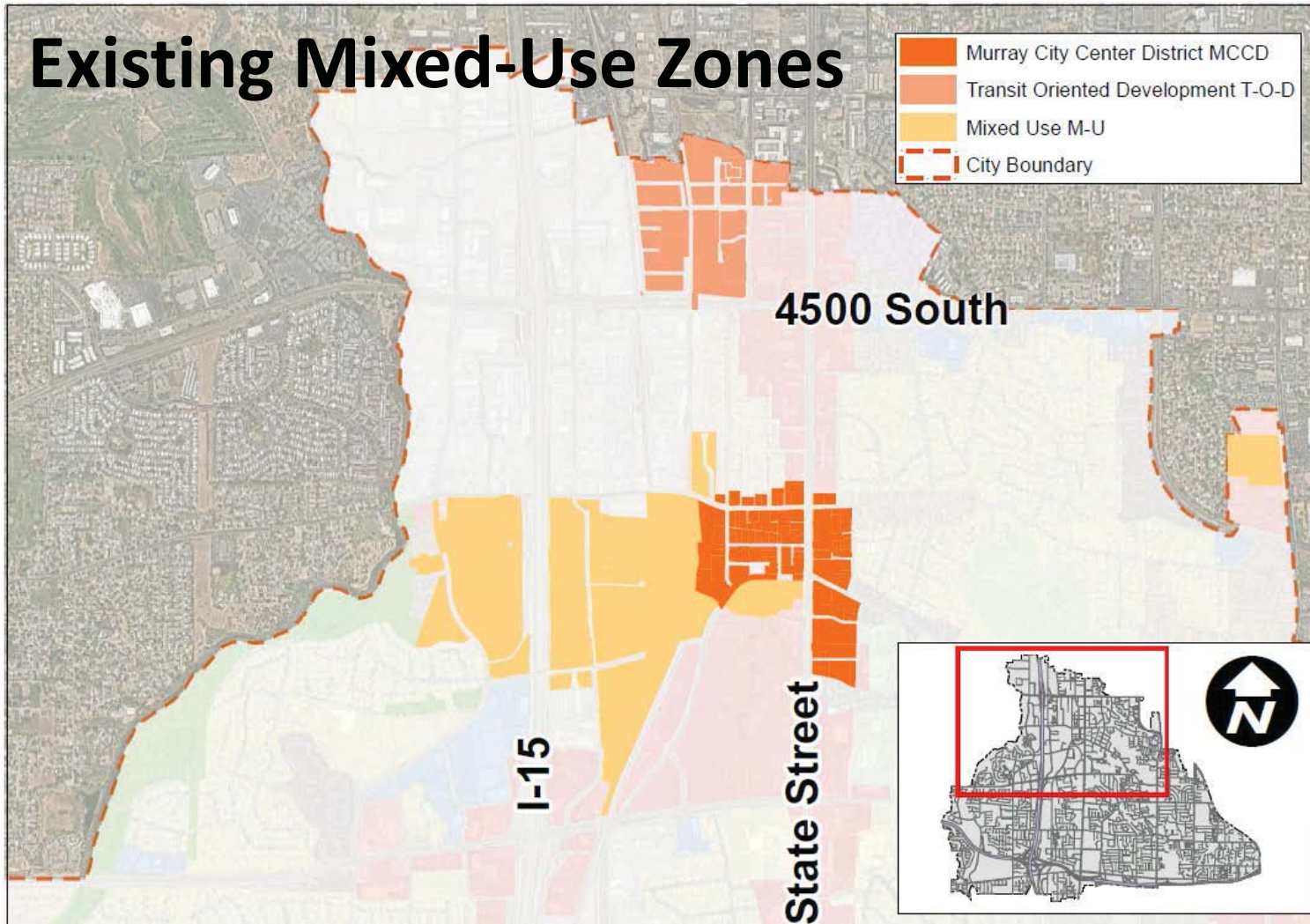
Where mixed-use zoning can be appropriately implemented, it represents a more sustainable land-use pattern that will support the surrounding area as well.

Where?

Where have we – and how should we – apply mixed-use zoning?

Mixed-use zoning represents a return to traditional land uses forms before residential and commercial uses were so strictly segregated by zoning. While “traditional” zoning that is more familiar remains useful and necessary, mixed land uses can be well-suited for the purposes that we’ve reviewed in some specific areas with special circumstances and needs.

Existing Mixed-Use Zones

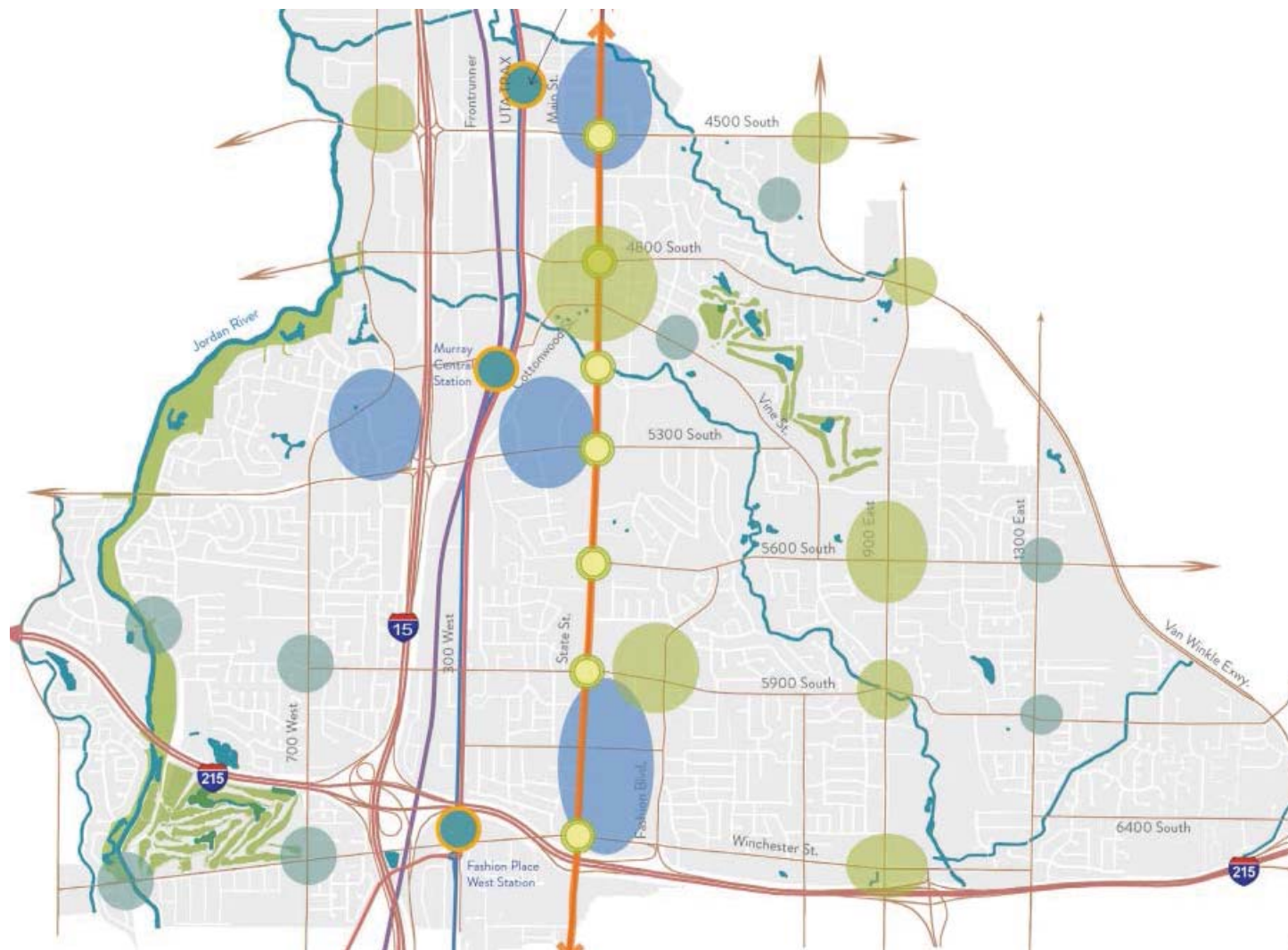


Existing Mixed-Use Zones

Murray City Center District, MCCD – Murray’s downtown has been zoned for mixed-use development for some time. The downtown area has direct adjacency to both State Street (a major vehicular and transit corridor) and the nearby Murray Central Station. The clear purpose of the zoning? Revitalization.

Mixed-Use, M-U – The Mixed-Use Zone has been applied to a large area adjacent to and around the Murray Central Station. To eliminate confusion with other mixed-use zoning designations staff proposes renaming this zone “Murray Central Mixed Use, MCMU”. Additionally, staff has proposed dividing the MCMU into an east and west subdistrict, recognizing differences in those areas of this large zone. The clear purpose of the zoning? Revitalization of underutilized properties in this area with good, mostly direct access to a major transit hub and employment center.

Transit Oriented Development, TOD – The Transit Oriented Development Zone has been applied around the Murray North TRAX station in an area known as Fireclay, between Main Street and the tracks, and 4500 South and Big Cottonwood Creek at the north edge of the city. The clear goal of this zoning is to revitalize what was an under-utilized and contaminated industrial area by capitalizing on its very direct connection to the light rail.



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

The small areas plan map from the 2017 General Plan along with several others identifies these areas of potential change. The 2017 General Plan also identifies the future introduction of residential uses to some commercial zones and areas.

Proposed Mixed-Use Zones

Village Mixed-Use, VMU

Centers Mixed-Use, CMU

These zones are intended to provide opportunities for the measured, context sensitive addition of residential housing to otherwise commercial properties. Considerations for the implementation of these zones:

- Along important transit corridors, and in or around areas identified in the 2017 General Plan as Neighborhood and Community Nodes, City and Retail Centers, Regional Centers, and BRT Station Villages.
- 3-acres or more
- Currently zoned or used non-residentially
- Find that development or redevelopment of the property under mixed-use zoning will meet at least 5 of these goals:
 - Result in high-quality redevelopment of commercial property
 - Retain or rehabilitate the commercial use of a significant portion of the property area
 - Increase local access to commercial services for in-project residents and surrounding neighborhoods
 - Promote a greater variety of housing options within Murray neighborhoods
 - Promote opportunities for life-cycle housing, and moderate-income housing
 - Provide increased walkability on the site and result in walkable connections to surrounding neighborhoods
 - Create and contribute to a sense of place and community
 - Result in improved conditions for buffering and transition to residential uses

Development Process

Proposed Zones:

CMU & VMU – New mixed-use development and redevelopment of properties in the CMU and VMU Zones would first require zone changes on the subject properties. All mixed-use development in these zones will require Master Site Plan review and approval by the Planning Commission.

Existing Zones:

MCCD – New development in the MCCD Zone requires a review by the Design Review Committee (DRC) and a subsequent Design Review and Approval by the Planning Commission. Horizontal Mixed-Use or projects of 3-acres or more require Master Site Plan review and approval by the Planning Commission.

TOD – New development in the TOD Zone does not currently require Planning Commission approval currently. Staff proposes to make new development, significant modifications, and redevelopment subject to Design Review and Approval by the Planning Commission.

M-U (proposed MCMU) – Development in the M-U Zone requires Design Review and approval by the Planning Commission. Horizontal Mixed-Use or projects 3-acres or more require Master Site Plan review and approval by the Planning Commission

Master Site Plan

Master Site Plan, Required Components:

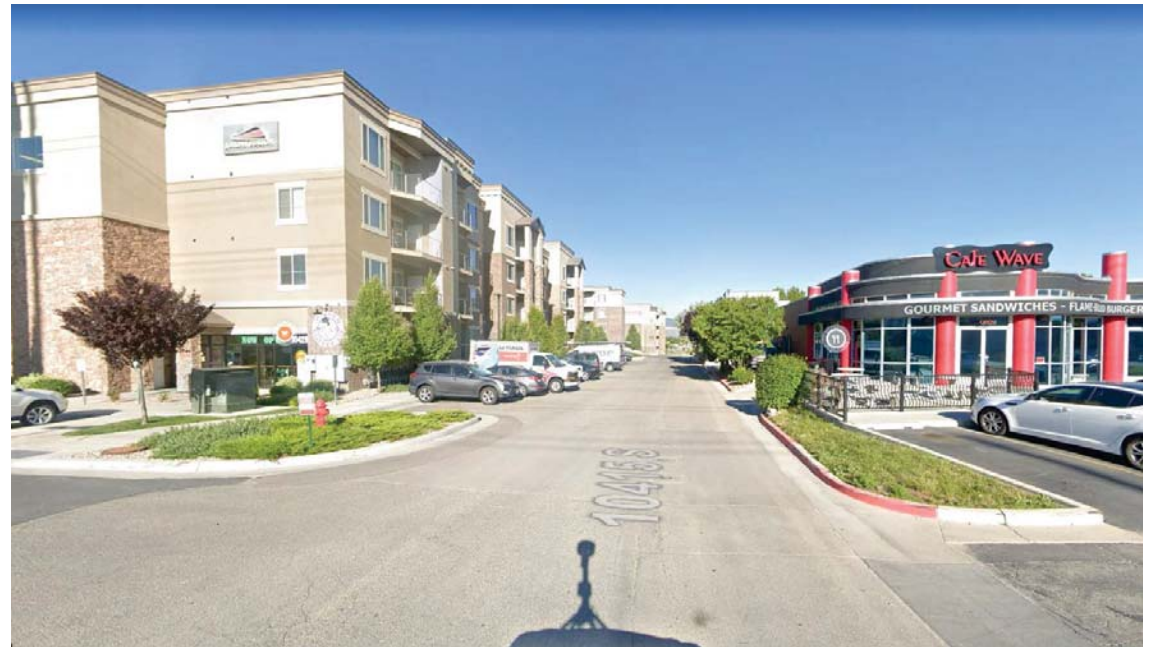
- Building Orientation to private streets and access, not parking lots.
- Provide a Central Feature to unify the commercial and residential.
- Buildings to form outdoor spaces linked by pedestrian walkways.
- Must be approved in conjunction with a Master Site Plan Agreement (formerly the Memorandum of Understanding)

Applicant for Master Site Plan approval MUST provide:

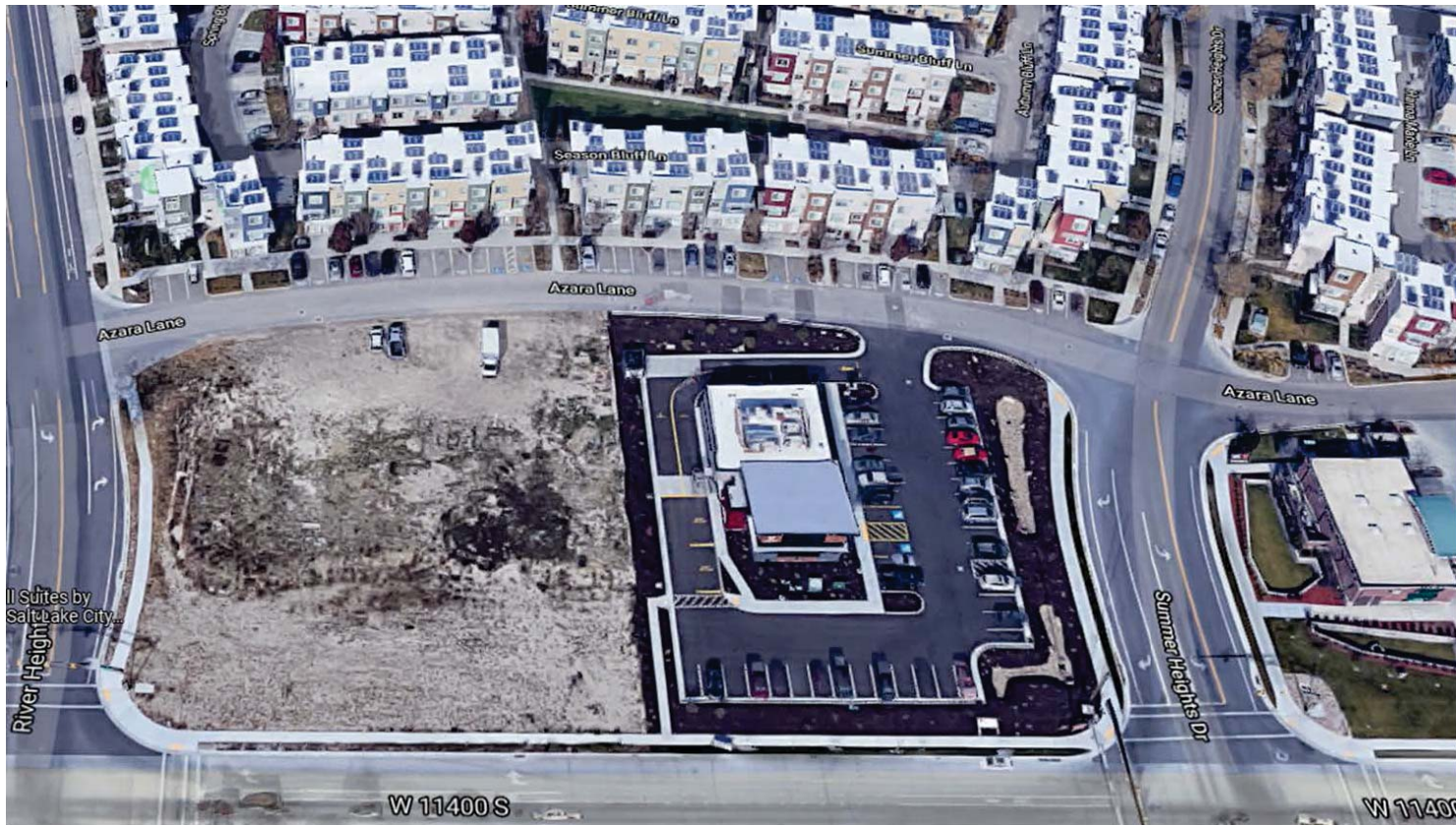
- Traffic Impact Study
- Parking Analysis
- Adequate Public Utilities & Facilities Review
- Public Services Review (may be required) – Police, Fire, Parks, Schools, or other services.

Why is a Master Site Plan important for horizontal mixed-use and larger projects?

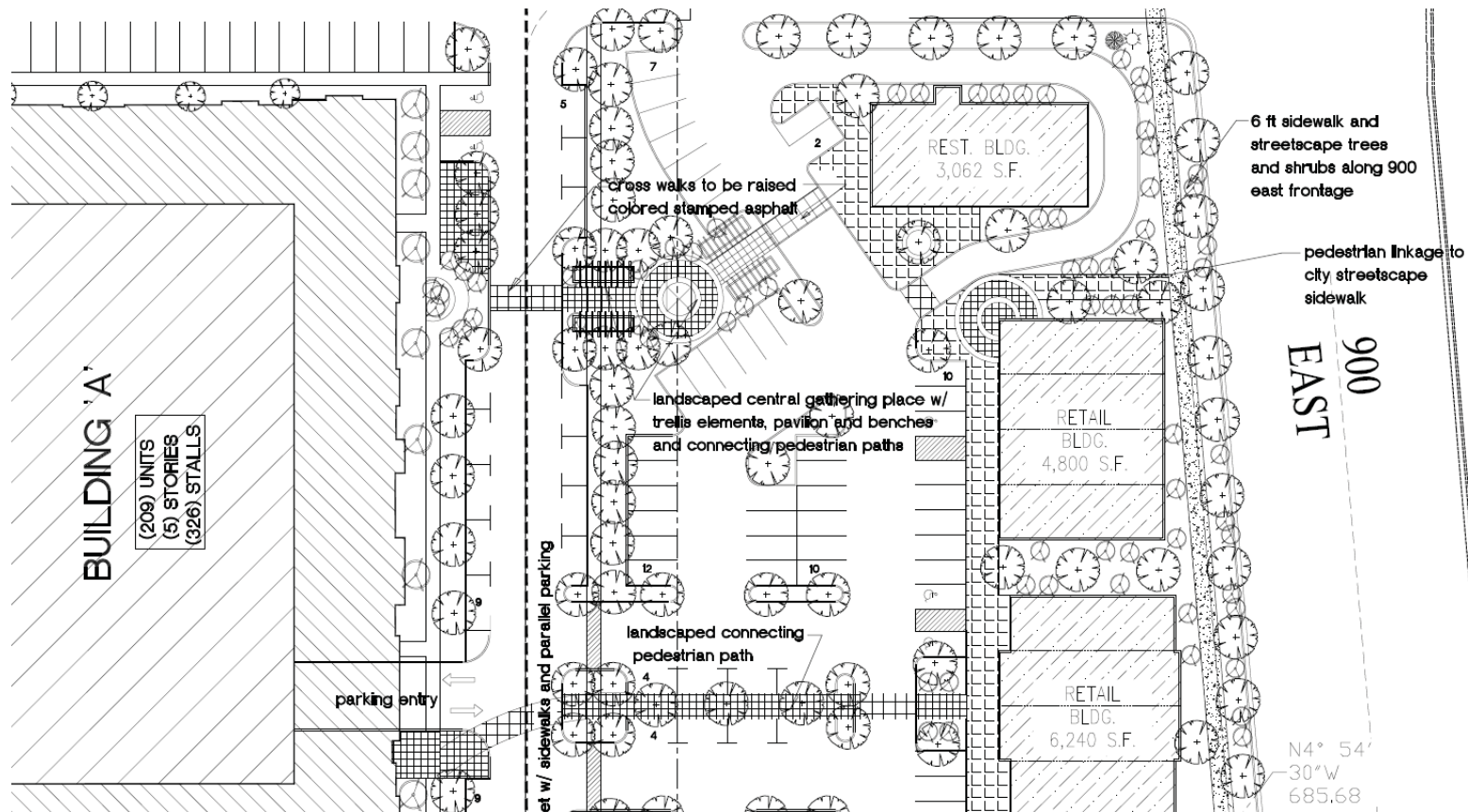
The Master Site Plan's required considerations (building orientation, outdoor spaces, central features, pedestrian connections, etc.) are all critical in connecting the residential and commercial components in a project.



Simple adjacency doesn't preclude the mixing of the uses, but it should be encouraged to maximize the benefits of mixed use like reduced parking, and reduced vehicle trips and miles traveled.



In this case on-site residents will have prominently identified, usable and safe pedestrian access to the commercial spaces. At the same time, the commercial tenants can still attract and circulate additional customer traffic from 900 East and other neighboring properties.



Master Site Plan Agreement

The Master Site Plan Agreement will govern:

- Phasing of the project
- Timing of improvements
- Guarantee performance on construction of critical elements
- Memorialize the requirements for development

Required Elements of the Master Site Plan Agreement include:

- Allowed phasing of residential and commercial development components
- Allowed residential densities
- Required parking for all uses
- Buffering of adjacent single-family residential zones
- Adequate public facilities and services
- Establishment, maintenance, or enhancement of commercial elements

Development Standards

Development standards in the mixed-use zones include requirements intended to guide and control aspects of the size and scale of development including residential density, required commercial spaces, parking, buffering of single-family residential development, height, and others.

Commercial Requirement

- Commercial uses are required for all projects where they front principal streets (collectors and arterials)
- Horizontal mixed-use is allowed, but requires Master Site Plan approval
- 3-acre and larger projects require Master Site Plan approval
- Reduction of the calculated commercial requirement may be allowed in the VMU and MCMU Zone, West Subdistrict based on providing additional amenities, affordable housing, mixing housing types, etc.
- Live/work units can fill some required commercial, but only a limited amount of the total requirement

LIVE/WORK



Residential Density – M CCD, TOD, M-U

MCCD & TOD: Allowed Residential Density, units per acre

	MCCD	TOD
Current	100	unlimited
Proposed	80, east of State Street 100, west of State Street	100

Murray Central Mixed Use, MCMU: Allowed Residential Density, units per acre

Distance to Murray Central Station	1/8 mile	1/4 mile	1/2 mile	>1/2 mile
Current	100	100	80	50, (40 1 mile+)
Proposed MCMU-East	80	65	50	40
Proposed MCMU-West	40	40	40	40

*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum residential density is 40 units per acre.

Residential Density - VMU

Village Mixed-Use (VMU) Residential Density			
	Open Space	Project Amenities	Affordable Housing
25 units per acre, base allowed density	15%	(depends on project size)	n/a
30 units per acre: meet the requirements for two of the three categories	10% increase in total	2 additional project amenities	15% reserved for tenants at <80% AMI (area median income)
35 units per acre: meet the requirements for two of the three categories	10% increase in total with public availability of 25% of the total, or: 20% increase in total area	4 additional project amenities	15% reserved for tenants at <80% AMI 10% reserved for tenants at <60% AMI

Residential Density - CMU

Centers Mixed-Use (CMU) Residential Density				
	Open Space	Project Amenities	Affordable Housing	Required Commercial Space
35 units per acre, base allowed density	15% of project site	*per code	n/a	*per code
40 units per acre: meet the requirements for two of the three categories	10% increase in total	2 additional project amenities	15% reserved for tenants at <80% AMI (area median income)	15% above required commercial
45 units per acre: meet the requirements for two of the three categories	10% increase in total with public availability of 25% of the total, or: 20% increase in total area	4 additional project amenities	15% reserved for tenants at <80% AMI 10% reserved for tenants at <60% AMI	30% above required commercial

Project Amenities



Project amenities are always important, but become vital in higher-density, mixed-use developments. Amenities will be required in each project based upon the number of units and overall size of the project. In the VMU and CMU Zone, the addition of amenities beyond the base requirement can be tied to increases in the allowed residential density.



Parking

Residential Parking based on:

- Urban Land Institute standards for mixed-use residential
- Assumes “unbundled” parking – not generally reserved for one type of use.
- Off-street requirement
- Promotes the use of structures that are accessible to the uses, connected and signed pedestrian routes, etc.
- Number of bedroom units
- Incorporates a parking “buffer” in the per unit requirement (think guests, limited cross parking at peak use times, etc.)

Commercial Parking based on:

- Urban Land Institute standards for mixed-use commercial
- Assumes “unbundled” parking



Parking

RESIDENTIAL PARKING				
	Studio	1-bed	2-bed	3-bed +
MCCD	1	1.05	1.5	2.5
TOD	1	1.05	1.5	2.5
MCMU-East	1	1.25	1.5	2.5
MCMU-West	1.25	1.5	2.15	2.65
VMU	1.25	1.5	2.15	2.65
CMU	1.15	1.5	1.85	2.5

ULI Parking Rates (reserved residential)	
Studio	.85
1-bed	.90
2-bed	1.65
3-bed	2.5
Visitor per unit	.15

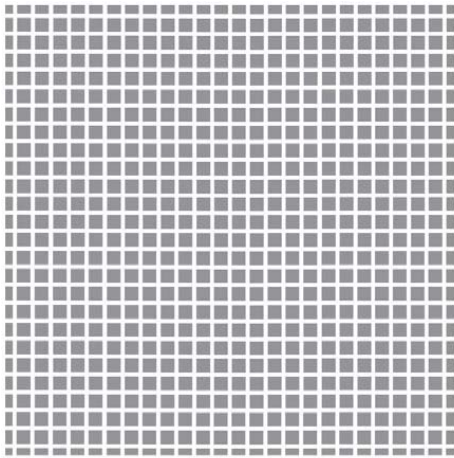
Residential Buffering

The focus is on building separations, height, and site design as well as landscaping and fences.

- Separation – buildings in the project must be separated from the property line shared with single-family zoning by project amenities, interior accesses, surface parking, or open space areas *in addition* to the traditional 10' landscape buffer and solid fence. The landscaping buffer must contain 2" caliper trees (at planting) 30' on center.
- Site Design – Buildings located directly adjacent to the required buffer may not contain more than 8 attached units and must represent the lowest density units in the project.
- Height – Structures within 100' of a single-family residential zone are limited to 35' and 2 stories. Rooftop patios and gardens are not allowed within 100' of residential zone boundaries.

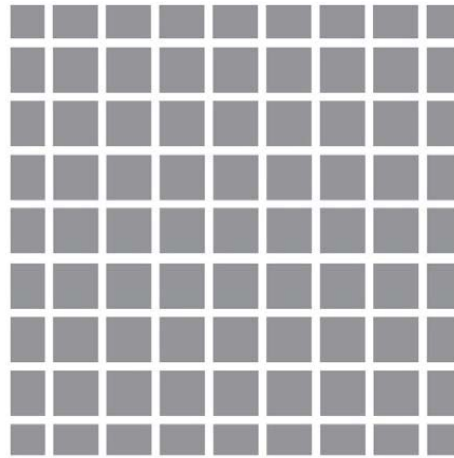
Block Length

There is no single factor that impacts pedestrian activity more than block length.



Portland, OR

Block Size: 200 ft



Salt Lake City, UT

Block Size: 660 ft

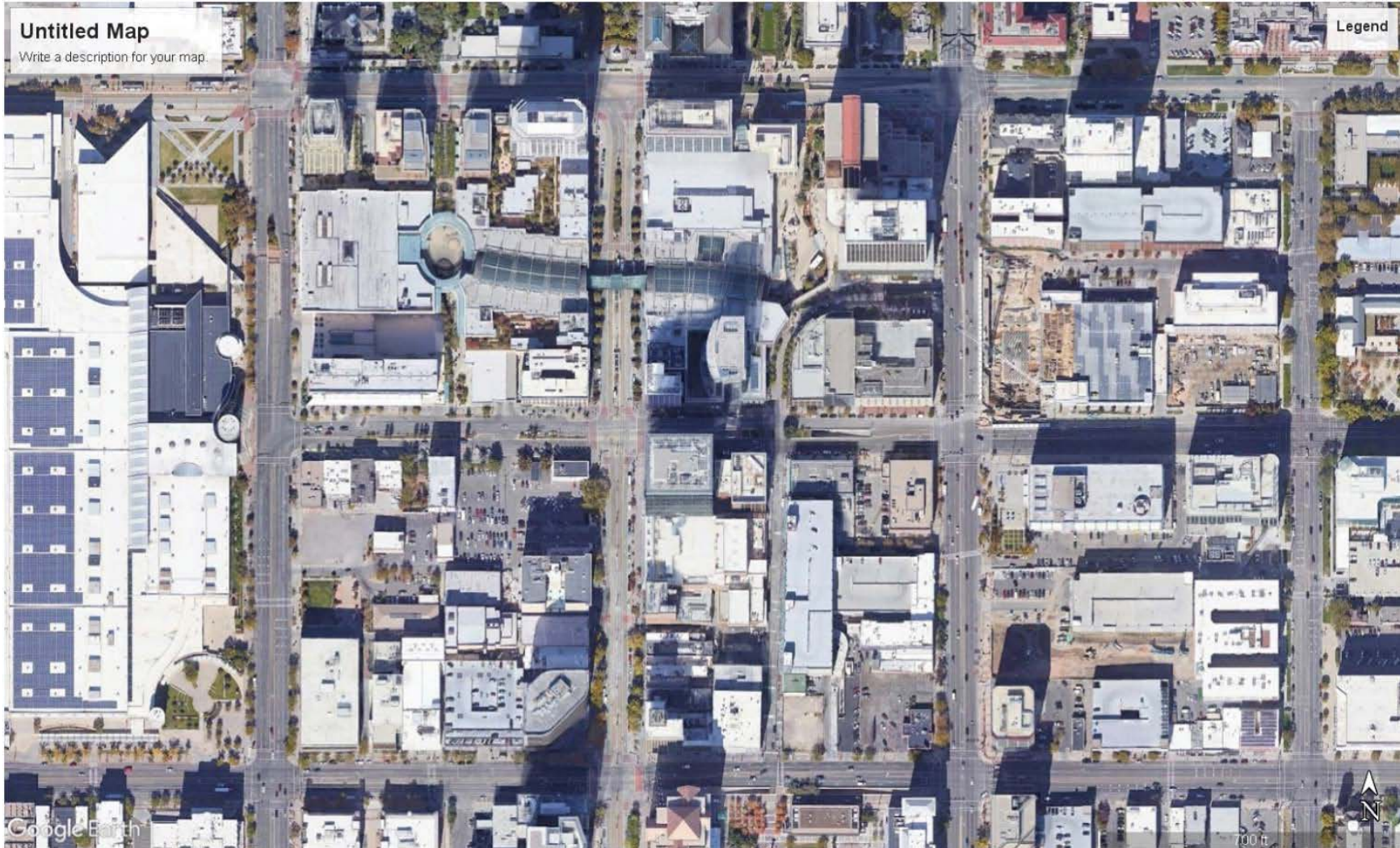
Proposed changes and new zones encourage effective block lengths in new development of no more than 300', and no buildings without a physical break intended for pedestrians, vehicles, or both.

Blocks can be “broken” by intersections with interior accesses or public streets, pedestrian pathways and alleys, or midblock pedestrian crossings.

Untitled Map

Write a description for your map.

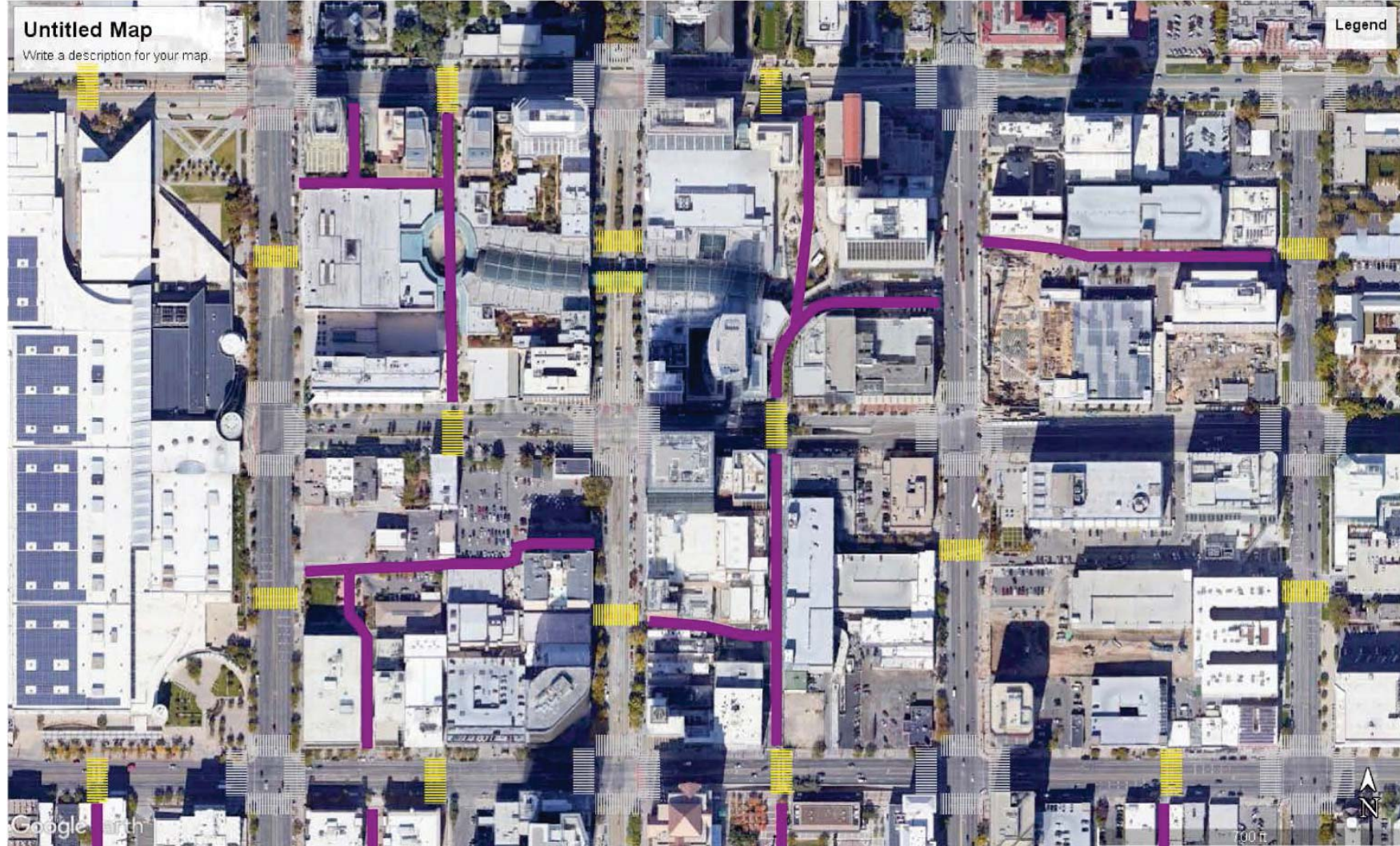
Legend



Google Earth



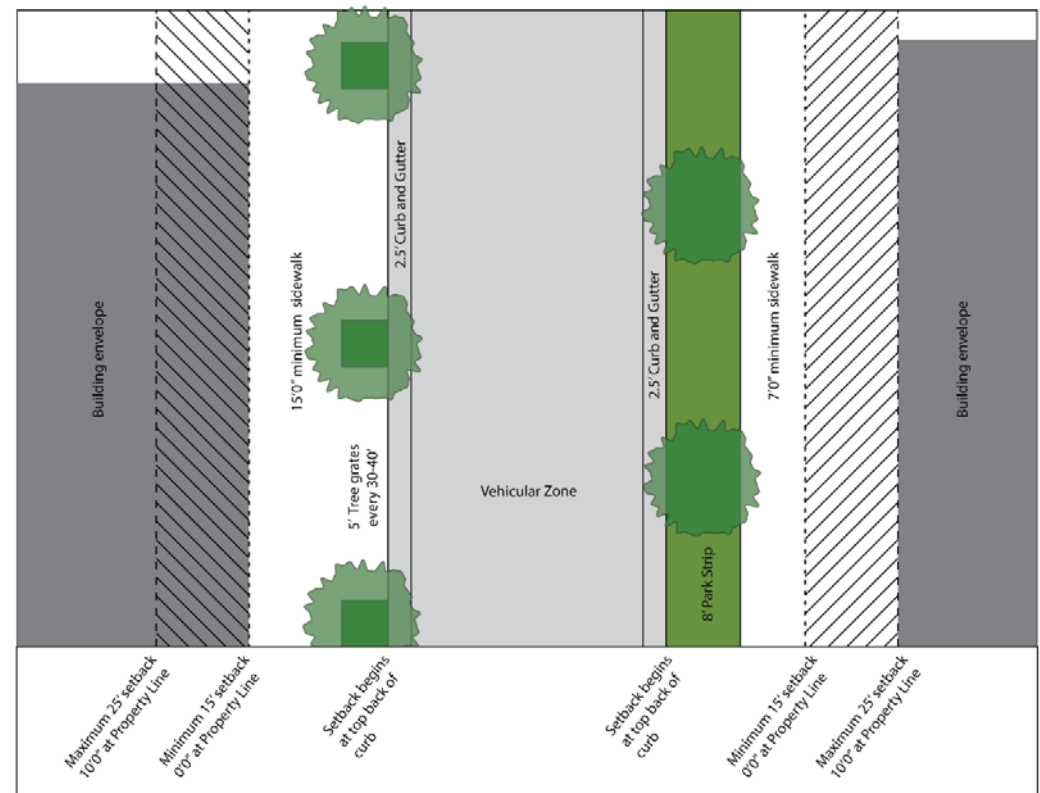
700 ft





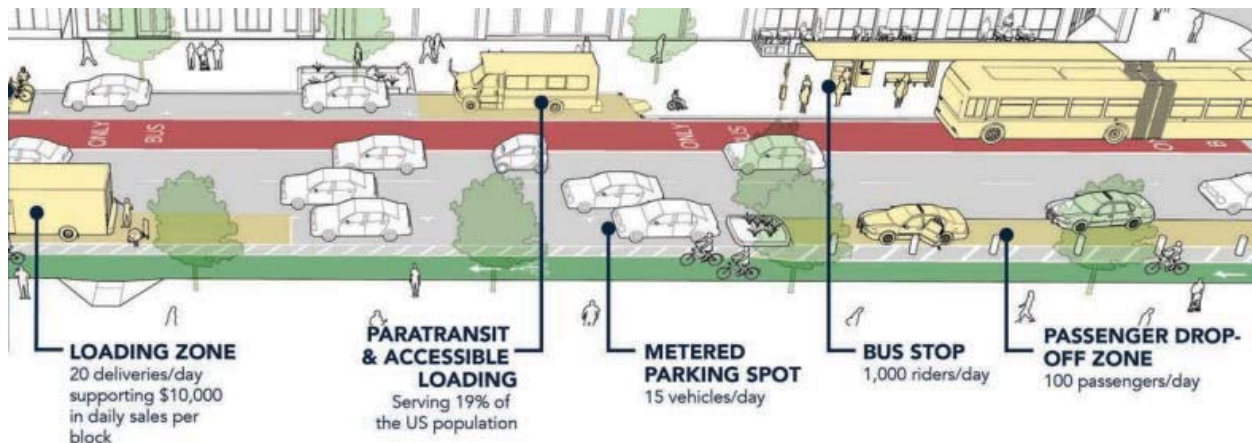
Public Space & Access Improvements

- Maintain standards requiring wide sidewalks, street furniture, and street trees.
- Provide additional flexibility for building setbacks in CMU and VMU redevelopment projects where needed to accommodate existing structures and uses.



Public Space & Access Improvements

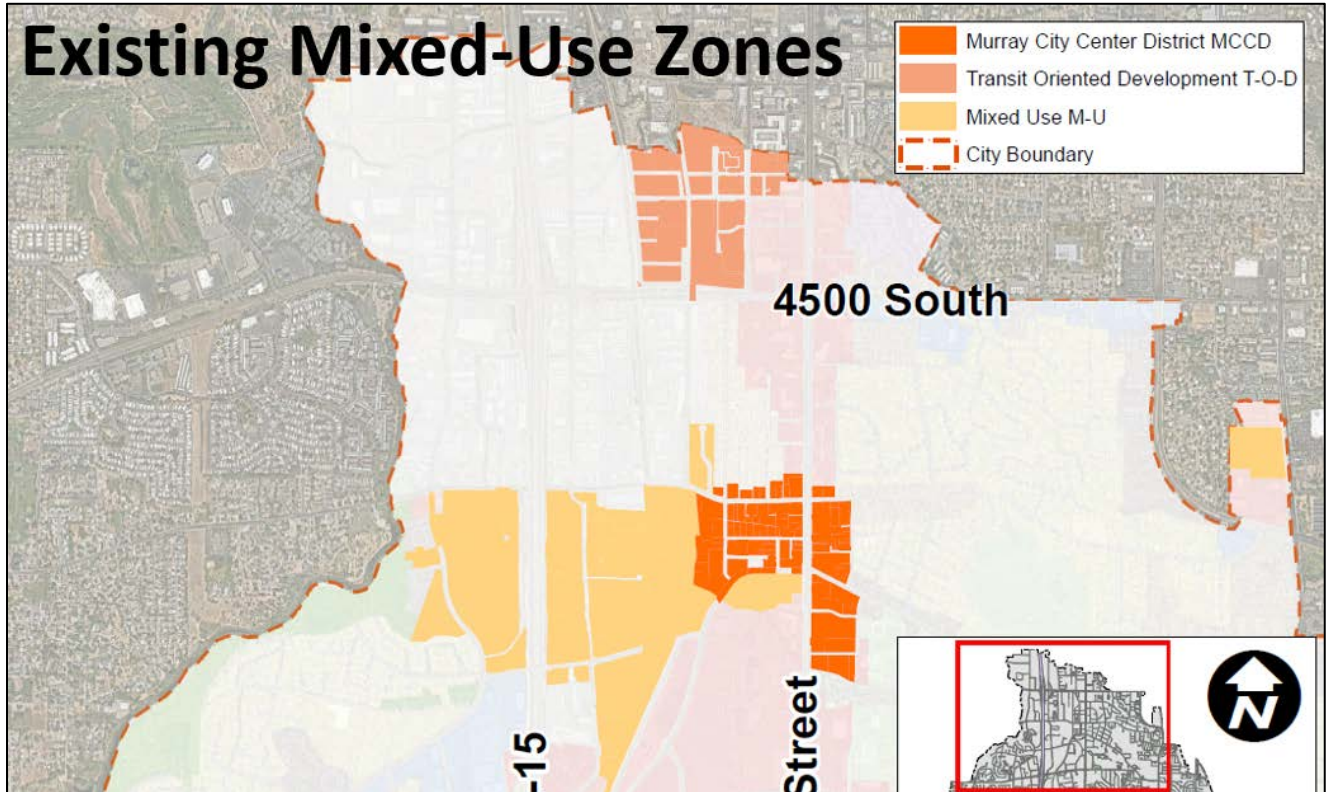
- Curbside Management Plans will be required for new development in all mixed-use zones to provide consideration for commercial and residential delivery, drop-off and pick-up, emergency services, public transportation and micro-transit.





AGENDA ITEM #6

ITEM TYPE:	Text Amendments		
ADDRESS:		MEETING DATE:	July 15, 2021
APPLICANT:	Murray City Community & Economic Development	STAFF:	Jared Hall, Planning Manager
PARCEL ID:		PROJECT NUMBER:	20-019
CURRENT ZONE:		AFFECTED ZONES:	M-U, TOD, MCCD
SIZE:			
REQUEST:	Murray City proposes to amend the text of Chapters 17.146, Mixed-Use, 17.168, Transit Oriented Development, and 17.170, Murray City Center District. Murray City also proposes to add proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use.		



I. BACKGROUND & STAFF REVIEW

Background

In February, 2021, the City Council adopted a Temporary Land Use Restriction (TLUR) limiting new development in the mixed-use zones as well as any requests to rezone properties from existing zoning to any of the mixed-use zones. The TLUR was adopted in response to concerns raised during review of several applications to re-zone existing commercial properties to mixed-use. The TLUR will expire on August 1, 2021. Community & Economic Development Staff proposes amendments to the three existing mixed-use zones (M-U, TOD, and M CCD) as well as two new mixed-use zones (Centers Mixed Use, CMU, and Village Mixed Use, VMU). A brief summary of the proposed new zones and the proposed amendments to the existing zones is provided in this staff report.

Process

Community & Economic Development Staff met with members of the City Council, the Mayor's office, and various City department staff in preparing the proposed amendments. A special work meeting was held on June 29, 2021 where the concepts were presented and discussed with the City Council. The concepts were reviewed again as a discussion item with the Planning Commission at the regular meeting on July 1, 2021. Drafts of the proposed zones and redline and clean-copy drafts of the proposed amendments to the existing zones are attached to this report for review.

Locations, Existing & Proposed

The existing mixed-use zones (M-U, TOD, and M CCD) have been applied to properties that are positioned directly adjacent to or nearby the light rail stations: Murray Central Station and Murray North Station. The M CCD has been applied to the downtown area which is near the Murray Central Station and situated along State Street, which is a major transportation corridor. These areas are well suited for mixed-use development.

The 2017 General Plan recognized that pressure for the addition of multi-family residential to commercially zoned areas of the city would grow and should be considered in some instances. Staff has proposed the Centers Mixed Use (CMU) and Village Mixed Use (VMU) as mixed-use zones that are appropriate along transportation corridors and in and around those areas of the city identified by the 2017 General Plan as Regional Centers, City and Retail Centers, Neighborhood Nodes, Community Nodes, and Bus Rapid Transit (BRT) Station Villages. The proposed CMU and VMU Zones are intended to allow new residential uses to existing commercial sites. From the purpose statement of the proposed VMU Zone:

"17.164.010: PURPOSE: The Village Mixed Use (VMU) Zone is established to provide an opportunity for the measured, context sensitive addition of residential housing to commercial properties and developments in and around areas identified as commercial and

neighborhood nodes in the 2017 Murray City General Plan. Allowing the introduction of residential uses to existing commercial areas is intended to support the goals and principles of mixed-use development by facilitating a more compact, sustainable, and pedestrian oriented land use pattern as existing commercial nodes redevelop over time.”

The 2017 General Plan identifies (in several maps) the centers and nodes depicted on the Small Area Plan map in the figure below as areas of potential change, including the possible future introduction of residential uses to some commercial zones and areas. A less intense mixed-use zone like the CMU and VMU Zones proposed will appropriately respond to these considerations.

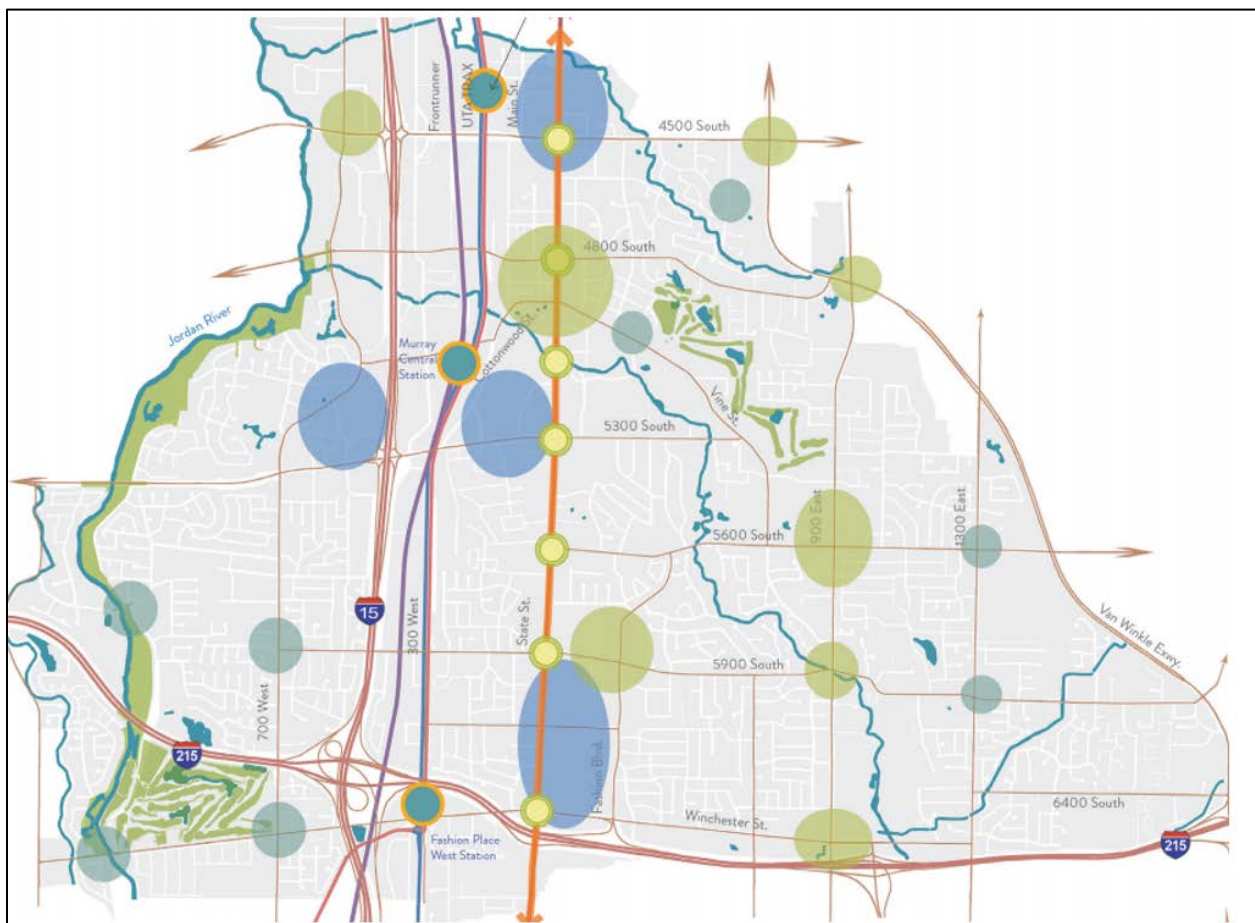


Figure 1: The Small Area Plans Map from the 2017 General Plan

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

Proposed VMU & CMU Zones

While the existing mixed-use zones are geographically tied to the downtown and TRAX station areas, the proposed zones are intended to respond more directly to the use of mixed-use zoning to revitalize commercial areas and become neighborhood and community centers. Staff has proposed that findings should be made when considering rezoning properties from the existing zone (for example, C-D zoning) to VMU or CMU and potentially allowing a mixed-use development or redevelopment. The City should be able to positively identify benefits of the use of mixed-use zoning at a requested location. From the proposed VMU Zone, 17.164.030, below:

“The Village Mixed Use Zone should only be considered where Murray City officials find that mixed-use zoning will result in land use patterns and development that will meet a minimum of five (5) of the following goals. The application of the VMU Zone should foster development proposals that:

- A. Result in high-quality redevelopment of commercial properties.*
- B. Retain and/or rehabilitate the commercial use of a significant portion of the property area.*
- C. Facilitate the adaptive re-use of existing commercial structures.*
- D. Increase local access to commercial services for in-project residents as well as for the residents of the immediately surrounding and nearby neighborhoods.*
- E. Promote a greater variety of housing options within Murray neighborhoods.*
- F. Promote opportunities for life-cycle housing, and housing for moderate income households.*
- G. Provide increased walkability on the project site and result in walkable connections to the surrounding residential neighborhoods.*
- H. Create and contribute to a sense of place and community.*
- I. Result in improved conditions for buffering and transition between the project site and adjacent residential uses.”*

Major Considerations

Both the CMU and VMU are intended to support redevelopment of existing properties where these findings can be made and according to the identified areas of the General Plan. Both zones are similar, but with distinctions to parking requirements, density, and required commercial components. The VMU is less intense as a mixed-use zone. The CMU is less intense than truly transit-oriented mixed-use zoning but would be appropriate in larger commercial areas and transportation corridors. The largest components of both are reviewed in the following:

- Master Site Plans are required for all mixed-use development or redevelopment. Master Site Plans will require Traffic Impact Studies, Parking Analysis, Adequate Public Utilities & Facilities Review, and a Master Site Plan Agreement.

- **Frontage** – Mixed Use developments emphasize the pedestrian experience (no parking between buildings and the street, buildings closer to the street than other zones, etc.) Some greater flexibility is anticipated for building setback in the VMU and CMU Zones because the intent is to keep and enhance the existing commercial. Only new buildings will be required to locate within 15 feet of the curb as is typical in the existing mixed-use zones.
- **Density** – Both the CMU and VMU Zones are proposed with a base allowed residential density which can be increased by providing affordable housing, mixed housing types, additional commercial beyond the base requirement, or additional project amenities and open space. The VMU base allowed density is 25 units per acre, with possible increases to 35 units per acre. The CMU base allowed density is 35 units per acre with possible increases to 45 units per acre.
- **Parking** – Parking in the CMU and VMU Zones is required based on bedroom counts. The concept is to require parking at more typical multi-family rates where the bedroom counts increase to 3 bedrooms, but also to 2 bedrooms; CMU and VMU mixed-use developments are not as likely to be as intense as those with better access to transit options and higher percentages of commercial uses on-site, and not as likely to benefit from shared parking between uses. A parking “buffer” for guest parking has been built into the requirements.

RESIDENTIAL PARKING				
	Studio	1-bed	2-bed	3-bed +
MCCD	1	1.05	1.5	2.5
TOD	1	1.05	1.5	2.5
MCMU-East	1	1.25	1.5	2.5
MCMU-West	1.25	1.5	2.15	2.65
VMU	1.25	1.5	2.15	2.65
CMU	1.15	1.5	1.85	2.5

- **Commercial Requirements** – Commercial uses are required along the frontage of principal streets (State Street, 4500 South, etc.) Live/work units can provide up to 15% of the requirement in the VMU and 10% of the requirement in the CMU Zone. In the VMU Zone, reductions of required commercial can be allowed according to a matrix of additional amenities, open space, and affordable housing. Reductions of required commercial are not allowed in the CMU Zone.
- **Buffering** – Where a mixed-use project in both the VMU and CMU Zones directly abuts a single family residential zone, the following regulations apply:

- Building Separation – normal landscape buffer (10’ with a 6’ solid wall) are applied, in addition to a required separation of any buildings by amenities, accesses, surface parking areas, or open space. This is intended to provide additional physical distance to any building.
- Graded Density – Buildings located adjacent to the required buffer cannot contain more than 8 units (to limit the building mass) and must represent the least dense component of any project.
- Height – buildings within 100’ of the single-family zone cannot exceed 2 stories, 35’ in height, and cannot utilize rooftop decks or patios.
- Block Length – Block length considerations have been proposed in both the CMU and VMU Zones as well as in the amendments to the M-U, TOD, and MCCD Zones. Block lengths for new development and redevelopment where possible shouldn’t exceed 300’ to promote walkability. Mid-block crossings, alleyways, pedestrian only accesses and vehicle accesses can all be considered to limit block length.
- Curbside Management Plans – Like block length, curbside management plans have been proposed as a requirement for the CMU, VMU, and the M-U, TOD and MCCD Zones. The plans will be a requirement for all mixed-use development and redevelopment of property. The site design must consider freight for commercial uses, deliveries, pick-up and drop off for residential uses, public and private transportation, and micro-transit.

Proposed Amendments to the M-U, TOD, and MCCD Zones

There are currently three mixed-use zones in the Land Use Ordinance: The Mixed Use, M-U, Murray City Center District, MCCD, and Transit Oriented Development, T-O-D Zones. The proposed amendments to the three existing mixed-use zones include the approval process, residential density, parking requirements, height and buffering, and requirements for commercial components.

- Process. In all three zones, projects of three acres or more will require Master Site Plan approval by the Planning Commission. Any applications for Master Site Plan approval must be accompanied by a traffic impact study, parking analysis, adequate public utilities & facilities review, as well as a Master Site Plan Agreement to be reviewed and approved by the City Council.
- M-U Zone. Staff has proposed renaming the Mixed-Use, M-U Zone to the “Murray Central Mixed Use, MCMU Zone.” The M-U Zone was applied to a large area, spanning

the Interstate 15 right-of-way. Some of the areas located in the M-U Zone currently were removed from the “Mixed Use” future land use designation in the mapping of the 2017 General Plan, recognizing the difficulty in providing truly transit-oriented or intense mixes of residential and commercial uses on properties in this area. Responding to these considerations, Staff has proposed the creation of an East and West Subdistrict within the MCMU Zone. Many regulations are the same, but there are important distinctions in parking requirements, allowed density, and what is required and allowed with commercial components.

- Residential Density. Density in the MCCD Zone west of State Street remains 100 units per acre. Allowed residential density in the TOD Zone also remains 100 units per acre. The MCMU Zone’s East Subdistrict is proposed an allowed graded density from 40 units per acre to 80 units per acre, based on proximity from the subject property’s frontage on a public right-of-way to the platform at Murray Central Station. The West Subdistrict is proposed an allowable density of 40 units per acre maximum.
- Parking. Staff proposes several adjustments to required parking, tying the requirement to the number of bedrooms in residential units in each of the zones. Project specific reductions in required parking have been removed. Parking structures are encouraged and required to provide direct connections to the uses they serve.
- Required Commercial. Commercial space is required for all mixed-use projects, but the proposed amendments will require commercial only where buildings will front a principal street. A principal street is a public or private street classified as a collector or arterial of any kind, and they are identified specifically in these existing zones.

The proposed West Subdistrict of the M-U Zone is not ideally located for commercial components, and the proposed amendments would allow reductions to the required commercial space according to a matrix of additional project amenities, providing affordable housing, or reducing the project density.

- Live/Work Units. Live/work units have been considered for all existing and proposed zones and may be considered to fill some – but not all – of the commercial requirements in each case.

II. CITY DEPARTMENT REVIEW

The proposed amendments have been made with continuing reviews and consideration by Engineering, Public Works, and other city staff to consider density, parking, and impacts to city services.

III. PUBLIC COMMENTS

Notice of the public hearing for the requested text amendment was sent to affected entities and posted on the State's public notice website. No comments have been received as of the writing of the Staff Report.

IV. FINDINGS

1. The proposed text amendments further objectives of the General Plan to provide a variety of housing types and to revitalize critical areas of the city.
2. The proposed amendments are in harmony with objective 11 of the Land Use and Urban Design Element to "stimulate reinvestment in deteriorating areas of the city to support growth and enhance the image of the community".
3. The proposed amendments will allow and support context-sensitive, quality mixed-use development in appropriate areas of the city.

V. STAFF RECOMMENDATION

Based on the background, staff review, and the findings in this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL to the City Council for the requested amendments to Chapters 17.146, Mixed-Use, 17.168 Transit Oriented Development, 17.170, Murray City Center District, and the addition of proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use as presented in the Staff Report.**



NOTICE OF PUBLIC MEETING

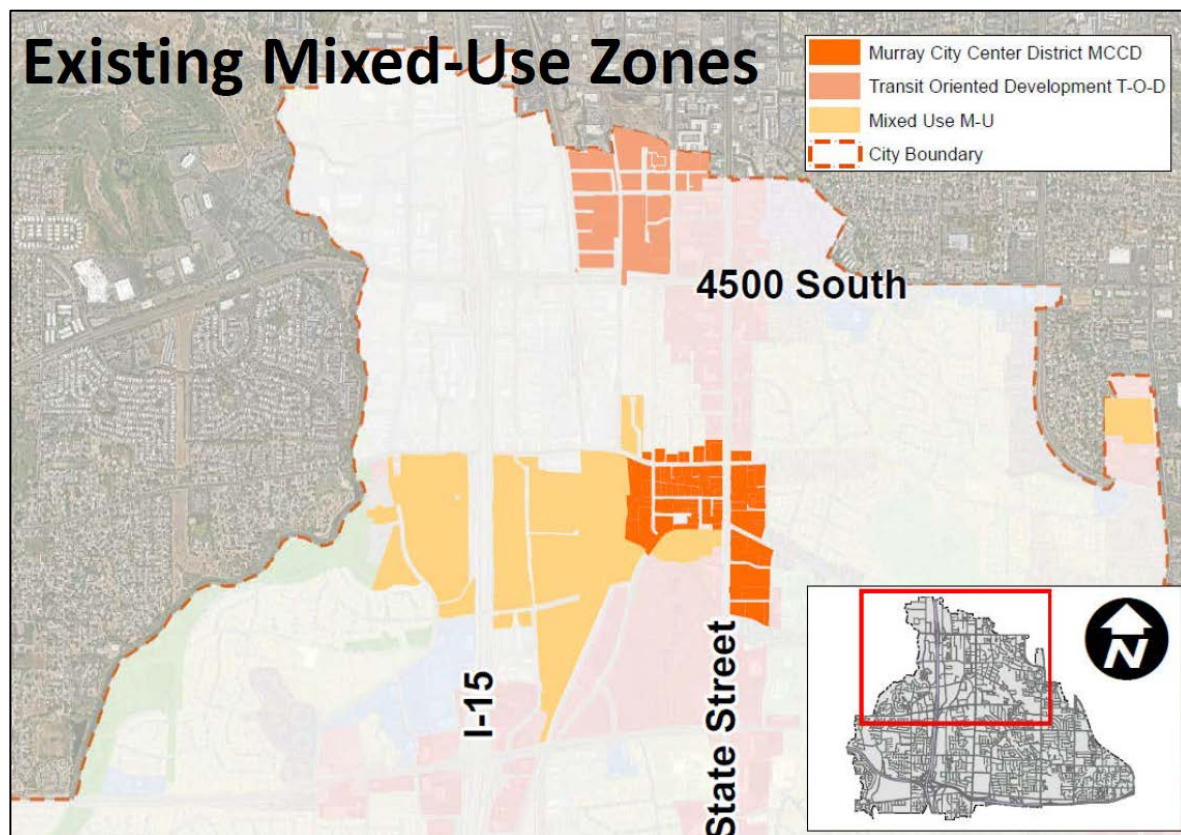
July 15, 2021, 6:30 PM

The Murray City Planning Commission will hold a public hearing in the Murray City Municipal Council Chambers, located at 5025 S. State Street to receive public comment on the following application:

Murray City Community & Economic Development is requesting approval of amendments to the Murray City Land Use Ordinance regarding mixed-use zones. The proposed changes include amendments to the Mixed Use, Transit Oriented Development, and Murray City Center District Zones in Chapters 17.146, 17.168, and 17.170. The proposed changes also include the addition of two new mixed-use zones, Chapters 17.162, Centers Mixed-Use and 17.164, Village Mixed-Use.

The meeting is open and the public is welcome to attend in person or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting online, you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/.

Comments are limited to 3 minutes or less, written comments will be read into the meeting record.



If you have questions or comments concerning this proposal, please contact Jared Hall in the Murray City Planning Division at 801-270-2427, or e-mail jhall@murray.utah.gov.

CHAPTER 17.162:

CENTERS MIXED USE, CMU

SECTION:

17.162.010: Purpose

17.162.020: Establishment

17.162.030: Findings Required

17.162.040: Permitted Uses

17.162.050: Conditional Uses

17.162.060: Master Site Plan Required

17.162.070: Area, Width, Frontage, & Yard Regulations

17.162.080: Development Standards

17.162.090: Parking Requirements

17.162.100: Access Improvements

17.162.110: Loading & Service Areas

17.162.120: Landscaping, Open Space, & Project Amenities

17.162.010: PURPOSE: The Centers Mixed Use Zone is established to provide an opportunity for the measured, context sensitive addition of residential housing to existing commercial properties and developments along major transportation corridors and in and around retail and commercial centers identified by the 2017 Murray City General Plan. Allowing the introduction of residential uses to these areas is intended to support the goals and principles of mixed-use development by facilitating a more compact, sustainable, and pedestrian oriented land use pattern as these existing commercial centers and corridors redevelop over time.

17.162.020: ESTABLISHMENT: The Centers Mixed Use Zone should be considered for application to a property or properties within an established development having a minimum area of three (3) acres or more, and to those properties which are currently zoned or used for non-residential uses.

17.162.030: FINDINGS REQUIRED: The Centers Mixed Use Zone should only be considered where Murray City officials find that mixed use zoning will result in land use patterns and development that will meet a minimum of five (5) of the following goals. The application of the CMU Zone should foster development proposals that:

- A. Result in high-quality redevelopment of commercial properties.
- B. Retain and/or rehabilitate the commercial use of a significant portion of the property area.
- C. Facilitate the adaptive re-use of existing commercial structures.

PROPOSED CODE

- D. Increase local access to commercial services for in-project residents as well as for the residents of the immediately surrounding and nearby neighborhoods.
- E. Promote a greater variety of housing options within Murray neighborhoods.
- F. Promote opportunities for life-cycle housing, and housing for moderate income households.
- G. Provide increased walkability on the project site and result in walkable connections to the surrounding residential neighborhoods.
- H. Create and contribute to a sense of place and community.
- I. Result in improved conditions for buffering and transition between the project site and adjacent residential uses.

17.162.040: PERMITTED USES: Residential and non-residential land uses in the CMU Zone should complement one another and foster the creation of a mixed use center with commercial uses that are utilized by the residents on the same site, and which contribute to the commercial and retail viability of the larger area. The following are permitted uses in the CMU Zone. Any use not listed shall be prohibited.

Table A: Permitted Uses	
No.	Land Use Classification
1120	Two-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1130	Multiple-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1150	Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).
1511	Hotels.
2180	Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).
2300	Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2510	Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
2740	Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2760	Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3259	Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3911	Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3920	Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3950	Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).

PROPOSED CODE

5230	Paint, Glass, and Wallpaper
5250	Hardware and Supplies
5300	General Merchandise
5400	Food stores.
5600	Apparel and accessories.
5700	Furniture, Home Furnishings, and Equipment
5800	Eating and drinking places (except 5813; CUP required for drive-through sales).
5900	Miscellaneous retail trade (except 5935, 5938, 5939, 5980).
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet).
6216	Self-service laundries.
6220	Photographic services.
6230	Beauty and barber services.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6300	Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).
6493	Watch, clock, jewelry repair, engraving.
6494	Reupholstery and furniture repair (includes antiques, etc.).
6496	Locksmiths and key shops.
6499	Miscellaneous small item repair (maximum 5,000 square feet).
6500	Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).
6600	General construction services (office only, no material storage or equipment service yards).
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions.
7200	Public assembly.
7300	Amusements.
7410	Bowling alleys.
7420	Playgrounds and athletic areas.
7430	Swimming areas.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
7900	Other cultural, entertainment, recreational activities.
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

17.162.050: **CONDITIONAL USES:** The following land uses require conditional use permit review and approval by the Planning Commission. The Commission must find that the proposed use will contribute to the creation of a mixed use center, which will complement and encourage use by on-site residents while contributing to the commercial and retail viability of the larger area. Any use not listed shall be prohibited.

Table B: Conditional Uses	
No.	Land Use Classification
3250	Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
5813	Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front.
6111	Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6513	Hospitals.
6516.1	Assisted living facilities.

17.164.060: **MASTER SITE PLAN REQUIRED:** Development of a new mixed use project, including redevelopment of an existing site to include new residential uses, requires Master Site Plan review and approval by the Planning Commission in a public meeting. Applications for Master Site Plan approval must be made on forms provided by the Community & Economic Development Department. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

- A. **Building Orientation.** Commercial and residential buildings in the same project should be oriented primarily to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.
- B. **Central Feature.** A prominent, centrally located feature such as a park, plaza, or other gathering place shall be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.
- C. **Outdoor Spaces.** Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public

streets should be developed. Potential linkages to existing and future adjacent developments must be considered.

- D. **Master Site Plan Agreement.** Mixed Use developments that require Master Site Plan approval shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for phasing of the project, the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.
 - 1. **Required Elements.** The Master Site Plan Agreement must address the following components of the proposed project:
 - a. Allowed phasing of residential and commercial development components.
 - b. Allowed residential densities.
 - c. Required parking for all uses.
 - d. Buffering of adjacent single-family residential zones.
 - e. Adequate public facilities and services.
 - f. Establishment, maintenance, or enhancement of commercial elements.
- E. **Master Site Plan Application Requirements.** When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:
 - 1. **Traffic Impact Study.** The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
 - 2. **Parking Analysis.** The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
 - 3. **Adequate Public Utilities & Facilities.** In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
 - 4. **Public Services Review.** The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

17.162.070: AREA, WIDTH, FRONTAGE, and YARD REGULATIONS: The following standards for setbacks or facades and entries are intended to contribute to the active, pedestrian oriented streetscape that is envisioned for mixed use development in the CMU Zone.

- A. **Building facades** will occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter.
 - 1. Existing buildings in new developments in the CMU Zone are exempt from this requirement.

- B. Greater setbacks can be proposed in order to accommodate site features such as outdoor dining or gathering spaces. If greater setbacks are approved under this provision, development should be designed such that building facades occupy a minimum of sixty-five percent (65%) of the total linear feet of property frontage on public streets within twenty-five feet (25') of the back face of curb and gutter.
- C. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru lanes may be approved in front setback areas as part of a Master Site Plan if the Planning Commission finds that the purposes and other requirements of the CMU Zone are not negatively impacted.

17.162.080: DEVELOPMENT STANDARDS: The following development standards are established for all applications Centers Mixed Use Zone (CMU). Residential uses are allowed only in projects with associated commercial components. The intent of the CMU Zone is to allow residential uses as additions to otherwise commercial properties and to thereby foster the redevelopment of commercial nodes as mixed use centers. The Master Site Plan should reflect this intent visually and functionally.

- A. Residential Density. Mixed-use development or redevelopment of property in the CMU Zone is allowed a residential density of 35 units per acre. Density per acre is calculated by the total project area. The Planning Commission may approve increases in residential density where a project provides additional commercial space, additional open space and amenities, or affordable housing according to Table C, below.

Table C: Residential Density Increase in the CMU Zone			
Additional Maximum Residential Density	Open Space & Project Amenities	Affordable Housing	Commercial Space
40 units per acre: meet the requirements for one of the 3 categories	10% increase in total 2 additional project amenities	15% reserved for tenants at <80% AMI (area median income)	15% above required commercial
45 units per acre: meet the requirements for two of the three categories	10% increase in total with public availability of 25% of the total, or: 20% increase in total area 4 additional project amenities	15% reserved for tenants at <80% AMI 10% reserved for tenants at <60% AMI	30% above required commercial

- B. CMU Commercial Requirements. Commercial uses are required for all mixed use projects approved under this section. In the CMU, commercial uses are required along a project's frontage on principal streets. Principal streets are public rights-of-way identified as collectors and arterials in the CMU Zone. Where possible, existing commercial buildings should be maintained, enhanced, or rehabilitated to provide or contribute to the required commercial. Minimum commercial requirements under this section may be met by any combination of new and existing commercial buildings and uses.

1. Vertical Mixed Use Projects. In vertical mixed use buildings commercial and retail uses are required on the ground floor of buildings located along the principal streets. Commercial uses shall occupy a minimum of seventy percent (70%) of the width of the ground floor of buildings adjacent to a principal street for an extended depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses, and residential related uses, project amenities, and parking.
 2. Horizontal Mixed Use Projects. Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as seventy percent (70%) of the project frontage on a principle street and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on principal streets.
 3. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses in mixed-use developments subject to the following considerations.
 - a. Excluding private garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.
 - b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
 - c. The live/work unit's first story height must be a minimum of twelve feet (12').
 - d. Parking provided for the live/work unit(s) must meet both the residential and commercial requirements of this chapter.
 - e. Live/work units may provide no more than 15% of the commercial space required under this section.
- C. Buffering Required. Buffering measures are required for projects directly abutting single-family residential zones including the following:
1. Building Separation & Landscaped Buffer. Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
 2. Gradation of Density. No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.

- D. Height. New buildings in mixed use projects developed or redeveloped in the CMU Zone shall conform to the height regulations established herein.
 - 1. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - 2. Number of Stories. No building within 100' of a single-family residential zone boundary may consist of more than two stories.
 - 3. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
 - 4. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
 - 5. Commercial Buildings. New commercial mixed-use building shall be erected to a minimum height of two (2) stories.
- E. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the CMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:
 - 1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
 - 2. Intersection with another interior access or public street.
 - 3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signalized where possible. Where signalized crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.

17.162.090: PARKING REQUIREMENTS: The CMU Zone is intended to support compact, pedestrian oriented, mixed use designs, and encourage redevelopment of important commercial nodes along the State Street corridor. The following regulations shall apply to development and redevelopment of projects and properties in the CMU Zone.

- A. The use of parking decks and structures is encouraged. Parking structures and decks should provide the majority of parking in developments made in the CMU Zone.
 - 1. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.
 - 2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.
- B. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.
- C. Minimum Parking Requirements. The parking requirements contained in Table D below, are to be applied for mixed-use development and redevelopment within the CMU Zone.

Table D: Required Parking in the CMU Zone	
Land Use	Minimum Required Parking
Residential – Studio	1.15 spaces per unit
Residential – 1 bedroom	1.5 spaces per unit
Residential – 2 bedroom	1.85 spaces per unit
Residential – 3+ bedroom	2.5 spaces per dwelling unit
Office uses	1 space per 350 ft ² net usable
Medical / Dental Offices and Clinics	1 space per 350 ft ² net usable
Retail / Commercial	1 space per 300 ft ² net usable
Restaurants / Eating & Drinking Establishments	1 space per 300 ft ² net usable
Disabled / Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Uses not listed	As determined by the Planning Commission based on comparable standards
Parking in excess of 125% of minimums	Allowed as approved by the Planning Commission if provided in structures or within the building envelope

17.162.100: ACCESS IMPROVEMENTS:

- A. Application for new mixed use development or redevelopment of existing sites CMU Zone shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this section.
- B. Curbside Management Plans. New development and redevelopment projects reviewed in the CMU Zone shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:
 - 1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
 - 2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.
- C. Public Improvements. For new construction and redevelopment generally, dedication of additional right-of-way to accommodate the improvements will be required in conjunction with the application for development. Improvements within the rights-of-way for public streets shall include, but not be limited to the following:
 - 1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5') tree wells adjacent to the curb as approved by the Planning Commission.
 - 2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
 - 3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.
- D. The following public improvement street furnishings are required for mixed use developments in the CMU Zone.
 - 1. Benches shall be placed on every development at two benches per 100 feet of street frontage.
 - 2. Garbage cans shall be placed on every development at one trash can per 100 feet of street frontage.
 - 3. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by

adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.

- (iii) Located to prevent damage to bicycles by vehicles, etc.
- (iv) In a convenient, visible, lighted area.
- (v) Located so as not to interfere with pedestrian movements.
- (vi) As near the principal entrance(s) of the building as practical.
- (vii) Located to provide safe access to and from the street.
- (viii) Designed to allow each bicycle to be supported by its frame.
- (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
- (x) Anchored to resist rust or corrosion, or removal by vandalism.
- (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.162.110: LOADING AND SERVICE AREAS:

- A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.
- B. Where possible, loading and service areas should be combined for multiple users. No single use may have more than one (1) loading dock, and no single building may have more than two (2) loading docks directly adjacent to one another. Loading docks are not to be located in building frontage.

17.164.120: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed use developments require open space and recreation opportunities for residents and visitors. Development and redevelopment of properties as mixed-use projects in the CMU Zone shall require the following.

- A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided as landscaping, courtyards, plazas, or walkways. Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission.
- B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking

areas, open space, and public trails. Sustainable landscaping including xeriscape species and innovative water recycling and irrigation systems is encouraged.

- C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening and beautifying the site, and shall comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.
- D. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the mixed-use development. A minimum of two amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.
 - 1. Playing fields
 - 2. Sport Courts
 - 3. Playground areas (to include four pieces of playground equipment minimum)
 - 4. Picnic areas
 - 5. Tennis courts
 - 6. Swimming pool
 - 9. Outdoor patios areas
 - 10. Gazebos
 - 11. Walking paths
 - 12. Multi-purpose trails
 - 13. Dog parks
 - 15. Nature paths with improvements
 - 16. Climbing Walls and Gyms
 - 17. Amphitheaters and outdoor entertainment areas
 - 18. Tot-lots (may consist of single playground equipment with seating adjacent)
 - 19. Community gardens
 - 20. Interactive fountains

CHAPTER 17.164:

VILLAGE MIXED USE, VMU

SECTION:

17.164.010: Purpose

17.164.020: Establishment

17.164.030: Findings Required

17.164.040: Permitted Uses

17.164.050: Conditional Uses

17.164.060: Master Site Plan Required

17.164.070: Area, Width, Frontage, & Yard Regulations

17.164.080: Development Standards

17.164.090: Parking Requirements

17.164.100: Access Improvements

17.164.110: Loading & Service Areas

17.164.120: Landscaping, Open Space, & Project Amenities

17.164.010: PURPOSE: The Village Mixed Use (VMU) Zone is established to provide an opportunity for the measured, context sensitive addition of residential housing to commercial properties and developments in and around areas identified as commercial and neighborhood nodes in the 2017 Murray City General Plan. Allowing the introduction of residential uses to existing commercial areas is intended to support the goals and principles of mixed-use development by facilitating a more compact, sustainable, and pedestrian oriented land use pattern as existing commercial nodes redevelop over time.

17.164.020: ESTABLISHMENT: The Village Mixed Use Zone should be considered for application to a property or properties within an established development having a minimum area of three (3) acres or more, and to those properties which are currently zoned or used for non-residential uses.

17.164.030: FINDINGS REQUIRED: The Village Mixed Use Zone should only be considered where Murray City officials find that mixed-use zoning will result in land use patterns and development that will meet a minimum of five (5) of the following goals. The application of the VMU Zone should foster development proposals that:

- A. Result in high-quality redevelopment of commercial properties.
- B. Retain and/or rehabilitate the commercial use of a significant portion of the property area.
- C. Facilitate the adaptive re-use of existing commercial structures.

- D. Increase local access to commercial services for in-project residents as well as for the residents of the immediately surrounding and nearby neighborhoods.
- E. Promote a greater variety of housing options within Murray neighborhoods.
- F. Promote opportunities for life-cycle housing, and housing for moderate income households.
- G. Provide increased walkability on the project site and result in walkable connections to the surrounding residential neighborhoods.
- H. Create and contribute to a sense of place and community.
- I. Result in improved conditions for buffering and transition between the project site and adjacent residential uses.

17.164.040: PERMITTED USES: Residential and non-residential land uses in the VMU Zone should complement one another and foster the creation of a village node with commercial uses that are utilized by the residents on the same site and by residents of the surrounding area. The following are permitted uses in the VMU Zone. Any use not listed shall be prohibited.

Table A: Permitted Uses	
No.	Land Use Classification
1120	Two-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1130	Multiple-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1150	Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).
1511	Hotels.
2180	Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).
2300	Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2510	Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
2740	Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2760	Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3259	Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3911	Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3920	Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3950	Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
5230	Paint, Glass, and Wallpaper

5250	Hardware and Supplies
5300	General Merchandise
5400	Food stores.
5600	Apparel and accessories.
5700	Furniture, Home Furnishings, and Equipment
5800	Eating and drinking places (except 5813; CUP required for drive-through sales).
5900	Miscellaneous retail trade (except 5935, 5938, 5939, 5980).
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet).
6216	Self-service laundries.
6220	Photographic services.
6230	Beauty and barber services.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6300	Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).
6493	Watch, clock, jewelry repair, engraving.
6494	Reupholstery and furniture repair (includes antiques, etc.).
6496	Locksmiths and key shops.
6499	Miscellaneous small item repair (maximum 5,000 square feet).
6500	Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).
6600	General construction services (office only, no material storage or equipment service yards).
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions.
7200	Public assembly.
7300	Amusements.
7410	Bowling alleys.
7420	Playgrounds and athletic areas.
7430	Swimming areas.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
7900	Other cultural, entertainment, recreational activities.
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

17.164.050: CONDITIONAL USES: The following land uses require conditional use permit review and approval by the Planning Commission. The Commission must find that the proposed use will contribute to the creation

of a village node, complementing and encouraging use by the on-site residential uses, and fostering connection to and use by residential uses in the surrounding area. Any use not listed shall be prohibited.

Table B: Conditional Uses	
No.	Land Use Classification
3250	Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
5813	Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6111	Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6513	Hospitals.
6516.1	Assisted living facilities.

17.164.060: MASTER SITE PLAN REQUIRED: Development of a new mixed use project, including redevelopment of an existing site to include new residential uses, requires Master Site Plan review and approval by the Planning Commission in a public meeting. Applications for Master Site Plan approval must be made on forms provided by the Community & Economic Development Department. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

- A. Building Orientation. Commercial and residential buildings in the same project should be oriented primarily to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.
- B. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.
- C. Outdoor Spaces. Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. Potential linkages to existing and future adjacent developments should be considered.

- D. Master Site Plan Agreement. Mixed-use developments that require Master Site Plan approval must be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for phasing of the project, the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.
 - 1. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:
 - a. Allowed phasing of residential and commercial development components.
 - b. Allowed residential densities.
 - c. Required parking for all uses.
 - d. Buffering of adjacent single-family residential zones.
 - e. Adequate public facilities and services.
 - f. Establishment, maintenance, or enhancement of commercial elements.
- E. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:
 - 1. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
 - 2. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
 - 3. Adequate Public Utilities & Facilities. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
 - 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

17.164.070: AREA, WIDTH, FRONTAGE, and YARD REGULATIONS:

The following standards for setbacks or facades and entries are intended to contribute to the active, pedestrian oriented streetscape that is envisioned for mixed use development in the MUV designation.

- A. Building facades will occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter.
 - 1. Existing buildings in new developments in the VMU Zone are exempt from this requirement.
- B. If greater setbacks are proposed to accommodate site features such as outdoor dining or gathering spaces, development should be designed such that building facades occupy a minimum of sixty-five percent (65%) of the total linear feet of property frontage on public streets within twenty-five feet (25') of the back face of curb and gutter.

- C. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru and pick-up windows must be located to the side or rear of the building front. Drive-thru lanes may only be approved in front setback areas as part of a Master Site Plan if the Planning Commission finds that such a location will not negatively impact the purposes and other requirements of the CMU Zone.

17.164.080: DEVELOPMENT STANDARDS: The following development standards are established for all applications in the Village Mixed Use Zone (VMU). Residential uses are allowed only in projects with associated commercial components. The intent of the VMU Zone is to allow residential uses as additions to otherwise commercial properties which currently serve local residential areas, and to thereby foster the development of a commercial node or village. The Master Site Plan should reflect this intent visually and functionally.

- A. Residential Density. Projects for development or redevelopment of property in the VMU Zone are allowed a residential density of 25 units per acre. Density per acre is calculated by the total project area. The Planning Commission may allow an increase in residential density where projects will provide additional open space and project amenities or affordable housing according to the requirements of Table C, below.

Table C: Residential Density		
Additional Maximum Residential Density	Open Space & Amenities	Affordable Housing
30 units per acre: meet the requirements for one of the two categories	2 additional outdoor amenities / 10% increase in total open space	10% of units reserved for household incomes no more than 80% of AMI
35 units per acre: meet the requirements for one of the two categories	4 additional outdoor amenities / 15% increase in total area; or 10% increase with public accessibility of at least 25% of the open space	15% of units reserved for household incomes no more than 80% of AMI

- B. VMU Commercial Requirements. Commercial uses are required for all development and redevelopment projects approved under this section. In the VMU, commercial uses are required along a project's frontage on principle streets. Principle streets are public rights-of-way identified as collectors and arterials in the VMU Zone. Where possible, existing commercial buildings should be maintained, enhanced, or rehabilitated to provide or contribute to the required commercial. Minimum commercial requirements may be met by any combination of new and existing commercial buildings and uses.
1. Vertical Mixed Use Projects. In vertical mixed use buildings commercial and retail uses are required on the ground floor of buildings located along the principal streets. Commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of buildings adjacent to a principal street for an extended depth of forty feet (40'). The balance

of the ground floor may be occupied by residential uses, and residential related uses, project amenities, and parking.

2. Horizontal Mixed Use Projects. Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as fifty percent (50%) of the project frontage on principal streets and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the principal street.
3. Reduction of Required Commercial. The Planning Commission may allow a reduction in the required commercial space where projects will provide additional open space and project amenities or affordable housing according to the requirements of Table D, below.

Table D: Allowance for the Reduction of Required Commercial		
Reduction of Required Commercial	Open Space & Amenities	Affordable Housing
80% of required	1 additional outdoor amenity / 5% increase in total open space	10% of units reserved for household incomes no more than 80% of AMI
65% of required	2 additional outdoor amenities / 10% increase in total open space	15% of units reserved for household incomes no more than 80% of AMI
50% of required	3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to 25% or more of the open space	10% of units reserved for household incomes no more than 80% of AMI, 10% of units reserved for household incomes no more than 60% of AMI
40% of required	4 additional outdoor amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space	15% of units reserved for household incomes no more than 80% of AMI, 10% of units reserved for household incomes no more than 60% of AMI

4. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses in mixed-use developments subject to the following considerations.
 - a. Excluding private garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.
 - b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
 - c. The live/work unit's first story height must be a minimum of twelve feet (12').

- d. Parking provided for the live/work unit(s) must meet both the residential and commercial requirements of this chapter.
 - e. Live/work units may provide no more than 20% of the commercial space required under this section.
- C. Buffering Required. Buffering measures are required for projects directly abutting single-family residential zones including the following:
 - 1. Building Separation & Landscaped Buffer. Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
 - 2. Gradation of Density. No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.
- D. Height. New buildings in mixed use projects developed or redeveloped in the VMU Zone shall conform to the height regulations established herein.
 - 1. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - 2. Number of Stories. No building within 100' of a single-family residential zone boundary may consist of more than two stories.
 - 3. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
 - 4. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
 - 5. Commercial Buildings. New commercial mixed-use building shall be erected to a minimum height of two (2) stories.
- E. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the VMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
2. Intersection with another interior access or public street.
3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signalized where possible. Where signalized crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.

17.164.090: PARKING: The VMU Zone is intended to support compact, pedestrian oriented, mixed use redevelopment of important nodes along the 900 East corridor. The following regulations shall apply to mixed use development and redevelopment of projects and properties in the VMU Zone.

- A. The use of parking decks and structures is encouraged. Parking structures and decks should provide the majority of parking in developments made under the VMU Zone.
 1. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.
 2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.
 3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.
- B. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.
- C. Minimum Parking Requirements. The parking requirements contained in Table E below, are to be applied for mixed-use development and redevelopment within the VMU Zone.

Table E: Required Parking in the VMU Zone	
Land Use	Minimum Required Parking
Residential – Studio	1.25 spaces per unit
Residential – 1 bedroom	1.5 spaces per unit
Residential – 2 bedroom	2.15 spaces per unit
Residential – 3+ bedroom	2.65 spaces per dwelling unit
Office uses	1 space per 350 ft ² net usable
Medical / Dental Offices and Clinics	1 space per 350 ft ² net usable
Retail / Commercial	1 space per 300 ft ² net usable

Restaurants / Eating & Drinking Establishments	1 space per 300 ft ² net usable
Disabled / Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Uses not listed	As determined by the Planning Commission based on comparable standards
Parking in excess of 125% of minimums	Allowed as approved by the Planning Commission if provided in structures or within the building envelope

17.164.100: ACCESS IMPROVEMENTS:

- A. Application for new mixed use development or redevelopment of existing sites in the VMU Zone shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this section.
- B. Curbside Management Plans. New development and redevelopment projects reviewed in the VMU Zone shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:
 1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
 2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.
- C. Public Improvements. For new construction and redevelopment generally, dedication of additional right-of-way to accommodate required improvements will be required in conjunction with the application for development. Improvements within the rights-of-way for public streets shall include, but not be limited to the following:
 1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5') tree wells adjacent to the curb as approved by the Planning Commission.
 2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
 3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.
- D. The following public improvement street furnishings are required for mixed use developments in the VMU Zone.

1. Benches shall be placed on every development at two benches per 100 feet of street frontage.
2. Trash cans shall be placed on every development at one trash can per 100 feet of street frontage.
3. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.
 - (iii) Located to prevent damage to bicycles by vehicles, etc.
 - (iv) In a convenient, visible, lighted area.
 - (v) Located so as not to interfere with pedestrian movements.
 - (vi) As near the principal entrance(s) of the building as practical.
 - (vii) Located to provide safe access to and from the street.
 - (viii) Designed to allow each bicycle to be supported by its frame.
 - (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
 - (x) Anchored to resist rust or corrosion, or removal by vandalism.
 - (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.164.110: LOADING AND SERVICE AREAS:

- A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.
- B. Where possible, loading and service areas should be combined for multiple users. No single use may have more than one (1) loading dock, and no single building may have more than two (2) loading docks directly adjacent to one another. Loading docks may not be located in building frontage.

17.164.120: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed use developments require open space and recreation opportunities for residents and visitors. Development and redevelopment of properties as mixed-use projects in the VMU Zone shall require the following.

- A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided as landscaping, courtyards, plazas, or walkways. Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission.
- B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and trails. Sustainable landscaping including xeriscape species and water recycling and irrigation systems is encouraged.
- C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening, and beautifying the site, and shall comply with applicable landscape requirements found in Chapter 17.68 of this title, except that lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.
- D. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the mixed-use development. A minimum of two amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.
 - 1. Playing fields
 - 2. Sport Courts
 - 3. Playground areas (to include four pieces of playground equipment minimum)
 - 4. Picnic areas
 - 5. Tennis courts
 - 6. Swimming pool
 - 7. Exercise rooms, gymnasiums
 - 8. Club rooms
 - 9. Outdoor patios areas
 - 10. Gazebos
 - 11. Walking paths
 - 12. Multi-purpose trails

13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and other outdoor performance and entertainment areas
18. Tot-lots (may consist of a single piece of playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains

CHAPTER 17.146:

MURRAY CENTRAL MIXED USE MIXED-USE DEVELOPMENT DISTRICT, M-U MCMU

SECTION:

17.146.010: Purpose

17.146.020: Definitions

17.146.030: Permitted Uses

17.146.040: Conditional Uses

17.146.050: Establishment of Subdistricts17.146.060: Height Regulations Site Plan/Master Site Plan Required17.146.070: Building Requirements Area, Width, Frontage and Yard Regulations17.146.080: Parking Regulation Development Standards17.146.090: Landscaping Regulations Height Regulations17.146.100: Loading And Service Areas Building Requirements17.146.110: Parking Requirements17.146.120: Access Improvements17.146.130: Lighting Standards Loading and Service Areas17.146.140: Storage Of Commercial Vehicles Landscaping, Open Space, & Project Amenities17.146.150: Nonconforming Uses And Developments Lighting17.146.160: Storage of Commercial Vehicles17.146.170: Nonconforming Uses and Developments17.146.180: Nonconforming Uses and Developments

17.146.010: PURPOSE:

The purpose of a mixed use ~~Development d~~ District is to encourage pedestrian oriented design, promote development, and protect the public health, safety, and welfare. The Murray Central Mixed Use district is intended to encourages compact, carefully planned mixed use development in the vicinity of the Murray Central Station. ~~Carefully planned mixed uses,~~ including neighborhood oriented commercial and restaurant space to; provide increased opportunities for pedestrian activity. ~~It is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities.~~ The MCMU district is facilitated by site and community design standards that:

A. Encourage high quality, compact development, and increase the number of residents and workers within walking distance of transit opportunities.

- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses.
- C. Revitalize areas proximate to transit stations.
- D. Improve the urban design in the area.
- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces.
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area.
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility, and quality urban design.
- H. Encourage structured parking, new roads, and public open spaces to enhance the design and function of the built environment.
- I. Encourage a safe, attractive, and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities.
- J. Encourage conservation of resources and optimal use of public infrastructure toward a sustainable community.
- K. Require property owners, developers, architects, and contractors to use a mix of high quality, durable, low maintenance building materials for projects in this zoning district. (Ord. 10-04 § 2)

17.146.020: DEFINITIONS:

FLOOR AREA RATIO (FAR): Shall be calculated as the gross floor area of all buildings on a lot or parcel, divided by the lot area.

HORIZONTAL MIXED USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a Master Site Plan.

PRINCIPAL STREET: Public rights-of-way which are classified as collectors or arterials by the Murray City Master Transportation Plan or private streets that would function as collectors or arterials ~~The street with higher traffic volume.~~

PRIVATE STREET: Means a right of way of easement in private ownership, not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

TRANSIT STATION: Refers to one of the three (3) rail stations located in Murray City's boundaries; the Murray North Station, Murray Central Station, and Fashion Place West Station.

VERTICAL MIXED USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

XERISCAPING: An attractive, sustainable landscape based on sound horticultural practices, which shows evidence of care. This method is beneficial especially for arid and semiarid climates and utilizes water conserving techniques (as the use of drought tolerant plants, mulch, and efficient irrigation).

(Ord. 19-36 § 2: Ord. 10-04 § 2)

17.146.030: PERMITTED USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted.

B. The following uses are permitted in the district (where square foot limits are specified, they shall apply to individually operating businesses, not to the entire property):

Use No.	Use Classification
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1100	Household units (except 1110, 1112, 1114, 1115, 1116, 1121, 1122). Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.
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1210	Residential facility for disabled persons.
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1210	Residential facility for elderly persons (see chapter 17.32 of this title).
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1241	Retirement homes, independent living, or congregate care.
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1300	Residential hotels and apartment hotels.
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1511	Hotels.
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4100	Railroad, rapid rail transit, and street railway transportation.
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4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
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4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
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4710	Telephone communications (except 4712).
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4730	Radio communications.
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- 4740 Television communications.
- 4750 Radio and television communications, combined.
- 4760 Recording and sound studios.
- 4800 Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
- 4920 Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
- 5210 Building materials, tile (no outside storage; not to exceed 12,000 square feet).
- 5220 Heating and plumbing equipment (no outside storage; not to exceed 12,000 square feet).
- 5230 Paint, glass, and wallpaper (no outside storage; not to exceed 12,000 square feet).
- 5240 Electrical supplies (no outside storage; not to exceed 12,000 square feet).
- 5251 Hardware (no outside storage; not to exceed 12,000 square feet).
- 5254 Janitorial supplies (no outside storage; not to exceed 12,000 square feet).
- 5255 Building maintenance materials (no outside storage; not to exceed 12,000 square feet).
- 5256 Swimming pool supplies (no outside storage; not to exceed 12,000 square feet).
- 5310 Department stores (not to exceed 40,000 square feet unless floor area ratio (FAR) of 1.0 is met).
- 5320 Mail order houses (deliveries and shipping only during normal business hours; not to exceed 12,000 square feet).
- 5330 Variety stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5350 Direct selling organizations (deliveries and shipping only during normal business hours; no outside storage; not to exceed 20,000 square feet).
- 5390 General merchandise (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5400 Food stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5600 Apparel and accessories (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5700 Furniture, home furnishings, and equipment (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5810 Eating places (drive-through sales to be allowed by conditional use permit; not to exceed 20,000 square feet).
- 5910 Drug and proprietary (not to exceed 12,000 square feet).
- 5920 Liquor, package (state store).

- 5930 Antiques and secondhand merchandise (except 5935, 5938 and construction materials; not to exceed 20,000 square feet).
- 5940 Books, stationery, art, and hobby supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5950 Sporting goods, bicycles, and toys supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5969 Garden supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5970 Jewelry (not to exceed 12,000 square feet).
- 5990 Miscellaneous retail trade (not to exceed 12,000 square feet).
- 6100 Finance, insurance, and real estate (except 6112, payday loan services, 6123, 6124, and 6141 surety bail bonding) (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 6213 Dry cleaning (in no more than 7,500 square feet; no outside storage).
- 6216 Self-service laundries.
- 6218 Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
- 6220 Photographic services.
- 6230 Beauty and barber services.
- 6241 Funeral home.
- 6250 Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
- 6290 Personal services (except 6293, 6294).
- 6310 Advertising services (office only; no outside storage).
- 6320 Consumer credit reporting services.
- 6330 Duplicating, mailing, stenographic, and office services.
- 6340 Dwelling and building services (office only, except 6342, 6345).
- 6350 News syndicate services (office only).
- 6360 Employment services.
- 6390 Business services (office only, except 6394 and 6397).
- 6420 Electrical appliance repair and service (except 6421 and 6426; in no more than 12,000 square feet; no outside storage).
- 6493 Watch, clock, jewelry repair, engraving.
- 6496 Locksmiths and key shops.
- 6498 Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
- 6499 Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
- 6500 Professional services (office only, except 6513 and 6516).

- 6600 Contract construction services (office and indoor storage only; no outside storage; not to exceed 12,000 square feet).
- 6700 Governmental services (except 6714, 6740, 6750, and 6770).
- 6800 Educational services.
- 6900 Miscellaneous service organizations.
- 7100 Cultural activities and nature exhibitions (except 7124).
- 7210 Entertainment assembly (except 7213).
- 7220 Sports assembly (except 7223 and 7224).
- 7230 Public assembly.
- 7391 Penny arcades and other coin operated amusements.
- 7395 Card rooms.
- 7396 Dance halls, ballrooms (includes dance clubs).
- 7397 Billiard and pool halls.
- 7399 Other amusements (office only).
- 7413 Tennis courts.
- 7414 Ice skating.
- 7417 Bowling alleys.
- 7420 Playgrounds and athletic areas.
- 7425 Athletic clubs, bodybuilding studios.
- 7432 Swimming pools and schools.
- 7451 Archery range (indoor only).
- 7492 Picnic areas.
- 7600 Parks (public and private).
- 8221 Veterinarian services (completely enclosed within a building).
- 8224 Pet grooming (completely enclosed within a building).

(Ord. 19-36 § 2: Ord. 16-41: Ord. 10-04 § 2)

17.146.040: CONDITIONAL USES:

The following uses and structures are permitted in the district only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Use No. Use Classification

- 1140 Condominium, low rise or garden type. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- 1150 Condominium, high rise. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- 1210 Rooming and boarding houses. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- ~~1515~~ Transient apartments rented by day or week. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- 2000 Manufacturing industries (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).

- 3220 Glass and glassware (pressed or blown; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3250 Pottery and related products (except 3251 and 3255; trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3500 Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3900 Miscellaneous manufacturing (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5100 Wholesale trade (except 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5813 Short order eating places with no product specialty, auto oriented (drive-in or drive-through establishments, etc.).
- 5820 Drinking places alcoholic beverages.
- 6516 Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
- 6516.1 Assisted living facilities.
- 8121 Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.

(Ord. 19-36 § 2: Ord. 19-20: Ord. 16-41: Ord. 10-04 § 2)

17.146.050: ESTABLISHMENT OF SUBDISTRICTS

A. The Murray Central Mixed Use district is intended for those properties in the vicinity of the Murray Central transit station in order to support vibrant, compact, and pedestrian-oriented development of properties in this area with significant access to transit opportunities.

B. The area is bifurcated by Interstate 15. Murray City recognizes significant differences in the transit access and development opportunities between properties to the east and west of Interstate 15.

1. MCMU EAST. Properties located in the Murray Central Mixed Use Zone east of Interstate 15 are established as the MCMU East Subdistrict.

2. MCMU WEST. Properties located in the Murray Central Mixed Use Zone west of Interstate 15 are established as the MCMU West Subdistrict.

C. Except where specifically stated, the requirements, regulations, and standards of the MCMU Zone shall be applied equally to both subdistricts.

17.146.060 SITE PLAN/MASTER SITE PLAN REQUIRED: New development and redevelopment of properties in the MCMU Zone shall be reviewed by the Planning Commission for conformance to the requirements of this chapter for Site Plan Approval. A Master Site Plan approved by the Planning Commission is required for all Horizontal Mixed Use Developments and mixed-use developments located on a parcel or combination of parcels greater than three (3) acres. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

A. Building Orientation. Commercial and residential buildings in the same project should primarily be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.

B. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.

C. Outdoor Spaces. Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. Potential linkages to existing and future adjacent developments should be considered.

D. Development Agreement. Mixed Use developments that require a Master Site Plan shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.

1. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:

- a. Allowed phasing of residential and commercial development components.
- b. Allowed residential densities.
- c. Required parking for all uses.
- d. Buffering of adjacent single-family residential zones.
- e. Adequate public facilities and services.
- f. Establishment, maintenance, or enhancement of commercial elements.

E. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:

1. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
2. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
3. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
4. Public Services Reviews. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

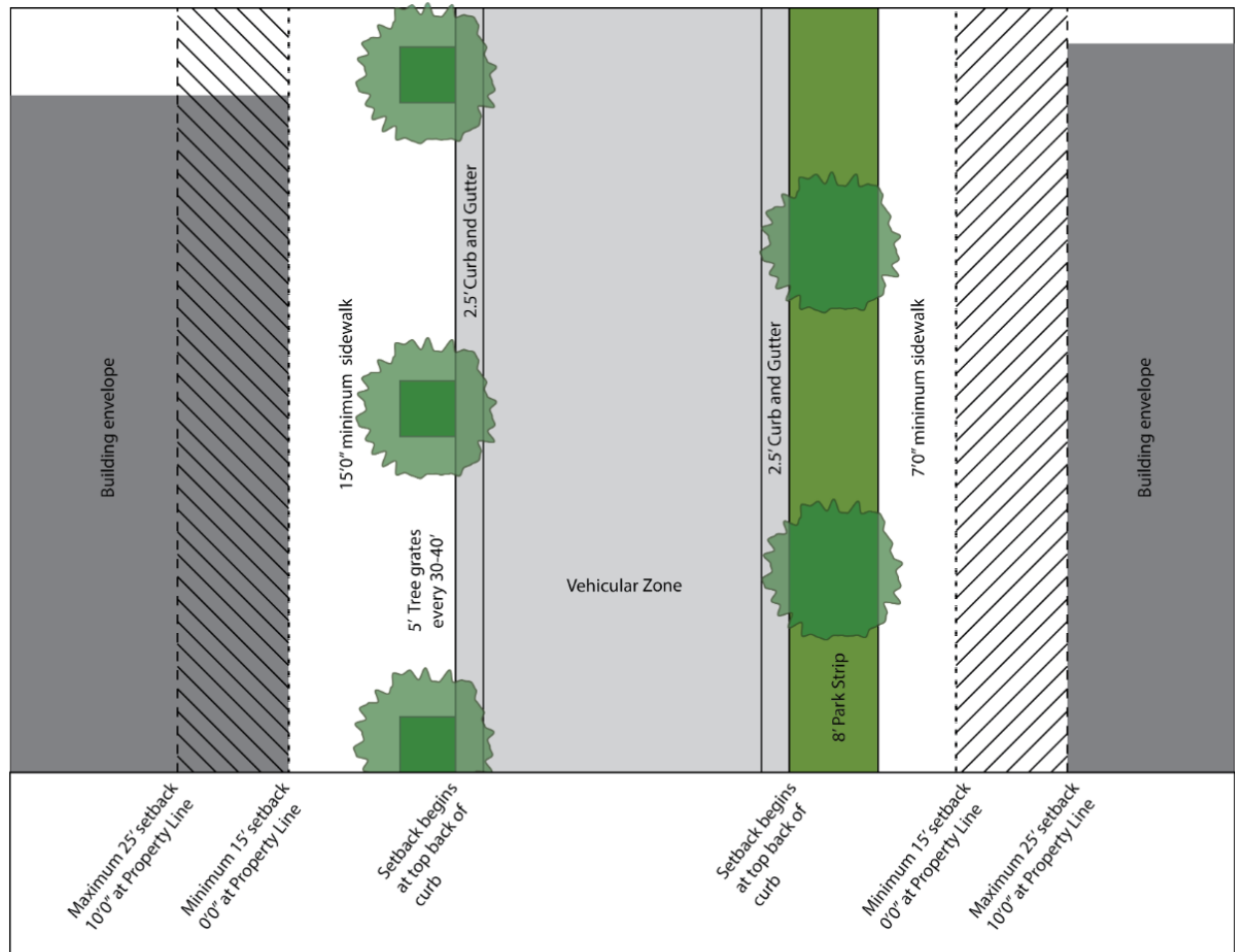
Utilities &

~~d. Public Services Review~~The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and other services. ~~Otherservicese. Review of Other Project Elements.~~ Where staff finds it necessary and appropriate, a study or analysis of other project elements may be required. Those elements may include but are not limited to:

iiiiiiivv

17.146.05006070: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

—A. The front setback for buildings facing public or private streets excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Buildings with setbacks between fifteen feet (15') and eighteen feet (18') must utilize recessed entrances. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza, or to accommodate curbside management planning. Buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza.



- B. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.
- C. Buildings located on a corner lot shall front on both streets.
- D. All front setback areas shall be landscaped in accordance with applicable sections of this title.
- E. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru lanes ~~and other accesses~~ may be approved in front setback areas as part of a ~~Master Unified Master~~ Site Plan if the Planning Commission finds that the purposes and other requirements of the M-~~CMU~~ Zone are not negatively impacted.met.
- ~~—F. When located within one half mile of a transit station, commercial uses shall occupy a minimum of seventy five percent (75%) of the width of the ground floor of a building facing a public street. When located more than one half mile from a transit station, commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of a building facing a public street. When located on the ground floor of the same building, the commercial uses must extend forty feet (40') in depth. The balance of the ground floor may be occupied by residential uses, including parking. Horizontal Mixed Use projects shall~~

~~provide a minimum commercial square footage component equal to an area calculated as seventy five percent (75%) of the project frontage on the public street and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the public street.~~

~~—F. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building, provided there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the city.~~

~~—G. —The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk. Where parking is located in the side lot area adjacent to a property boundary a five foot (5') wide landscaping area will be required along all property lines not occupied by drive accesses.~~

~~—H. A parking structure fronting on a street shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building. The face of the structure abutting the street shall have building materials compatible with the main buildings on the same or adjoining property. The area between the sidewalk and the parking structure shall have a minimum of ten feet (10') of landscaping. or shall provide window treatment consistent with subsection 17.146.070B of this chapter.~~

~~—I. Surface parking lots shall have a minimum setback of between fifteen feet (15') and twenty five feet (25') from the curb. Surface parking shall be located to the side or behind the building. The area between the sidewalk and the parking lot shall have a minimum of ten feet (10') of landscaping. The remainder of the area between the required landscaping and parking shall be a combination of plazas, artwork, fountains, and pedestrian ways. In no case shall the parking be set back from the street less than an adjacent the building or buildings.~~

~~—J. There shall be a minimum fifty foot (50') setback from the top of the bank of Little Cottonwood Creek, Big Cottonwood Creek, and the Jordan River. No buildings or parking facilities may be placed in the required setback. The Planning Commission may approve pedestrian and bicycle paths and other open space amenities within the setback if they are not disruptive. Top of bank shall be established by a licensed surveyor or engineer. (Ord. 19-36 § 2; Ord. 10-04 § 2)~~

17.146.0780: DEVELOPMENT STANDARDS

A. —Residential Density. Residential uses are allowed only in projects with associated commercial components as required by these development standards.

1. Calculation of Allowable Density. Residential density in mixed-use projects is allowed based upon the closest distance between the Murray Central Station platform and the development parcel's frontage on a public right-of-way, measured as a straight line. Where a project area has an area of two (2) acres or larger, the project

area may be divided for purposes of measuring distances and applying allowed densities to different acreage. Project residential density is allowed according to Table C below.

Table C: Maximum Allowed Residential Density				
<u>Distance to Murray Central Station Platform</u>	<u>1/8 mile</u>	<u>1/4 mile</u>	<u>1/2 mile</u>	<u>>1/2 mile</u>
<u>MCMU East Subdistrict</u>	<u>80</u>	<u>65</u>	<u>50</u>	<u>40</u>
<u>MCMU West Subdistrict</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>
<u>*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum allowed residential density is limited to 40 units per acre</u>				

2. Notwithstanding measurements made under subsection 17.146.080(A)(1) if the measured walking distance from the closest property line of a development parcel's frontage on the a public right-of-way to the Murray Central Station platform is greater than one-half (1/2) mile, residential density for a proposed project shall not exceed 40 units per acre.

B. Required Commercial. Commercial uses are required for all mixed use projects on development parcels with frontage on principal streets. Principal streets are identified as 4800 South, Murray Boulevard, Vine Street, and Commerce Drive.

1. Vertical Mixed Use Projects. In vertical mixed use projects, commercial and retail uses are required on the ground floor of buildings located along principal streets. When located within one-half (1/2) mile of the Murray Central Station platform, commercial and retail uses shall occupy a minimum of seventy five percent (75%) of the width of the ground floor of any building facing a principal street for an extended depth of forty feet (40'). When located more than one-half (1/2) mile from a transit station, commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of a building facing a principal street for an extended depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses, and residential related uses, including parking.

2. Horizontal Mixed Use Projects. Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as seventy five percent (75%) of the project frontage on the principal streets, and forty feet (40') in depth. For projects which comprise multiple parcels, required commercial square footage shall be calculated based on total project frontage on the principal streets.

3. Reduction of Required Commercial. The Planning Commission may allow a reduction in the required commercial space where projects will meet the requirements outlined for the MCMU East Subdistrict and West Subdistrict in Table D and Table E below. provide additional project amenities and open space, a mix of housing types, affordable housing, and/or reductions of the -residential density according to the following tables. Reductions may be considered by any combination of the allowed methods as presented in the tables below.

Table D: MCMU East Subdistrict, Reduction of Required Commercial

<u>Reduction of Required Commercial</u>	<u>Reduction of Allowed Residential Density per Acre</u>	<u>Open Space & Amenities</u>	<u>Affordable Housing</u>
<u>75% of required commercial: fulfill one (1) option</u>	<u>5-9 units</u>	<u>2 additional outdoor amenities / 5% increase in total open space</u>	<u>10% of units reserved for tenants with household incomes no more than 80% of AMI</u>
<u>60% of required commercial: fulfill two (2) options</u>	<u>10 units</u>	<u>2 additional outdoor amenities / 10% increase in total open space</u>	<u>15% of units reserved for tenants with household incomes no more than 80% of AMI</u>

Table E: MCMU West Subdistrict, Reduction of Required Commercial

<u>Reduction of Required Commercial</u>	<u>Reduction of Allowed Residential Density per Acre</u>	<u>Open Space & Amenities</u>	<u>Affordable Housing</u>
<u>75% of required commercial: fulfill one (1) option</u>	<u>5-9 units</u>	<u>2 additional outdoor amenities / 5% increase in total open space</u>	<u>10% of units reserved for tenants with household incomes no more than 80% of AMI</u>
<u>60% of required commercial: fulfill two (2) options</u>	<u>10-14 units</u>	<u>2 additional amenities / 10% increase in total open space</u>	<u>15% of units reserved for tenants with household incomes no more than 80% of AMI</u>
<u>45% of required commercial: fulfill one (1) option</u>	<u>15-19 units</u>	<u>3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to at least 25% of open space</u>	<u>10% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI</u>

<u>30% of required commercial: fulfill two (2) options</u>	<u>20 units</u>	<u>4 additional amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space</u>	<u>15% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI</u>
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4. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

- a. Excluding private, attached garage space, the ground floor of the live/work unit must be designed, constructed, and used as commercial space.
- b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
- c. The live/work unit's first story height must be a minimum of twelve feet (12').
- d. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
- e. For mixed-use developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space in the MCMU East Subdistrict, and no more than 20% of the required commercial space in the MCMU West Subdistrict.

C. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the MCMU District, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

- 1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
- 2. Intersection with another interior access or public street.
- 3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signaled where possible. Where signaled

crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.

D. Buffering Required. Buffering measures are required for projects directly abutting single-family residential zones including the following:

1. Building Separation & Landscaped Buffer. Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
2. Gradation of Density. No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.
3. Height. New buildings in mixed use projects developed or redeveloped in the MCMU Zone shall conform to the height regulations established herein.
 - a. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - b. Number of Stories. No building within 100' of a single-family residential zone boundary may consist of more than two stories.
 - c. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
 - d. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
 - e. Commercial Buildings. No new commercial mixed-use building shall be erected to a height less than two (2) stories.

17.146.060090: HEIGHT REGULATIONS:

—A. Height Restrictions: There are no height restrictions in the district except as provided in Section 17.146.080(D) of this chapter.

~~The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed fifty feet (50')—B1.~~ Measurement ~~Of of~~ Distances.:

- 1. For purposes of this section, the width of public or private roadways shall be included in computing setback distances. For example, if a roadway is located on the boundary of a residential zoning district, the measurements required under this section shall be made from the property line of that roadway which is nearest the residential use or zone. Otherwise, the measurement shall be made from the residential zoning district boundary.
- 2. Setback distances to structures located pursuant to this section shall be measured from the nearest residential zoning district boundary, except as otherwise provided in this section, to the nearest exterior wall of the structure.
- 3. Where residential zoning is separated from the mixed-use zone by a federal interstate highway the height restrictions of this chapter shall not apply.

17.146.~~070~~100: BUILDING REQUIREMENTS:

- A. Walls, partitions, and floor/ceiling assemblies separating dwelling units from each other or from public or service areas shall have a sound transmission class (STC) of not less than fifty (50) for airborne noise.
- B. Blank walls shall not occupy over fifty percent (50%) of a principal frontage. Nonresidential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window, entry, pilaster, or similar element. All development shall provide ground floor windows on the building facade and adjacent to a public or private street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block two-way visibility are prohibited as ground floor windows.
- C. All buildings fronting on a street shall have at least one public entrance per use or business which fronts on the street.
- D. All buildings and structures shall be maintained in good condition.
- E. Water conserving plumbing fixtures shall be used. Such fixtures shall include, but are not limited to, dual flush toilets and low volume showers and lavatories which cannot be adjusted or modified.
- ~~—F. Authority:- Nothing in this section shall be construed to limit the authority of the planning-Planning commission-Commission or community-Community and economic Economic development-Development staff to review building materials, design elements and other aesthetic considerations as it deems proper to mitigate or modify the visual impact of the height of buildings upon surrounding land uses.~~

17.146.110: PARKING REQUIREMENTS: The Murray Central Mixed Use District is intended to support development patterns which foster pedestrian activity and reduced dependence on automobiles generally, resulting in less demand for vehicle parking. The parking

requirements for residential and commercial uses in this section shall be applied to all new development in the Mixed Use Zone.

A. For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or within a parking structuredecks or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

B. Parking structures and decks should provide the majority of parking in the MCMU Zone.

1. Direct Access Required. Parking decks and structures must ~~utilize~~provide direct, interior, ~~access~~ or weather protected access to the buildings, uses, and projects that they serve.

2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to ~~seven~~three hundred fifty feet (75300') from the ~~main building~~commercial location if it can be shown to be necessary.

3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

C. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

D. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

E. Off-street parking will not be permitted in any fire lane, aisle space or front yard setback areas except as allowed by this chapter.

F. Development shall comply with off-street parking dimensional standards as found in chapter 17.72 of this title.

G. Shared parking. Shared parking may be located on parcels within six hundred feet (600') of the use for which it is intended if approved by the Planning Commission. In no case shall parking shared between uses account for more than twenty-five percent (25%) of total required parking for any project.

H. Required Parking for Residential and Commercial Uses. Parking requirements for residential and commercial uses in the MCMU East and MCMU West Subdistricts are contained in Table F, below.

Table F: Required Parking in the MCMU Zone

	<u>MCMU East Subdistrict</u>	<u>MCMU West Subdistrict</u>
<u>Residential – Studio</u>	<u>1 spaces per unit</u>	<u>1.25 spaces per unit</u>

<u>Residential – 1 bedroom</u>	<u>1.25 spaces per unit</u>	<u>1.5 spaces per unit</u>
<u>Residential – 2 bedroom</u>	<u>1.5 spaces per unit</u>	<u>2.15 spaces per unit</u>
<u>Residential – 3+ bedroom</u>	<u>2.5 spaces per unit</u>	<u>2.65 spaces per unit</u>
<u>Office uses</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Medical / Dental Offices and Clinics</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Retail / Commercial</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Restaurants / Eating & Drinking Establishments</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Disabled / Accessible</u>	<u>See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act</u>	
<u>Uses not listed</u>	<u>As determined by the Planning Commission based on comparable standards</u>	
<u>Parking in excess of 125% of minimums</u>	<u>Allowed as approved by the Planning Commission if provided in structures or within the building envelope</u>	

17.146.~~120~~120: ACCESS IMPROVEMENTS:

—A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.

—~~BC.~~ For new construction and redevelopment ~~developments that do not include a commercial use on the ground floor generally~~, improvements within the rights of way for public streets shall include, but not be limited to, the following:

1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5')

tree wells adjacent to the curb as approved by ~~the city engineer and the~~ Planning Commission.

2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.

~~D-C. For d~~ Where developments that include a will include commercial uses on the ground floor, ~~or unless otherwise approved by the City, and sufficient public right-of-way is unavailable for on-street parking, the Planning Commission may approve modifications to the general~~ improvements ~~within the rights of way for public streets shall include, but not be limited to~~ to accommodate on-street parking as follows; the following:

1. Seven foot (7') wide paved sidewalks with nine foot (9') wide adjacent on street parallel parking (including gutters). Forty foot (40') landscape planters shall be installed between every two (2) to three (3) parallel parking spaces and shall include the following:
 - a. The forty foot (40') landscaping planters shall have one streetlight, two (2) trees, and shrubs to provide a minimum ground coverage of fifty percent (50%) at time of planting.
 - b. Landscape planter trees shall have branching beginning no less than six feet (6') above the ground and shrubs not exceeding a height of three feet (3').
 - c. Streetlights shall be placed at the center of every landscaping planter with the nearest shrubs being located a minimum of four feet (4') from every light pole.
 - d. Street trees shall be located fourteen feet (14') from center street lighting.
 - e. Street planters shall be flared at a minimum forty five degree (45°) angle in order to facilitate ease of access for the adjacent parallel parking spaces.
 - f. Additional ground cover shall be provided as necessary in order for landscape planters to have a minimum of fifty percent (50%) ground cover at time of planting.
2. Parking must be located a minimum of thirty feet (30') from intersecting rights-of-way or drive accesses.
3. Street trees shall also be located in park strip areas not utilized as landscape planters and shall be spaced every thirty feet (30') to forty feet (40') on center.
4. Street lighting within landscape planters and all other park strip areas shall be spaced every ninety feet (90') to one hundred ten feet (110') on center and as approved by the City. Street lighting shall be residential in character with an overall height not to exceed twelve feet (12') as measured from the base to the top of the pole luminary. Street lighting shall comply with all other City street lighting specifications.

~~E-D.~~ The following public improvement street furnishings are required for all developments within the Murray Central Mixed Use ~~Zoning~~ District:

1. Benches shall be provided and spaced as approved by the City.

2. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.
 - (iii) Located to prevent damage to bicycles by vehicles, etc.
 - (iv) In a convenient, visible, lighted area.
 - (v) Located so as not to interfere with pedestrian movements.
 - (vi) As near the principal entrance(s) of the building as practical.
 - (vii) Located to provide safe access to and from the street.
 - (viii) Designed to allow each bicycle to be supported by its frame.
 - (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
 - (x) Anchored to resist rust or corrosion, or removal by vandalism.
 - (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.146.~~100~~130: LOADING AND SERVICE AREAS:

- A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.
- B. No more than two (2) loading docks per individual use; loading docks are not to be located in building frontage. (Ord. 10-04 § 2)

~~17.146.~~ LANDSCAPING REGULATIONS:

~~—A. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening and beautifying the site, and comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040A1a of this title. At plant maturity the landscaping should represent, as a minimum standard, compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.~~

~~—B. Landscaping adjacent to a residential zoning boundary line will require a minimum landscaping buffer of ten feet (10') in width from the boundary line on the nonresidential side of the property excluding the fence, and curb wall if located adjacent to off street parking.~~

~~—C. Parking lots abutting a property line shall be screened by a minimum five foot (5') wide landscape area, as outlined in subsection 17.146.050I of this chapter.~~

~~—D. The use of Ssustainable landscaping including xeriscape species, innovative water recycling, or irrigation systems is encouraged. All landscape plans must be approved by the city's urban forester.~~

~~(Ord. 19-36 § 2; Ord. 10-04 § 2)~~

17.146.140: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed-use developments require open space and recreation opportunities for residents and visitors. The following regulations shall govern the provision of landscaping, open space, and project amenities for development and redevelopment of properties as mixed-use projects in the MCMU Zone.

~~—A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided developed as landscaping, courtyards, plazas, or walkways, ~~except any a~~Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission. Amenity areas provided in conjunction with multi-family uses will qualify as open space.~~

~~—B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and public trails.~~

C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening, and beautifying the site, and shall comply with applicable landscape requirements found in Chapter 17.68 of this title, except that lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the

mixed-use development. A minimum of two (2) amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields
2. Sport Courts
3. Playground areas (to include four pieces of playground equipment minimum)
4. Picnic areas
5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and/or water features

17.146.~~130~~150: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.
- D. Lighting shall be shielded and directed downward to prevent any off site glare.
- E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

—F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.

—G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.146. ~~140~~160: STORAGE OF COMMERCIAL VEHICLES:

No trucks, motor vehicles or commercial trailers having a gross vehicle weight rating of more than twelve thousand (12,000) pounds shall be stored or parked outdoors on any lot or parcel within the M-U Zone, nor shall any contracting and/or earthmoving equipment be stored or parked outdoors on any lot or parcel within the M-U Zone. (Ord. 18-22)

17.146. ~~150~~170: NONCONFORMING USES AND DEVELOPMENTS:

Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 18-22)

CHAPTER 17.146:

MURRAY CENTRAL MIXED USE, MCMU

SECTION:

- 17.146.010: Purpose
- 17.146.020: Definitions
- 17.146.030: Permitted Uses
- 17.146.040: Conditional Uses
- 17.146.050: Establishment of Subdistricts
- 17.146.060: Site Plan/Master Site Plan Required
- 17.146.070: Area, Width, Frontage and Yard Regulations
- 17.146.080: Development Standards
- 17.146.090: Height Regulations
- 17.146.100: Building Requirements
- 17.146.110: Parking Requirements
- 17.146.120: Access Improvements
- 17.146.130: Loading and Service Areas
- 17.146.140: Landscaping, Open Space, & Project Amenities
- 17.146.150: Lighting
- 17.146.160: Storage of Commercial Vehicles
- 17.146.170: Nonconforming Uses and Developments
- 17.146.180: Nonconforming Uses and Developments

17.146.010: PURPOSE:

The purpose of a mixed use district is to encourage pedestrian oriented design, promote development, and protect the public health, safety, and welfare. The Murray Central Mixed Use district is intended to encourage compact, carefully planned mixed use development in the vicinity of the Murray Central Station, including neighborhood oriented commercial and restaurant space to provide increased opportunities for pedestrian activity. The MCMU district is facilitated by site and community design standards that:

- A. Encourage high quality, compact development, and increase the number of residents and workers within walking distance of transit opportunities.
- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses.
- C. Revitalize areas proximate to transit stations.
- D. Improve the urban design in the area.

- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces.
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area.
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility, and quality urban design.
- H. Encourage structured parking, new roads, and public open spaces to enhance the design and function of the built environment.
- I. Encourage a safe, attractive, and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities.
- J. Encourage conservation of resources and optimal use of public infrastructure toward a sustainable community.
- K. Require property owners, developers, architects, and contractors to use a mix of high quality, durable, low maintenance building materials for projects in this zoning district. (Ord. 10-04 § 2)

17.146.020: DEFINITIONS:

FLOOR AREA RATIO (FAR): Shall be calculated as the gross floor area of all buildings on a lot or parcel, divided by the lot area.

HORIZONTAL MIXED USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a Master Site Plan.

PRINCIPAL STREET: Public rights-of-way which are classified as collectors or arterials by the Murray City Master Transportation Plan or private streets that would function as collectors or arterials.

PRIVATE STREET: Means a right of way of easement in private ownership, not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

TRANSIT STATION: Refers to one of the three (3) rail stations located in Murray City's boundaries; the Murray North Station, Murray Central Station, and Fashion Place West Station.

VERTICAL MIXED USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

XERISCAPING: An attractive, sustainable landscape based on sound horticultural practices, which shows evidence of care. This method is beneficial especially for arid and semiarid climates and utilizes water conserving techniques (as the use of drought tolerant plants, mulch, and efficient irrigation).

(Ord. 19-36 § 2: Ord. 10-04 § 2)

17.146.030: PERMITTED USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted.

B. The following uses are permitted in the district (where square foot limits are specified, they shall apply to individually operating businesses, not to the entire property):

Use No.	Use Classification
1100	Household units (except 1110, 1112, 1114, 1115, 1116, 1121, 1122).
1210	Residential facility for disabled persons.
1210	Residential facility for elderly persons (see chapter 17.32 of this title).
1241	Retirement homes, independent living, or congregate care.
1300	Residential hotels and apartment hotels.
1511	Hotels.
4100	Railroad, rapid rail transit, and street railway transportation.
4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
4710	Telephone communications (except 4712).
4730	Radio communications.
4740	Television communications.
4750	Radio and television communications, combined.
4760	Recording and sound studios.
4800	Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
4920	Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5210	Building materials, tile (no outside storage; not to exceed 12,000 square feet).
5220	Heating and plumbing equipment (no outside storage; not to exceed 12,000 square feet).
5230	Paint, glass, and wallpaper (no outside storage; not to exceed 12,000 square feet).
5240	Electrical supplies (no outside storage; not to exceed 12,000 square feet).

- 5251 Hardware (no outside storage; not to exceed 12,000 square feet).
- 5254 Janitorial supplies (no outside storage; not to exceed 12,000 square feet).
- 5255 Building maintenance materials (no outside storage; not to exceed 12,000 square feet).
- 5256 Swimming pool supplies (no outside storage; not to exceed 12,000 square feet).
- 5310 Department stores (not to exceed 40,000 square feet unless floor area ratio (FAR) of 1.0 is met).
- 5320 Mail order houses (deliveries and shipping only during normal business hours; not to exceed 12,000 square feet).
- 5330 Variety stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5350 Direct selling organizations (deliveries and shipping only during normal business hours; no outside storage; not to exceed 20,000 square feet).
- 5390 General merchandise (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5400 Food stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5600 Apparel and accessories (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5700 Furniture, home furnishings, and equipment (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5810 Eating places (drive-through sales to be allowed by conditional use permit; not to exceed 20,000 square feet).
- 5910 Drug and proprietary (not to exceed 12,000 square feet).
- 5920 Liquor, package (state store).
- 5930 Antiques and secondhand merchandise (except 5935, 5938 and construction materials; not to exceed 20,000 square feet).
- 5940 Books, stationery, art, and hobby supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5950 Sporting goods, bicycles, and toys supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5969 Garden supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5970 Jewelry (not to exceed 12,000 square feet).
- 5990 Miscellaneous retail trade (not to exceed 12,000 square feet).
- 6100 Finance, insurance, and real estate (except 6112, payday loan services, 6123, 6124, and 6141 surety bail bonding) (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 6213 Dry cleaning (in no more than 7,500 square feet; no outside storage).
- 6216 Self-service laundries.

- 6218 Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
- 6220 Photographic services.
- 6230 Beauty and barber services.
- 6241 Funeral home.
- 6250 Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
- 6290 Personal services (except 6293, 6294).
- 6310 Advertising services (office only; no outside storage).
- 6320 Consumer credit reporting services.
- 6330 Duplicating, mailing, stenographic, and office services.
- 6340 Dwelling and building services (office only, except 6342, 6345).
- 6350 News syndicate services (office only).
- 6360 Employment services.
- 6390 Business services (office only, except 6394 and 6397).
- 6420 Electrical appliance repair and service (except 6421 and 6426; in no more than 12,000 square feet; no outside storage).
- 6493 Watch, clock, jewelry repair, engraving.
- 6496 Locksmiths and key shops.
- 6498 Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
- 6499 Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
- 6500 Professional services (office only, except 6513 and 6516).
- 6600 Contract construction services (office and indoor storage only; no outside storage; not to exceed 12,000 square feet).
- 6700 Governmental services (except 6714, 6740, 6750, and 6770).
- 6800 Educational services.
- 6900 Miscellaneous service organizations.
- 7100 Cultural activities and nature exhibitions (except 7124).
- 7210 Entertainment assembly (except 7213).
- 7220 Sports assembly (except 7223 and 7224).
- 7230 Public assembly.
- 7391 Penny arcades and other coin operated amusements.
- 7395 Card rooms.
- 7396 Dance halls, ballrooms (includes dance clubs).
- 7397 Billiard and pool halls.

- 7399 Other amusements (office only).
- 7413 Tennis courts.
- 7414 Ice skating.
- 7417 Bowling alleys.
- 7420 Playgrounds and athletic areas.
- 7425 Athletic clubs, bodybuilding studios.
- 7432 Swimming pools and schools.
- 7451 Archery range (indoor only).
- 7492 Picnic areas.
- 7600 Parks (public and private).
- 8221 Veterinarian services (completely enclosed within a building).
- 8224 Pet grooming (completely enclosed within a building).

(Ord. 19-36 § 2: Ord. 16-41: Ord. 10-04 § 2)

17.146.040: CONDITIONAL USES:

The following uses and structures are permitted in the district only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Use No.	Use Classification
1140	Condominium, low rise or garden type.
1150	Condominium, high rise.
1210	Rooming and boarding houses.
2000	Manufacturing industries (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
3220	Glass and glassware (pressed or blown; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
3250	Pottery and related products (except 3251 and 3255; trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (trades only in no more than 12,000 square feet;

- deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3900 Miscellaneous manufacturing (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5100 Wholesale trade (except 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5813 Short order eating places with no product specialty, auto oriented (drive-in or drive-through establishments, etc.).
- 5820 Drinking places alcoholic beverages.
- 6516 Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
- 6516.1 Assisted living facilities.
- 8121 Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.

(Ord. 19-36 § 2: Ord. 19-20: Ord. 16-41: Ord. 10-04 § 2)

17.146.050: ESTABLISHMENT OF SUBDISTRICTS

- A. The Murray Central Mixed Use district is intended for those properties in the vicinity of the Murray Central transit station in order to support vibrant, compact, and pedestrian-oriented development of properties in this area with significant access to transit opportunities.
- B. The area is bifurcated by Interstate 15. Murray City recognizes significant differences in the transit access and development opportunities between properties to the east and west of Interstate 15.
 - 1. MCMU EAST. Properties located in the Murray Central Mixed Use Zone east of Interstate 15 are established as the MCMU East Subdistrict.
 - 2. MCMU WEST. Properties located in the Murray Central Mixed Use Zone west of Interstate 15 are established as the MCMU West Subdistrict.
- C. Except where specifically stated, the requirements, regulations, and standards of the MCMU Zone shall be applied equally to both subdistricts.

17.146.060 SITE PLAN/MASTER SITE PLAN REQUIRED: New development and redevelopment of properties in the MCMU Zone shall be reviewed by the Planning Commission for conformance to the requirements of this chapter for Site Plan Approval. A Master Site Plan approved by the Planning Commission is required for all Horizontal Mixed Use Developments and mixed-use developments located on a parcel or combination of parcels greater than

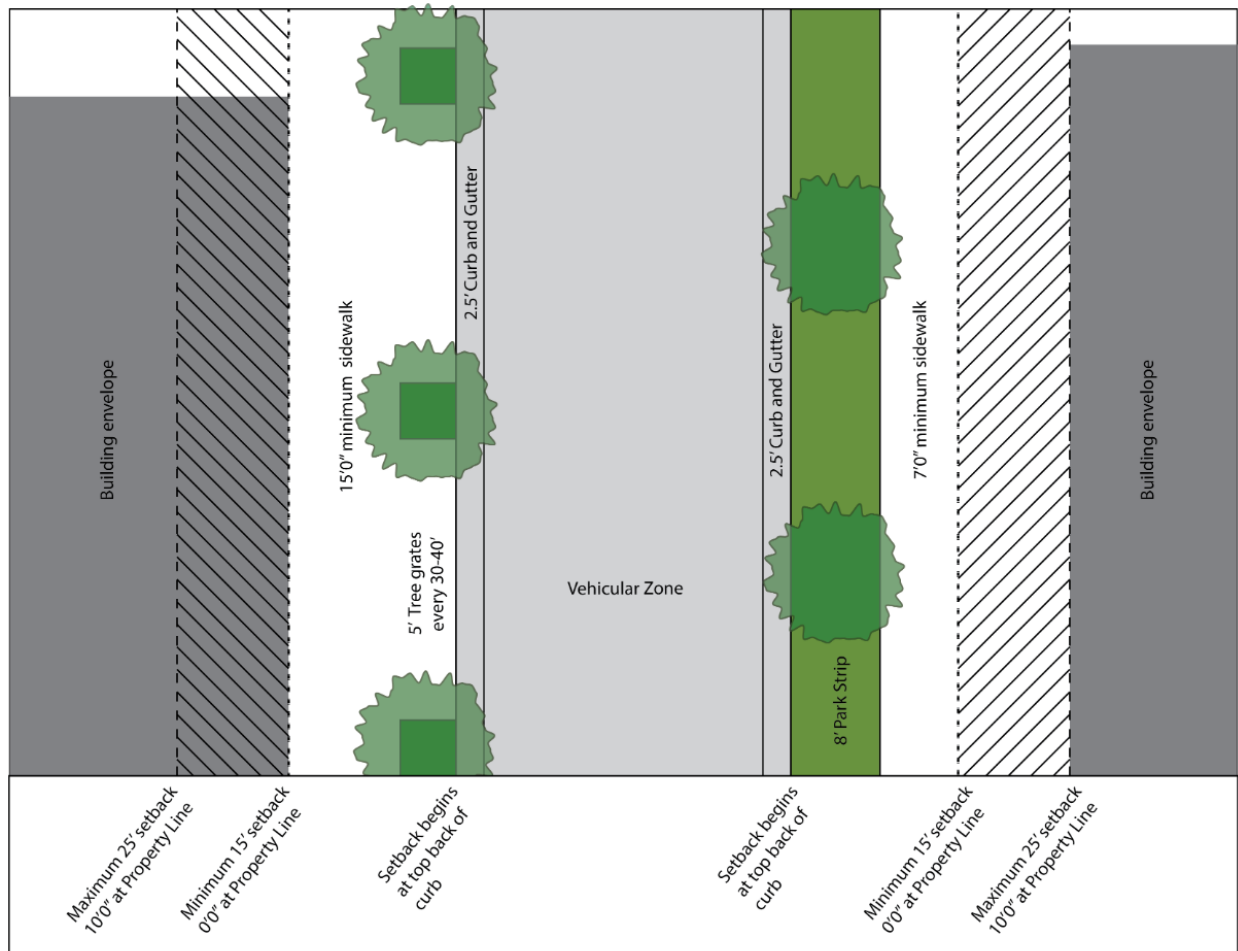
three (3) acres. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

- A. **Building Orientation.** Commercial and residential buildings in the same project should primarily be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.
- B. **Central Feature.** A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.
- C. **Outdoor Spaces.** Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. Potential linkages to existing and future adjacent developments should be considered.
- D. **Development Agreement.** Mixed Use developments that require a Master Site Plan shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.
 - 1. **Required Elements.** The Master Site Plan Agreement must address the following components of the proposed project:
 - a. Allowed phasing of residential and commercial development components.
 - b. Allowed residential densities.
 - c. Required parking for all uses.
 - d. Buffering of adjacent single-family residential zones.
 - e. Adequate public facilities and services.
 - f. Establishment, maintenance, or enhancement of commercial elements.
- E. **Master Site Plan Application Requirements.** When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:
 - 1. **Traffic Impact Study.** The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
 - 2. **Parking Analysis.** The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.

3. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

17.146.0070: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

A. The front setback for buildings facing public or private streets excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Buildings with setbacks between fifteen feet (15') and eighteen feet (18') must utilize recessed entrances. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza, or to accommodate curbside management planning. Buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza.



B. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.

C. Buildings located on a corner lot shall front on both streets.

D. All front setback areas shall be landscaped in accordance with applicable sections of this title.

E. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru lanes may be approved in front setback areas as part of a Master Site Plan if the Planning Commission finds that the purposes and other requirements of the MCMU Zone are not negatively impacted.

F. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building, provided there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the city.

G. The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk. Where parking is located in the side lot area adjacent to a property boundary a five foot (5') wide landscaping area will be required along all property lines not occupied by drive accesses.

H. A parking structure fronting on a street shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building. The face of the structure abutting the street shall have building materials compatible with the main buildings on the same or adjoining property. The area between the sidewalk and the parking structure shall have a minimum of ten feet (10') of landscaping.

I. Surface parking lots shall have a minimum setback of between fifteen feet (15') and twenty five feet (25') from the curb. Surface parking shall be located to the side or behind the building. The area between the sidewalk and the parking lot shall have a minimum of ten feet (10') of landscaping. The remainder of the area between the required landscaping and parking shall be a combination of plazas, artwork, fountains, and pedestrian ways. In no case shall the parking be set back from the street less than an adjacent building or buildings.

J. There shall be a minimum fifty foot (50') setback from the top of the bank of Little Cottonwood Creek, Big Cottonwood Creek, and the Jordan River. No buildings or parking facilities may be placed in the required setback. The Planning Commission may approve pedestrian and bicycle paths and other open space amenities within the setback if they are not disruptive. Top of bank shall be established by a licensed surveyor or engineer.

(Ord. 19-36 § 2: Ord. 10-04 § 2)

17.146.080: DEVELOPMENT STANDARDS

A. Residential Density. Residential uses are allowed only in projects with associated commercial components as required by these development standards.

1. Calculation of Allowable Density. Residential density in mixed-use projects is allowed based upon the closest distance between the Murray Central Station platform and the development parcel's frontage on a public right-of-way, measured as a

straight line. Where a project area has an area of two (2) acres or larger, the project area may be divided for purposes of measuring distances and applying allowed densities to different acreage. Project residential density is allowed according to Table C below.

Table C: Maximum Allowed Residential Density				
Distance to Murray Central Station Platform	1/8 mile	1/4 mile	1/2 mile	>1/2 mile
MCMU East Subdistrict	80	65	50	40
MCMU West Subdistrict	40	40	40	40
*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum allowed residential density is limited to 40 units per acre				

2. Notwithstanding measurements made under subsection 17.146.080(A)(1) if the measured walking distance from the closest property line of a development parcel's frontage on the a public right-of-way to the Murray Central Station platform is greater than one-half (1/2) mile, residential density for a proposed project shall not exceed 40 units per acre.

B. Required Commercial. Commercial uses are required for all mixed use projects on development parcels with frontage on principal streets. Principal streets are identified as 4800 South, Murray Boulevard, Vine Street, and Commerce Drive.

1. Vertical Mixed Use Projects. In vertical mixed use projects, commercial and retail uses are required on the ground floor of buildings located along principal streets. When located within one-half (1/2) mile of the Murray Central Station platform, commercial and retail uses shall occupy a minimum of seventy five percent (75%) of the width of the ground floor of any building facing a principal street for an extended depth of forty feet (40'). When located more than one-half (1/2) mile from a transit station, commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of a building facing a principal street for an extended depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses, and residential related uses, including parking.

2. Horizontal Mixed Use Projects. Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as seventy five percent (75%) of the project frontage on principal streets, and forty feet (40') in depth. For projects which comprise multiple parcels, required commercial square footage shall be calculated based on total project frontage on principal streets.

3. Reduction of Required Commercial. The Planning Commission may allow a reduction in the required commercial space where projects will meet the requirements outlined for the MCMU East Subdistrict and West Subdistrict in Table D and Table E below. provide additional project amenities and open space, a mix of housing types, affordable housing, and/or reductions of the residential density according to the following tables. Reductions may be considered by any combination of the allowed methods as presented in the tables below.

Table D: MCMU East Subdistrict, Reduction of Required Commercial			
Reduction of Required Commercial	Reduction of Allowed Residential Density per Acre	Open Space & Amenities	Affordable Housing
75% of required commercial: fulfill one (1) option	5-9 units	2 additional outdoor amenities / 5% increase in total open space	10% of units reserved for tenants with household incomes no more than 80% of AMI
60% of required commercial: fulfill two (2) options	10 units	2 additional outdoor amenities / 10% increase in total open space	15% of units reserved for tenants with household incomes no more than 80% of AMI

Table E: MCMU West Subdistrict, Reduction of Required Commercial			
Reduction of Required Commercial	Reduction of Allowed Residential Density per Acre	Open Space & Amenities	Affordable Housing
75% of required commercial: fulfill one (1) option	5-9 units	2 additional outdoor amenities / 5% increase in total open space	10% of units reserved for tenants with household incomes no more than 80% of AMI
60% of required commercial: fulfill two (2) options	10-14 units	2 additional amenities / 10% increase in total open space	15% of units reserved for tenants with household incomes

			no more than 80% of AMI
45% of required commercial: fulfill one (1) option	15-19 units	3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to at least 25% of open space	10% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI
30% of required commercial: fulfill two (2) options	20 units	4 additional amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space	15% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI

4. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

- a. Excluding private, attached garage space, the ground floor of the live/work unit must be designed, constructed, and used as commercial space.
- b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
- c. The live/work unit's first story height must be a minimum of twelve feet (12').
- d. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
- e. For mixed-use developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space in the MCMU East Subdistrict, and no more than 20% of the required commercial space in the MCMU West Subdistrict.

- C. **Block Length.** To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the MCMU District, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:
 1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
 2. Intersection with another interior access or public street.
 3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signalized where possible. Where signalized crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.
- D. **Buffering Required.** Buffering measures are required for projects directly abutting single-family residential zones including the following:
 1. **Building Separation & Landscaped Buffer.** Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
 2. **Gradation of Density.** No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.
 3. **Height.** New buildings in mixed use projects developed or redeveloped in the MCMU Zone shall conform to the height regulations established herein.
 - a. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - b. **Number of Stories.** No building within 100' of a single-family residential zone boundary may consist of more than two stories.

- c. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
- d. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
- e. Commercial Buildings. No new commercial mixed-use building shall be erected to a height less than two (2) stories.

17.146.090: HEIGHT REGULATIONS:

A. Height Restrictions: There are no height restrictions in the district except as provided in Section 17.146.080(D) of this chapter.

1. Measurement of Distances. For purposes of this section, the width of public or private roadways shall be included in computing setback distances. For example, if a roadway is located on the boundary of a residential zoning district, the measurements required under this section shall be made from the property line of that roadway which is nearest the residential use or zone. Otherwise, the measurement shall be made from the residential zoning district boundary.
2. Setback distances to structures located pursuant to this section shall be measured from the nearest residential zoning district boundary, except as otherwise provided in this section, to the nearest exterior wall of the structure.
3. Where residential zoning is separated from the mixed-use zone by a federal interstate highway the height restrictions of this chapter shall not apply.

17.146.100: BUILDING REQUIREMENTS:

A. Walls, partitions, and floor/ceiling assemblies separating dwelling units from each other or from public or service areas shall have a sound transmission class (STC) of not less than fifty (50) for airborne noise.

B. Blank walls shall not occupy over fifty percent (50%) of a principal frontage.

Nonresidential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window, entry, pilaster, or similar element. All development shall provide ground floor windows on the building facade and adjacent to a public or private street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block two-way visibility are prohibited as ground floor windows.

C. All buildings fronting on a street shall have at least one public entrance per use or business which fronts on the street.

D. All buildings and structures shall be maintained in good condition.

E. Water conserving plumbing fixtures shall be used. Such fixtures shall include, but are not limited to, dual flush toilets and low volume showers and lavatories which cannot be adjusted or modified.

F. Authority. Nothing in this section shall be construed to limit the authority of the Planning Commission or Community and Economic Development staff to review building materials, design elements and other aesthetic considerations as it deems proper to mitigate or modify the visual impact of the height of buildings upon surrounding land uses.

17.146.110: PARKING REQUIREMENTS: The Murray Central Mixed Use District is intended to support development patterns which foster pedestrian activity and reduced dependence on automobiles generally, resulting in less demand for vehicle parking. The parking requirements for residential and commercial uses in this section shall be applied to all new development in the Mixed Use Zone.

A. For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or within parking decks or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

B. Parking structures and decks should provide the majority of parking in the MCMU Zone.

1. Direct Access Required. Parking decks and structures must provide direct, interior, e or weather protected access to the buildings, uses, and projects that they serve.

2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

C. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

D. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

E. Off-street parking will not be permitted in any fire lane, aisle space or front yard setback areas except as allowed by this chapter.

F. Development shall comply with off-street parking dimensional standards as found in chapter 17.72 of this title.

G. Shared parking. Shared parking may be located on parcels within six hundred feet (600') of the use for which it is intended if approved by the Planning Commission. In no case shall parking shared between uses account for more than twenty-five percent (25%) of total required parking for any project.

H. Required Parking for Residential and Commercial Uses. Parking requirements for residential and commercial uses in the MCMU East and MCMU West Subdistricts are contained in Table F, below.

Table F: Required Parking in the MCMU Zone		
	MCMU East Subdistrict	MCMU West Subdistrict
Residential – Studio	1 spaces per unit	1.25 spaces per unit
Residential – 1 bedroom	1.25 spaces per unit	1.5 spaces per unit
Residential – 2 bedroom	1.5 spaces per unit	2.15 spaces per unit
Residential – 3+ bedroom	2.5 spaces per unit	2.65 spaces per unit
Office uses	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Medical / Dental Offices and Clinics	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Retail / Commercial	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Restaurants / Eating & Drinking Establishments	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Disabled / Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act	

Uses not listed	As determined by the Planning Commission based on comparable standards
Parking in excess of 125% of minimums	Allowed as approved by the Planning Commission if provided in structures or within the building envelope

17.146.120: ACCESS IMPROVEMENTS:

A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.

C. For new construction and redevelopment generally, improvements within the rights of way for public streets shall include, but not be limited to the following:

1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5') tree wells adjacent to the curb as approved by the Planning Commission.
2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.

D. Where development will include commercial uses on the ground floor, and sufficient public right-of-way is unavailable for on-street parking, the Planning Commission may approve modifications to the general improvements to accommodate on-street parking as follows:

1. Seven foot (7') wide paved sidewalks with nine foot (9') wide adjacent on street parallel parking (including gutters). Forty foot (40') landscape planters shall be installed between every two (2) to three (3) parallel parking spaces and shall include the following:

- a. The forty foot (40') landscaping planters shall have one streetlight, two (2) trees, and shrubs to provide a minimum ground coverage of fifty percent (50%) at time of planting.
 - b. Landscape planter trees shall have branching beginning no less than six feet (6') above the ground and shrubs not exceeding a height of three feet (3').
 - c. Streetlights shall be placed at the center of every landscaping planter with the nearest shrubs being located a minimum of four feet (4') from every light pole.
 - d. Street trees shall be located fourteen feet (14') from center street lighting.
 - e. Street planters shall be flared at a minimum forty five degree (45°) angle in order to facilitate ease of access for the adjacent parallel parking spaces.
 - f. Additional ground cover shall be provided as necessary in order for landscape planters to have a minimum of fifty percent (50%) ground cover at time of planting.
2. Parking must be located a minimum of thirty feet (30') from intersecting rights-of-way or drive accesses.
 3. Street trees shall also be located in park strip areas not utilized as landscape planters and shall be spaced every thirty feet (30') to forty feet (40') on center.
 4. Street lighting within landscape planters and all other park strip areas shall be spaced every ninety feet (90') to one hundred ten feet (110') on center and as approved by the City. Street lighting shall be residential in character with an overall height not to exceed twelve feet (12') as measured from the base to the top of the pole luminary. Street lighting shall comply with all other City street lighting specifications.
- E. The following public improvement street furnishings are required for all developments within the Murray Central Mixed Use District:
1. Benches shall be provided and spaced as approved by the City.
 2. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.

- (iii) Located to prevent damage to bicycles by vehicles, etc.
- (iv) In a convenient, visible, lighted area.
- (v) Located so as not to interfere with pedestrian movements.
- (vi) As near the principal entrance(s) of the building as practical.
- (vii) Located to provide safe access to and from the street.
- (viii) Designed to allow each bicycle to be supported by its frame.
- (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
- (x) Anchored to resist rust or corrosion, or removal by vandalism.
- (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.146.130: LOADING AND SERVICE AREAS:

A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.

B. No more than two (2) loading docks per individual use; loading docks are not to be located in building frontage. (Ord. 10-04 § 2)

17.146.140: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed-use developments require open space and recreation opportunities for residents and visitors. The following regulations shall govern the provision of landscaping, open space, and project amenities for development and redevelopment of properties as mixed-use projects in the MCMU Zone.

A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided as landscaping, courtyards, plazas, or walkways. Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission.

B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and trails.

C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening, and beautifying the site, and shall comply with applicable landscape

requirements found in Chapter 17.68 of this title, except that lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the mixed-use development. A minimum of two (2) amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields
2. Sport Courts
3. Playground areas (to include four pieces of playground equipment minimum)
4. Picnic areas
5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and/or water features

17.146.150: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South

(major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

D. Lighting shall be shielded and directed downward to prevent any off site glare.

E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.

G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.146.160: STORAGE OF COMMERCIAL VEHICLES:

No trucks, motor vehicles or commercial trailers having a gross vehicle weight rating of more than twelve thousand (12,000) pounds shall be stored or parked outdoors on any lot or parcel within the M-U Zone, nor shall any contracting and/or earthmoving equipment be stored or parked outdoors on any lot or parcel within the M-U Zone. (Ord. 18-22)

17.146.170: NONCONFORMING USES AND DEVELOPMENTS:

Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 18-22)

CHAPTER 17.168

TRANSIT ORIENTED DEVELOPMENT DISTRICT TOD

SECTION:

- 17.168.010: Purpose
- 17.168.020: TOD Boundaries
- 17.168.030: Municipal Council Adopts TOD Guidelines; Conformance With Requirements
- 17.168.040: Definitions
- 17.168.050: Uses
- 17.168.060: Area, Width, Frontage And Yard Regulations
- 17.168.070: Height Regulations
- 17.168.080: Ground Floor Requirements
- 17.168.090: Parking Regulations
- 17.168.100: Loading And Service Areas
- 17.168.110: Buildings And Lots That Straddle The TOD Boundary
- 17.168.120: Open Space
- 17.168.130: Access Improvements
- 17.168.140: Lighting Standards
- 17.168.150: Obtaining Building Permit

17.168.010: PURPOSE:

The purpose of a Transit Oriented Development District (TOD) is to encourage pedestrian oriented design, promote development and protect the public health, safety and welfare by preserving the unique character of existing areas for future use and development. The TOD encourages compact, mixed use development near transit stops. Carefully planned mixed uses, including neighborhood oriented commercial and restaurant space, provide increased opportunities for transit and pedestrian activity. It is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities while prohibiting certain high impact and automobile oriented uses. A TOD is facilitated by site and community design standards that:

- A. Encourage high quality, compact development and increase the number of residents and workers within walking distance of transit opportunities;
- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses;
- C. Revitalize areas proximate to transit stations;
- D. Improve the urban design in the area;

- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces;
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area;
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility and quality urban design;
- H. Efficiently use public and private resources by reducing parking requirements for development in close proximity to a transit stop;
- I. Provide incentives for structured parking, new roads and public open spaces to enhance the design and function of the built environment;
- J. Encourage a safe, attractive and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities. (Ord. 07-36 § 2)

17.168.020: TOD BOUNDARIES:

The TOD is centered in the Fireclay area around the TRAX light rail Murray North Station and is bounded by Big Cottonwood Creek on the north, fifteen feet (15') east of Main Street on the east, 4500 South Street on the south, and the D&RGW (Union Pacific) railroad tracks on the west. (Ord. 07-36 § 2)

17.168.030: MUNICIPAL COUNCIL ADOPTS TOD GUIDELINES; CONFORMANCE WITH REQUIREMENTS:

The Murray City Municipal Council shall adopt TOD Guidelines. Property located within the TOD shall be developed in conformance with the provisions set forth herein and with the TOD Guidelines. For purposes of this chapter, landscaping requirements and encroachment allowances shall be governed by the TOD Guidelines. All uses shall meet the requirements and standards set forth in this chapter. (Ord. 07-36 § 2)

17.168.040: DEFINITIONS:

For purposes of this chapter, the following terms shall be defined as follows:

DEVELOPMENT PARCEL: A lot or contiguous lots under the control of a single development entity.

PRINCIPAL STREET: A collector or arterial street, including Main Street and Fireclay Avenue west of Main Street.

RENOVATION: Physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, renovation includes, without limitation, overall building design, exterior facades, site landscape and parking. (Ord. 07-36 § 2)

17.168.050: USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.

B. The uses are contained in Table A, below, are permitted in the TOD Zone.

Table A: Permitted Uses	
No.	Land Use Classification
1100	Household units (excepting 1110).
1241	Retirement homes, independent living, or congregate care.
1511	Hotels.
4100	Railroad, rapid rail transit, and street railway transportation.
4210	Bus transportation (except 4214 and 4215).
4210	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
4710	Telephone communications (except 4712).
4730	Radio communications.
4740	Television communications.
4750	Radio and television communications, combined.
4760	Recording and sound studios.
4800	Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
4920	Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5198	Lumber and construction materials, wholesale and re-sale in buildings with footprints no greater than 30,000 square feet. No outdoor storage. Docks, delivery and staging areas must be screened from public streets.
5310	Department stores.
5320	Mail order houses (no loading dock; deliveries and shipping only by van or small truck during

	normal business hours).
5330	Variety stores.
5350	Direct selling organizations (no loading dock; deliveries and shipping only by van or small truck during normal business hours; no outside storage).
5390	General merchandise.
5400	Food stores.
5600	Apparel and accessories.
5810	Eating places (except 5813; no drive-through sales).
5910	Drug and proprietary.
5920	Liquor, package (state store).
5930	Antiques and secondhand merchandise (except 5935, 5938 and 5939 - construction materials).
5940	Books, stationery, art, and hobby supplies.
5950	Sporting goods, bicycles, and toys.
5969	Garden supplies.
5970	Jewelry.
5990	Miscellaneous retail trade.
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet; no outside storage).
6216	Self-service laundries.
6218	Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
6220	Photographic services.
6230	Beauty and barber services.
6241	Funeral home.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6310	Advertising services (office only; no outside storage; no billboards).
6320	Consumer credit reporting services.
6330	Duplicating, mailing, stenographic, and office services.
6340	Dwelling and building services (office only, except 6342, 6345).
6350	News syndicate services (office only).
6360	Employment services.
6390	Business services (office only, except 6394 and 6397).
6420	Electrical appliance repair and service (except 6421 and 6426; in no more than 5,000 square feet; no outside storage).

6493	Watch, clock, jewelry repair, engraving.
6496	Locksmiths and key shops.
6498	Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
6499	Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
6500	Professional services (office only, except 6513 and 6516).
6516	Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
6516.1	Assisted living facilities.
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions (except 7124).
7210	Entertainment assembly (except 7213).
7220	Sports assembly (except 7223 and 7224).
7230	Public assembly.
7391	Penny arcades and other coin operated amusements.
7395	Card rooms.
7396	Dance halls, ballrooms (includes dance clubs).
7397	Billiard and pool halls.
7399	Astrologers, bicycle rental, fortune tellers, tourist guides, phrenologist (office only).
7413	Tennis courts.
7414	Ice skating.
7417	Bowling alleys.
7420	Playgrounds and athletic areas.
7425	Athletic clubs, bodybuilding studios.
7432	Swimming pools and schools.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

C. A development parcel may have more than one (1) main building.

D. Parking structures and other ~~The following~~ accessory structures and buildings, which are ~~customarily~~ used in conjunction with and are incidental to the principal uses and structures, are permitted.⚠

~~1. Parking structures, and~~

~~2. Other accessory~~Accessory buildings ~~and structures may not, which do not~~ in aggregate, have a footprint greater than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one permitted use may be located on a development parcel and within a building.

F. The ~~following~~ uses and structures contained in Table B, below, are permitted in the TOD Zone only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses	
No.	Land Use Classification
1515	Transient apartments rented by day or week.
2000	Manufacturing industries (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3220	Glass and glassware (pressed or blown; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3250	Pottery and related products (excepting 3251 and 3255; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3900	Miscellaneous manufacturing (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5813	Short order eating places with no product specialty, auto oriented (drive-in or drive- through establishments, etc.).
5820	Drinking places - alcoholic beverages.
6112	Check cashing.
6516	Sanatoriums, convalescent and rest home services. (Lodging and meals offered with full time medical staff. Does not include asylums.)

8121	Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.
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(Ord. 20-13: Ord. 19-20: Ord. 16-41: Ord. 15-07: Ord. 07-40 § 3: Ord. 07-36 § 2)

17.168.060: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

A. All main buildings shall front on either a public or private street including private pedestrian only streets, paths or courts. Buildings that front on a courtyard that fronts on a street shall be deemed to front on the street.

B. For development in the TOD east of Utah transit authority light rail lines, the front setback for main buildings, excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza. Main buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza. In the case of pedestrian only streets, paths or courts, a minimum width of twenty five feet (25') from building face to building face shall be required.

C. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.

D. Buildings located on a corner lot shall front on both streets.

E. All front setback areas shall be landscaped in accordance with the TOD guidelines.

F. Parking is not permitted in the front setback area of any building.

G. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.

H. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall be set back a minimum of twenty five feet (25') beyond the closest front setback.

I. The side lot area between nonadjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.

J. No parking lot or parking structure shall front principal streets except Main Street. A parking structure fronting on a nonprincipal street with office or retail uses along the entire frontage of the first floor, excluding drive lanes, shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building.

K. Surface parking lots facing the street frontages other than principal streets shall have a minimum setback of fifteen feet (15') from the back of curb.

L. There shall be a minimum fifty foot (50') setback from the top of the bank of the Little Cottonwood Creek. (Ord. 07-36 § 2)

17.168.070: HEIGHT REGULATIONS:

There are no height restrictions in the TOD except as provided herein. (Ord. 07-36 § 2)

17.168.080: GROUND FLOOR REQUIREMENTS:

A. Main buildings, situated east of the UTA TRAX light rail lines or fronting principal streets, shall have ground floors with a minimum ceiling height of twelve feet (12') measured from floor deck to floor deck. For purposes of this section, main buildings shall not include townhouses.

B. Multi-story buildings designed for nonresidential uses on the ground floor shall have walls, partitions and floor/ceiling assemblies separating dwelling units from other spaces with a sound transmission classification (STC) of at least fifty (50) for airborne noise.

C. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a Main buildings fronting principal streets as defined in Section 17.168.040 for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking. shall have ground floors developed and occupied by nonresidential uses. Nonresidential

1. Commercial uses shall as required do not include portions of the development used for parking, storage, maintenance, or other accessory uses provided for the residential component of the development.

2. Leasing offices and lobbies allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or up to 1,800 square feet, whichever is less.

3. Live/work Units fill the requirement for ground floor commercial uses subject to the following considerations.

a. Excluding private, attached garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.

b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.

c. The live/work unit's first story height must be a minimum of twelve feet (12').

d. Parking provided for the live/work units must meet both the residential and commercial parking requirements of this chapter.

e. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

D. West of Main Street, the portion of the ground floor of any building devoted to the sale of retail goods shall not exceed fifty thousand (50,000) square feet. (Ord. 15-07)

17.168.090: PARKING REGULATIONS:

A. For parking for buildings that exceed four (4) stories in height, at least seventy five percent (75%) of the parking shall be located within the exterior walls of the building or in a parking structure that is within seven hundred fifty feet (750') of the main building. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.080 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church spires, and decorative tower elements.

B. Minimum Parking Requirements. Minimum parking requirements for new development and redevelopment in the TOD Zone are contained in Table C, below. If more than twenty five percent (25%) of the off street parking is provided in surface parking lots, the minimum parking shall be:

- ~~—1. For residential units with two (2) bedrooms or less, 1.5 stalls per unit.~~
- ~~—2. For residential units with more than two (2) bedrooms, 1.85 stalls per unit.~~
- ~~—3. When the office uses or net usable square footage is unknown, off street parking will be calculated at one parking stall for each two hundred sixty five (265) square feet of net usable office area or retail floor area.~~
- ~~—4. All medical, dental and related office uses will require one off street parking stall for each two hundred sixty five (265) square feet of net usable office area.~~
- ~~—5. All other office uses will be calculated at the ratio of three (3) off street parking stalls for each one thousand (1,000) square feet of net usable floor area.~~
- ~~—6. Retail use parking shall be calculated at the rate of one parking space for each two hundred sixty five (265) square feet of net usable floor area.~~
- ~~—C. If seventy five percent (75%) or more of the off street parking is provided within the main buildings or within parking structures with two (2) or more floors, and for properties west of the UTA Trax Station, the minimum parking shall be:~~
 - ~~—1. For residential units with two (2) bedrooms or less, 1.125 stalls per unit.~~
 - ~~—2. For residential units with more than two (2) bedrooms, 1.4 stalls per unit.~~
 - ~~—3. When the office uses or net usable square footage is unknown, off street parking will be calculated at one parking stall for each three hundred fifty (350) square feet of net usable office area or retail floor area.~~
 - ~~—4. All medical, dental and related office uses will require one off street parking stall for each three hundred fifty (350) square feet of net usable office area.~~
 - ~~—5. All other office uses will be calculated at the ratio of two and one fourth (2.25) off street parking stalls for each one thousand (1,000) square feet of net usable floor area.~~
 - ~~—6. Retail use parking shall be calculated at the rate of one parking space for each three hundred fifty (350) square feet of net floor area.~~

Table C: Parking Requirements

<u>Land Use</u>	<u>Parking Spaces Required</u>
<u>Residential, Studio</u>	<u>1 space per unit</u>
<u>Residential, 1-bedroom</u>	<u>1.05 spaces per unit</u>
<u>Residential, 2-bedroom</u>	<u>1.5 spaces per unit</u>
<u>Residential, 3-bedroom +</u>	<u>2.5 spaces per unit</u>
<u>Office, General</u>	<u>1 space per 350 ft² net usable floor area</u>
<u>Medical/Dental Offices & Clinics</u>	<u>1 space per 300 ft² net usable floor area</u>
<u>Retail/Commercial</u>	<u>1 space per 300 ft² net usable floor area</u>
<u>Restaurants / Eating & Drinking Establishments</u>	<u>1 space per 300 ft² net usable floor area</u>
<u>Uses not listed</u>	<u>As determined by the Planning Commission based on comparable standards</u>
<u>Disabled / ADA Accessible</u>	<u>See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act</u>
<u>Parking in excess of 125% of minimum requirements</u>	<u>Allowed as approved by the Planning Commission if provided within structures or the building envelope</u>

C. Parking structures and decks should provide the majority of parking in the MCCD Zone.

11. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.

22. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

33. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

—7D. On street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

DE. Off street parking is not permitted in any fire lane, aisle space or front yard setback areas. (Ord. 14-12: Ord. 10-07 § 2: Ord. 08-02 § 2: Ord. 07-36 § 2)

17.168.100: LOADING AND SERVICE AREAS:

Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas are visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings or any combination of the above. (Ord. 07-36 § 2)

17.168.110: BUILDINGS AND LOTS THAT STRADDLE THE TOD BOUNDARY:

If a building is partially within the TOD District and partially within another zoning district, the entire building shall conform to the requirements of the TOD District. The portion of any parcel within the TOD District shall conform to the requirements of the TOD District. (Ord. 07-36 § 2)

17.168.120: OPEN SPACE:

A. Twenty percent (20%) of the area of each parcel shall be developed as landscaped setbacks, courtyards, plazas, open space, or walkways.

B. Each parcel shall have a system of pedestrian walkways and sidewalks that provide connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space and public trails. (Ord. 07-36 § 2)

17.168.130: ACCESS IMPROVEMENTS:

A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

B. Private streets shall be installed within any project in which the main buildings do not front on a public street.

C. The improvements within the rights-of-way for the principal streets shall include:

1. Paved sidewalks adjacent to the private property line shall be installed according to City specifications established by the City Engineer and in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches.

5. Trash receptacles.

D. The improvements within the public rights-of-way and adjacent to nonprincipal streets and private streets shall include:

1. Paved sidewalks installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches within passenger loading areas.

5. Trash receptacles within fifteen feet (15') of entry and exit doors of any retail establishment. (Ord. 07-36 § 2)

17.168.140: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.
- D. Lighting shall be shielded and directed downward to prevent any off site glare.
- E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.
- F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.
- G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.168.150: OBTAINING BUILDING PERMIT:

- A. No person shall obtain a building permit for new construction or for renovation of existing buildings that exceed twenty five percent (25%) of the assessed value of the buildings without first preparing and presenting the information required by this section, paying the applicable design review fee, and receiving design approval from the Community Development Division.
- B. The City shall review the plans for conformance with the requirements of this Code and the TOD Design Guidelines that have been adopted by the Murray City Municipal Council. The City shall determine the following before approval is given:
 - 1. The project is in general conformance with the Murray City general plan.
 - 2. The project is in general conformance with the specific area plan, if any, adopted for the area.
 - 3. The project conforms with the requirements of the applicable sections of the zoning ordinance.
 - 4. The project does not jeopardize the health, safety, or welfare of the public.
 - 5. The project conforms to the applicable standards outlined in the TOD Design Review Guidelines.
- C. If the City denies approval of the submitted plans, the denial shall be accompanied by a letter indicating the areas where the plans must be changed to obtain approval.

D. A denial of approval by the City may be appealed to the Appeal Authority.

E. Applicants for design review and approval shall submit any or all of the following information, as requested by the City:

1. Project identification information including the project name, the specific location of the project including street addresses and parcel Sidwell numbers, applicant name and representatives (if any other than applicant); and proposed uses.

2. Vicinity map or aerial photo with site plan overlay, to scale, showing the project location in relationship to neighboring buildings and the surrounding area.

3. Grading plan.

4. Site plan, to scale, showing proposed parking, loading and service areas, and vehicular and pedestrian circulation.

5. Detailed elevations of all sides of the proposed building and other exterior elements, including exterior building materials.

6. Sign plan.

7. Landscape plan.

8. Exterior lighting plan.

9. Floor plans.

10. Utilities plan.

11. Drainage plan.

12. Other design information requested by the City.

F. Three (3) copies of each plan must be submitted to the City. The City shall retain one copy of the plans. One copy of the plans shall be returned to the applicant stamped to show the approval or the denial of approval. In addition to the improvements to be built on the applicant's property, submitted plans must include improvements to be built in the public rights-of-way.

G. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one year or longer, the design approval shall expire. Applicants may request an extension of up to six (6) calendar months during the final month prior to expiration. After the expiration of a design approval, the applicant shall be required to resubmit the plans, pay the design review approval fee, and obtain design approval prior to the issuance of a building permit. (Ord. 18-22)

CHAPTER 17.168

TRANSIT ORIENTED DEVELOPMENT DISTRICT TOD

SECTION:

- 17.168.010: Purpose
- 17.168.020: TOD Boundaries
- 17.168.030: Municipal Council Adopts TOD Guidelines; Conformance With Requirements
- 17.168.040: Definitions
- 17.168.050: Uses
- 17.168.060: Area, Width, Frontage And Yard Regulations
- 17.168.070: Height Regulations
- 17.168.080: Ground Floor Requirements
- 17.168.090: Parking Regulations
- 17.168.100: Loading And Service Areas
- 17.168.110: Buildings And Lots That Straddle The TOD Boundary
- 17.168.120: Open Space
- 17.168.130: Access Improvements
- 17.168.140: Lighting Standards
- 17.168.150: Obtaining Building Permit

17.168.010: PURPOSE:

The purpose of a Transit Oriented Development District (TOD) is to encourage pedestrian oriented design, promote development and protect the public health, safety and welfare by preserving the unique character of existing areas for future use and development. The TOD encourages compact, mixed use development near transit stops. Carefully planned mixed uses, including neighborhood oriented commercial and restaurant space, provide increased opportunities for transit and pedestrian activity. It is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities while prohibiting certain high impact and automobile oriented uses. A TOD is facilitated by site and community design standards that:

- A. Encourage high quality, compact development and increase the number of residents and workers within walking distance of transit opportunities;
- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses;
- C. Revitalize areas proximate to transit stations;
- D. Improve the urban design in the area;

- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces;
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area;
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility and quality urban design;
- H. Efficiently use public and private resources by reducing parking requirements for development in close proximity to a transit stop;
- I. Provide incentives for structured parking, new roads and public open spaces to enhance the design and function of the built environment;
- J. Encourage a safe, attractive and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities. (Ord. 07-36 § 2)

17.168.020: TOD BOUNDARIES:

The TOD is centered in the Fireclay area around the TRAX light rail Murray North Station and is bounded by Big Cottonwood Creek on the north, fifteen feet (15') east of Main Street on the east, 4500 South Street on the south, and the D&RGW (Union Pacific) railroad tracks on the west. (Ord. 07-36 § 2)

17.168.030: MUNICIPAL COUNCIL ADOPTS TOD GUIDELINES; CONFORMANCE WITH REQUIREMENTS:

The Murray City Municipal Council shall adopt TOD Guidelines. Property located within the TOD shall be developed in conformance with the provisions set forth herein and with the TOD Guidelines. For purposes of this chapter, landscaping requirements and encroachment allowances shall be governed by the TOD Guidelines. All uses shall meet the requirements and standards set forth in this chapter. (Ord. 07-36 § 2)

17.168.040: DEFINITIONS:

For purposes of this chapter, the following terms shall be defined as follows:

DEVELOPMENT PARCEL: A lot or contiguous lots under the control of a single development entity.

PRINCIPAL STREET: A collector or arterial street, including Main Street and Fireclay Avenue west of Main Street.

RENOVATION: Physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, renovation includes, without limitation, overall building design, exterior facades, site landscape and parking. (Ord. 07-36 § 2)

17.168.050: USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.

B. The uses are contained in Table A, below, are permitted in the TOD Zone.

Table A: Permitted Uses	
No.	Land Use Classification
1100	Household units (excepting 1110).
1241	Retirement homes, independent living, or congregate care.
1511	Hotels.
4100	Railroad, rapid rail transit, and street railway transportation.
4210	Bus transportation (except 4214 and 4215).
4210	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
4710	Telephone communications (except 4712).
4730	Radio communications.
4740	Television communications.
4750	Radio and television communications, combined.
4760	Recording and sound studios.
4800	Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
4920	Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5198	Lumber and construction materials, wholesale and re-sale in buildings with footprints no greater than 30,000 square feet. No outdoor storage. Docks, delivery and staging areas must be screened from public streets.
5310	Department stores.

5320	Mail order houses (no loading dock; deliveries and shipping only by van or small truck during normal business hours).
5330	Variety stores.
5350	Direct selling organizations (no loading dock; deliveries and shipping only by van or small truck during normal business hours; no outside storage).
5390	General merchandise.
5400	Food stores.
5600	Apparel and accessories.
5810	Eating places (except 5813; no drive-through sales).
5910	Drug and proprietary.
5920	Liquor, package (state store).
5930	Antiques and secondhand merchandise (except 5935, 5938 and 5939 - construction materials).
5940	Books, stationery, art, and hobby supplies.
5950	Sporting goods, bicycles, and toys.
5969	Garden supplies.
5970	Jewelry.
5990	Miscellaneous retail trade.
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet; no outside storage).
6216	Self-service laundries.
6218	Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
6220	Photographic services.
6230	Beauty and barber services.
6241	Funeral home.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6310	Advertising services (office only; no outside storage; no billboards).
6320	Consumer credit reporting services.
6330	Duplicating, mailing, stenographic, and office services.
6340	Dwelling and building services (office only, except 6342, 6345).
6350	News syndicate services (office only).
6360	Employment services.
6390	Business services (office only, except 6394 and 6397).
6420	Electrical appliance repair and service (except 6421 and 6426; in no more than 5,000 square feet; no outside storage).

6493	Watch, clock, jewelry repair, engraving.
6496	Locksmiths and key shops.
6498	Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
6499	Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
6500	Professional services (office only, except 6513 and 6516).
6516	Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
6516.1	Assisted living facilities.
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions (except 7124).
7210	Entertainment assembly (except 7213).
7220	Sports assembly (except 7223 and 7224).
7230	Public assembly.
7391	Penny arcades and other coin operated amusements.
7395	Card rooms.
7396	Dance halls, ballrooms (includes dance clubs).
7397	Billiard and pool halls.
7399	Astrologers, bicycle rental, fortune tellers, tourist guides, phrenologist (office only).
7413	Tennis courts.
7414	Ice skating.
7417	Bowling alleys.
7420	Playgrounds and athletic areas.
7425	Athletic clubs, bodybuilding studios.
7432	Swimming pools and schools.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

C. A development parcel may have more than one (1) main building.

D. Parking structures and other accessory structures and buildings which are used in conjunction with and are incidental to the principal uses and structures, are permitted.

Accessory buildings and structures may not, in aggregate, have a footprint greater than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one permitted use may be located on a development parcel and within a building.

F. The uses and structures contained in Table B, below, are permitted in the TOD Zone only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses	
No.	Land Use Classification
1515	Transient apartments rented by day or week.
2000	Manufacturing industries (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3220	Glass and glassware (pressed or blown; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3250	Pottery and related products (excepting 3251 and 3255; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3900	Miscellaneous manufacturing (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5813	Short order eating places with no product specialty, auto oriented (drive-in or drive- through establishments, etc.).
5820	Drinking places - alcoholic beverages.
6112	Check cashing.
6516	Sanatoriums, convalescent and rest home services. (Lodging and meals offered with full time medical staff. Does not include asylums.)

8121	Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.
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(Ord. 20-13: Ord. 19-20: Ord. 16-41: Ord. 15-07: Ord. 07-40 § 3: Ord. 07-36 § 2)

17.168.060: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

A. All main buildings shall front on either a public or private street including private pedestrian only streets, paths or courts. Buildings that front on a courtyard that fronts on a street shall be deemed to front on the street.

B. For development in the TOD east of Utah transit authority light rail lines, the front setback for main buildings, excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza. Main buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza. In the case of pedestrian only streets, paths or courts, a minimum width of twenty five feet (25') from building face to building face shall be required.

C. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.

D. Buildings located on a corner lot shall front on both streets.

E. All front setback areas shall be landscaped in accordance with the TOD guidelines.

F. Parking is not permitted in the front setback area of any building.

G. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.

H. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall be set back a minimum of twenty five feet (25') beyond the closest front setback.

I. The side lot area between nonadjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.

J. No parking lot or parking structure shall front principal streets except Main Street. A parking structure fronting on a nonprincipal street with office or retail uses along the entire frontage of the first floor, excluding drive lanes, shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building.

K. Surface parking lots facing the street frontages other than principal streets shall have a minimum setback of fifteen feet (15') from the back of curb.

L. There shall be a minimum fifty foot (50') setback from the top of the bank of the Little Cottonwood Creek. (Ord. 07-36 § 2)

17.168.070: HEIGHT REGULATIONS:

There are no height restrictions in the TOD except as provided herein. (Ord. 07-36 § 2)

17.168.080: GROUND FLOOR REQUIREMENTS:

A. Main buildings, situated east of the UTA TRAX light rail lines or fronting principal streets, shall have ground floors with a minimum ceiling height of twelve feet (12') measured from floor deck to floor deck. For purposes of this section, main buildings shall not include townhouses.

B. Multi-story buildings designed for nonresidential uses on the ground floor shall have walls, partitions and floor/ceiling assemblies separating dwelling units from other spaces with a sound transmission classification (STC) of at least fifty (50) for airborne noise.

C. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a principal street as defined in Section 17.168.040 for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking.

1. Commercial uses as required do not include portions of the development used for parking, storage, maintenance, or other accessory uses provided for the residential component of the development.
2. Leasing offices and lobbies allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or up to 1,800 square feet, whichever is less.
3. Live/work Units fill the requirement for ground floor commercial uses subject to the following considerations.
 - a. Excluding private, attached garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.
 - b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
 - c. The live/work unit's first story height must be a minimum of twelve feet (12').
 - d. Parking provided for the live/work units must meet both the residential and commercial parking requirements of this chapter.
 - e. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

D. West of Main Street, the portion of the ground floor of any building devoted to the sale of retail goods shall not exceed fifty thousand (50,000) square feet. (Ord. 15-07)

17.168.090: PARKING REGULATIONS:

A. For parking for buildings that exceed four (4) stories in height, at least seventy five percent (75%) of the parking shall be located within the exterior walls of the building or in a parking structure that is within seven hundred fifty feet (750') of the main building. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.080 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church spires, and decorative tower elements.

B. Minimum Parking Requirements. Minimum parking requirements for new development and redevelopment in the TOD Zone are contained in Table C, below.

Table C: Parking Requirements	
Land Use	Parking Spaces Required
Residential, Studio	1 space per unit
Residential, 1-bedroom	1.05 spaces per unit
Residential, 2-bedroom	1.5 spaces per unit
Residential, 3-bedroom +	2.5 spaces per unit
Office, General	1 space per 350 ft ² net usable floor area
Medical/Dental Offices & Clinics	1 space per 300 ft ² net usable floor area
Retail/Commercial	1 space per 300 ft ² net usable floor area
Restaurants / Eating & Drinking Establishments	1 space per 300 ft ² net usable floor area
Uses not listed	As determined by the Planning Commission based on comparable standards
Disabled / ADA Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Parking in excess of 125% of minimum requirements	Allowed as approved by the Planning Commission if provided within structures or the building envelope

C. Parking structures and decks should provide the majority of parking in the M CCD Zone.

1. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.
2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.
3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

D. On street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

E. Off street parking is not permitted in any fire lane, aisle space or front yard setback areas. (Ord. 14-12: Ord. 10-07 § 2: Ord. 08-02 § 2: Ord. 07-36 § 2)

17.168.100: LOADING AND SERVICE AREAS:

Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas are visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings or any combination of the above. (Ord. 07-36 § 2)

17.168.110: BUILDINGS AND LOTS THAT STRADDLE THE TOD BOUNDARY:

If a building is partially within the TOD District and partially within another zoning district, the entire building shall conform to the requirements of the TOD District. The portion of any parcel within the TOD District shall conform to the requirements of the TOD District. (Ord. 07-36 § 2)

17.168.120: OPEN SPACE:

A. Twenty percent (20%) of the area of each parcel shall be developed as landscaped setbacks, courtyards, plazas, open space, or walkways.

B. Each parcel shall have a system of pedestrian walkways and sidewalks that provide connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space and public trails. (Ord. 07-36 § 2)

17.168.130: ACCESS IMPROVEMENTS:

A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

B. Private streets shall be installed within any project in which the main buildings do not front on a public street.

C. The improvements within the rights-of-way for the principal streets shall include:

1. Paved sidewalks adjacent to the private property line shall be installed according to City specifications established by the City Engineer and in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches.

5. Trash receptacles.

D. The improvements within the public rights-of-way and adjacent to nonprincipal streets and private streets shall include:

1. Paved sidewalks installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches within passenger loading areas.

5. Trash receptacles within fifteen feet (15') of entry and exit doors of any retail establishment. (Ord. 07-36 § 2)

17.168.140: LIGHTING STANDARDS:

A. Street and sidewalk lighting shall meet adopted City light design standards.

B. Illumination levels shall not exceed IESNA recommended standards.

C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

D. Lighting shall be shielded and directed downward to prevent any off site glare.

E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.

G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade

lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.168.150: OBTAINING BUILDING PERMIT:

A. No person shall obtain a building permit for new construction or for renovation of existing buildings that exceed twenty five percent (25%) of the assessed value of the buildings without first preparing and presenting the information required by this section, paying the applicable design review fee, and receiving design approval from the Community Development Division.

B. The City shall review the plans for conformance with the requirements of this Code and the TOD Design Guidelines that have been adopted by the Murray City Municipal Council. The City shall determine the following before approval is given:

1. The project is in general conformance with the Murray City general plan.
2. The project is in general conformance with the specific area plan, if any, adopted for the area.
3. The project conforms with the requirements of the applicable sections of the zoning ordinance.
4. The project does not jeopardize the health, safety, or welfare of the public.
5. The project conforms to the applicable standards outlined in the TOD Design Review Guidelines.

C. If the City denies approval of the submitted plans, the denial shall be accompanied by a letter indicating the areas where the plans must be changed to obtain approval.

D. A denial of approval by the City may be appealed to the Appeal Authority.

E. Applicants for design review and approval shall submit any or all of the following information, as requested by the City:

1. Project identification information including the project name, the specific location of the project including street addresses and parcel Sidwell numbers, applicant name and representatives (if any other than applicant); and proposed uses.
2. Vicinity map or aerial photo with site plan overlay, to scale, showing the project location in relationship to neighboring buildings and the surrounding area.
3. Grading plan.
4. Site plan, to scale, showing proposed parking, loading and service areas, and vehicular and pedestrian circulation.
5. Detailed elevations of all sides of the proposed building and other exterior elements, including exterior building materials.
6. Sign plan.
7. Landscape plan.
8. Exterior lighting plan.
9. Floor plans.
10. Utilities plan.

11. Drainage plan.
12. Other design information requested by the City.

F. Three (3) copies of each plan must be submitted to the City. The City shall retain one copy of the plans. One copy of the plans shall be returned to the applicant stamped to show the approval or the denial of approval. In addition to the improvements to be built on the applicant's property, submitted plans must include improvements to be built in the public rights-of-way.

G. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one year or longer, the design approval shall expire. Applicants may request an extension of up to six (6) calendar months during the final month prior to expiration. After the expiration of a design approval, the applicant shall be required to resubmit the plans, pay the design review approval fee, and obtain design approval prior to the issuance of a building permit. (Ord. 18-22)

CHAPTER 17.170:

MURRAY CITY CENTER DISTRICT, MCCD

SECTION:

17.170.010: Purpose

17.170.020: Design Guidelines

17.170.030: Definitions

17.170.040: ~~Design Review~~ Process

17.170.050: Procedures

17.170.060: Historic Preservation

17.170.070: Permitted, Conditional & Prohibited Uses

17.170.080: Sustainability Standards

17.170.090: Area, Width, Frontage and Yard Regulations

17.170.100: Public Improvements and Street Character

17.170.110: Building Design, Scaling and Density

17.170.120: Height Regulations

17.170.130: Lighting Standards

17.170.140: Parking Regulations

17.170.150: Loading and Service Areas

17.170.160: ~~Open Space~~/Landscaping, Open Space, & Project Amenities

17.170.170: Sign Regulations

17.170.180: Nonconforming Uses and Developments

17.170.010: PURPOSE:

A. The Murray City Center District (MCCD) is envisioned as the commercial, civic, and cultural center for the community and is intended to enhance physical, social, and economic connections by redeveloping "downtown" Murray City resulting in a richer, more vibrant cultural environment. The 2017 Murray City General Plan suggests that the City center should include development which is pedestrian oriented with a strong emphasis on the urban design and streetscape.

B. The regulations and design guidelines of the MCCD are intended to promote mixed use development, encourage pedestrian oriented design, promote development opportunities, and increase residential and commercial densities. The anticipated development model promotes sustainable, compact, mixed use, transit-oriented uses with neighborhood oriented commercial, restaurant, civic, cultural, and residential spaces to promote street life and activity. (Ord. 19-40)

17.170.020: DESIGN GUIDELINES:

The Murray City Council has adopted the Murray City Center District (MCCD) Design Guidelines. The guidelines shall be consulted during the review of proposed development in order to provide guidance, direction, and options which will further the stated purposes of the MCCD. Wherever practicable, development should adhere to the objectives and principles contained in the design guidelines. (Ord. 19-40)

17.170.030: DEFINITIONS:

ADMINISTRATIVE STAFF or STAFF: Representatives from the Community and Economic Development Department.

DESIGN GUIDELINES: The principles of appropriate development activity that promote the purposes and standards of this title.

~~DESIGN-MCCD~~ REVIEW COMMITTEE or COMMITTEE: The committee established under chapter 2.68 of this code. The committee acts in an advisory capacity to the Planning Commission and City Council and serves to facilitate the design review approval process.

~~DESIGN~~ REVIEW PROCESS: The process by which applications for development within the MCCD zone are reviewed for conformance with the applicable standards of this section. The process can include pre-application conferences and review by Community and Economic Development Department staff, review by the ~~design-MCCD R~~review ~~committee-Committee~~ as well as referral to and review by the Planning Commission.

HORIZONTAL MIXED-USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a master site plan.

MAJOR ALTERATION: A physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, major alteration includes, without limitation, overall building design, exterior facades, site landscape and parking.

MINOR ALTERATION: A physical modification that is limited in scope or has a minor visual impact in relation to the total building. By way of illustration, minor alteration includes, without limitation, lighting and other appurtenant fixtures, signs and awnings.

ORDINARY MAINTENANCE AND REPAIR: Work to repair or prevent deterioration of a building that does not constitute a minor or major alteration. Examples of ordinary maintenance and repair include repairing deteriorated masonry, replacing broken windows or damage caused by weather or natural disaster, repainting a building in the same color as existing, replacing doors, and the like. Maintenance and repair does not include major changes in color or building materials.

PLANNING COMMISSION or COMMISSION: The City's Planning Commission.

PRIVATE STREET: Means a right-of-way of easement in private ownership not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

VERTICAL MIXED-USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

SUSTAINABLE DESIGN: Includes methods and materials that conserve natural resources, promote adaptive reuse of materials, buildings, and sites, and promote the health and welfare of residents and property owners. (Ord. 19-40)

17.170.040: ~~DESIGN REVIEW~~ PROCESS:

A. Design Review: The purpose and intent of the design review process within the MCCD is to secure the purposes of this chapter and the general plan, and to ensure that the general appearance of buildings, signs, and the development of the lands does not detract from the purpose and intent of this chapter.

B. Design Review Approval Required: No exterior portion of any buildings or improvements on any properties shall be erected, altered, restored, or moved within the MCCD until after an application for a design review approval has been submitted, reviewed, and approved. Application for design review approval shall be made on forms furnished by the City's Community and Economic Development Department. The Director or designee shall determine if the application is a major or minor alteration. The determination of the Director or designee may be appealed to the appeal authority.

1. Minor Alterations: Administrative staff shall review and approve applications for minor alterations, signs, awnings, and lighting. Minor alterations denied by the administrative staff may be appealed to the appeal authority. A design review application, when determined to involve signs, awnings, lighting, or minor alterations may be reviewed and approved by administrative staff. A design review application for minor alterations must be approved or denied within thirty (30) days from receipt of a complete application.

2. Major Alterations and New Construction: The design review process for major alterations and all new construction consists of the following:

a. Pre-Application Conference: Application materials will be submitted to the Community and Economic Development Department and a time will be scheduled for a general concept review of the application. The applicant will receive input from staff on the process, design standards and other applicable elements prior to submittal of a final application.

b. Design Review: After a complete application for formal review is submitted:

(1) Meetings will be scheduled for staff review to gain City department input on the plans and review the proposal in relation to this chapter and design review guidelines;

(2) The proposal shall go before the MCCD design review committee for its review and recommendation in relation to this chapter and the design review guidelines; and

(3) The application will then be forwarded to the Planning Commission for final action. The application shall be made on a form available from the Community and Economic

Development Department and shall include minimum application submittal requirements as determined by the Community and Economic Development Department.

c. Design Review Approval: Design review approval must be issued by the Planning Commission prior to the issuance of a building permit or other permit granted for purposes of major alterations including constructing, altering, and moving structures and buildings. Design review approval is required whether or not a building permit is required. The Planning Commission shall review the plans for conformance with the requirements of this title and the MCCD design guidelines. The City shall determine the following before approval is given:

- (1) The project is in general conformance with the current Murray City ~~general~~General ~~plan~~Plan.
- (2) The project is in general conformance with the specific area plan, if any, adopted for the area.
- (3) The project conforms to the requirements of the applicable sections of the land use ordinance.
- (4) The project does not jeopardize the health, safety, or welfare of the public.
- (5) The project is in harmony with the purpose of the MCCD zone and adheres to the principles of the ~~MCCD d~~Design ~~guidelines~~Guidelines.

d. Obtaining ~~A~~a Building Permit: No person shall obtain a building permit for new construction or for renovation of existing buildings without first preparing and presenting the information required by this section, paying the applicable design review fees, and receiving design approval from the Community and Economic Development Department. Any building permits or such other permits not issued in conformity with this chapter shall be invalid.

e. Public Utility Companies: The State of Utah, the City, Salt Lake County, and all public utility companies shall be required to obtain design review approval prior to initiating any changes in the character of street paving, sidewalks, utility installations, lighting, walls, fences, structures and buildings.

f. Design Elements Subject To Review:

- (1) Overall building design including design character, alignment and setback, size, height, proportion, and scale of the building;
- (2) Exterior facades including exterior walls and building materials, roof and parapet, storefronts including windows and doors, bulkheads, cornices, ornamental detail, color, and back entrances;
- (3) Site landscape including pavement, steps, lighting, trees, and ground cover;
- (4) Parking;
- (5) Lighting and other appurtenant fixtures;
- (6) Signs and awnings;
- (7) Public improvements; and
- (8) Site amenities.

g. Exceptions: Even if all design guidelines are not met, design review approval may be granted if the Planning Commission finds that compliance with the design guidelines or

certain design guidelines would: 1) deprive owner of all viable economic use of the owner's property, or 2) result in substantial diminution in value of owner's property.

h. Compliance: Design review approvals shall be issued for a period of eighteen (18) months. All work performed pursuant to a design review approval shall conform to the requirements of the approval. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one (1) year or longer, the approval and any associated building permits shall expire. Applicants may request two (2) extensions of six (6) calendar months during the final month prior to expiration. Requests for extension must be made in writing to the Community and Economic Development Department. (Ord. 19-40)

17.170.050: PROCEDURES:

A. Applications: The Community and Economic Development Department shall receive applications for design review approval as required under section 17.170.040 of this chapter. Applications for new construction or major alteration must be reviewed by the ~~design-MCCD~~ ~~R~~review ~~committee~~Committee, which must forward a recommendation to the Commission. Members of the Planning Commission or ~~MCCD design-r~~Review ~~committee~~Committee may enter, solely in performance of their official duties and only at reasonable times, upon private lands for examination or survey thereof. However, no member, employee, or agent of the Commission or committee may enter any private building without express consent of the owner or occupant thereof.

B. Public Meeting: Prior to action on an application for design review approval, the Commission shall hold a public meeting. The Commission shall take such action as may reasonably be required to inform the owners of any property likely to be materially affected by the application and shall give the applicant and such owners an opportunity to be heard. A written notice of the proposal shall be sent at least ten (10) days prior to the hearing to the applicant and to owners of property (lots, parcels or tracts of land) within three hundred feet (300') of the property that is the subject of an application for design review approval.

C. Final Action: The Commission's final action on an application for design review approval for major alterations and new construction shall be by the passage of a motion to take one (1) of the following actions:

1. Grant the design review approval as proposed;
2. Grant the design review approval subject to specific conditions and/or modifications of the proposal presented in the application;
3. Deny the design review approval as proposed or modified.

D. Appeal:

1. Minor Alterations: Minor alterations denied by the administrative staff may be appealed to the Planning Commission by filing written notice of the appeal with the Community and Economic Development Department within thirty (30) calendar days from issuance of the written decision by the administrative staff.

2. Major Alterations and New Construction: Planning Commission decisions on applications for design review approval may be appealed to the Hearing Officer by an aggrieved party. Written notice of the appeal must be filed with the Community and Economic Development Department within thirty (30) calendar days from the date of the Commission's decision. The appeal shall be a review of the record to determine whether the decision was so unreasonable as to be arbitrary and capricious. (Ord. 19-40)

17.170.060: HISTORIC PRESERVATION:

The preservation, restoration, re-use and/or incorporation of historically significant buildings into new development within the MCCD zone is encouraged wherever possible. Applications for design review approval that include the alteration, renovation, or demolition in whole or in part of any of the historically significant buildings identified herein shall be subject to special considerations outlined in this section.

A. Designation of Historically Significant Buildings: A list of designated historically significant buildings located within the MCCD zone shall be maintained by the Community and Economic Development Department. Buildings designated as historically significant are subject to the special considerations of this section. A property owner may remove their property from the list of designated historically significant buildings by submitting a written request to the Community and Economic Development Department or the office of the Mayor. The City shall update the list and respond in writing to the property owner demonstrating the removal within thirty (30) days of the receipt of the written request. The Mayor shall notify the City Council of the removal of a property from the list of historically significant buildings within thirty (30) days of the removal.

B. Relocation: Relocation of an existing significant historic building is allowed if approved by the Planning Commission after following the design review approval process, if it can be demonstrated that the historical character of the building can be preserved. Application and permit fees for projects involving the relocation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

C. Renovation: Any renovation of all or part of a historically significant building will be considered a major alteration. Application and permit fees for projects involving the renovation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

D. Alteration and/or Demolition: Alteration or demolition of designated historically significant buildings is considered a major alteration and requires design review approval. Design review approval for projects involving the demolition of designated historically significant buildings is subject to the following requirements:

1. Adherence: The Planning Commission must find that the proposed development requiring demolition of the historically significant building demonstrates adherence to the goals and objectives of the Murray City general plan and the MCCD zone.

2. Monument: If demolition is granted, the applicant must propose and install a monument with a narrative inscription describing the historical significance of the building, or a public arts project commemorating the same. The monument or commemoration should be incorporated into the project at or near the original location of the historically significant building and will be installed at the applicant's expense. The location, design, and content of the narrative inscription of the monument must be reviewed by the Murray City History Advisory Board for recommendation to the Planning Commission as a component of the design review application.

3. Memorandum of Understanding: A memorandum of understanding must be executed between the City and applicant regarding the project. The memorandum of understanding must be approved by the City Council prior to the issuance of demolition permits. The memorandum of understanding must establish the following:

a. That there is immediacy of the project and thus for demolition. A development time line must be submitted demonstrating a twenty four (24) month project completion period for that portion of the project where a historically significant building is to be demolished;

b. That demolition of the historically significant building shall not occur until a building permit has been issued for the proposed development or phase of the development that requires the demolition.

c. That the History Advisory Board has approved a monument and inscription as required by this section. The memorandum will establish the receipt of a bond from the applicant with the City to provide for the installation of the monument and inscription.

E. Land Use, Interior Arrangement, Maintenance, Emergency Repairs Not Considered:

1. Nothing herein shall be construed to prevent a property owner from making any use of his or her property not prohibited by other statutes, ordinances, or regulations.

2. The ordinary maintenance or repair of any exterior architectural feature of a building in areas which do not involve replacing the feature or a change in design, material, color, or outer appearance thereof, shall not be prevented by the requirements of this chapter.

3. Nothing in this chapter shall be construed to prevent:

a. The maintenance; or

b. In the event of an emergency, the immediate restoration of any existing aboveground utility structure without approval by the Commission.

4. The construction, reconstruction, alteration, restoration, moving or demolition of any exterior architectural features, which the City building inspector or similar official shall certify is required for public safety because of an unsafe or dangerous condition, shall not be prevented by the requirements of this chapter. (Ord. 19-40)

17.170.070: PERMITTED, CONDITIONAL, & PROHIBITED USES:

A. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. (For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.) Any use not specifically listed shall be prohibited.

B. ~~The following uses are permitted in the~~Uses permitted in the Murray City Center District (MCCD) are contained in Table A, below:

Table A: Permitted Uses	
No.	Land Use Classification
<u>1120</u>	<u>Two-family dwelling in conjunction with mixed use developments</u>
<u>1130</u>	<u>Multiple-family dwelling in conjunction with mixed use developments</u>
<u>1150</u>	<u>Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).</u>
<u>1511</u>	<u>Hotels.</u>
<u>2180</u>	<u>Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).</u>
<u>2300</u>	<u>Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>2510</u>	<u>Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).</u>
<u>2740</u>	<u>Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>2760</u>	<u>Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3259</u>	<u>Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3911</u>	<u>Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3920</u>	<u>Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3950</u>	<u>Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>4602</u>	<u>Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).</u>
<u>5230</u>	<u>Paint, Glass, and Wallpaper</u>
<u>5250</u>	<u>Hardware and Supplies</u>
<u>5300</u>	<u>General Merchandise</u>
<u>5400</u>	<u>Food stores.</u>
<u>5600</u>	<u>Apparel and accessories.</u>
<u>5700</u>	<u>Furniture, Home Furnishings, and Equipment</u>
<u>5800</u>	<u>Eating and drinking places (except 5813; CUP required for drive-through sales).</u>

<u>5900</u>	<u>Miscellaneous retail trade (except 5935, 5938, 5939, 5980).</u>
<u>6100</u>	<u>Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).</u>
<u>6213</u>	<u>Dry cleaning (in no more than 7,500 square feet).</u>
<u>6216</u>	<u>Self-service laundries.</u>
<u>6220</u>	<u>Photographic services.</u>
<u>6230</u>	<u>Beauty and barber services.</u>
<u>6250</u>	<u>Apparel repair, alteration, and cleaning, shoe repair services (except 6256).</u>
<u>6290</u>	<u>Personal services (except 6293, 6294).</u>
<u>6300</u>	<u>Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).</u>
<u>6493</u>	<u>Watch, clock, jewelry repair, engraving.</u>
<u>6494</u>	<u>Reupholstery and furniture repair (includes antiques, etc.).</u>
<u>6496</u>	<u>Locksmiths and key shops.</u>
<u>6499</u>	<u>Miscellaneous small item repair (maximum 5,000 square feet).</u>
<u>6500</u>	<u>Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).</u>
<u>6600</u>	<u>General construction services (office only, no material storage or equipment service yards).</u>
<u>6700</u>	<u>Governmental services (except 6714, 6740, 6750, and 6770).</u>
<u>6800</u>	<u>Educational services.</u>
<u>6900</u>	<u>Miscellaneous service organizations.</u>
<u>7100</u>	<u>Cultural activities and nature exhibitions.</u>
<u>7200</u>	<u>Public assembly.</u>
<u>7300</u>	<u>Amusements.</u>
<u>7410</u>	<u>Bowling alleys.</u>
<u>7420</u>	<u>Playgrounds and athletic areas.</u>
<u>7430</u>	<u>Swimming areas.</u>
<u>7451</u>	<u>Archery range (indoor only).</u>
<u>7492</u>	<u>Picnic areas.</u>
<u>7600</u>	<u>Parks (public and private).</u>
<u>7900</u>	<u>Other cultural, entertainment, recreational activities.</u>
<u>8221</u>	<u>Veterinarian services (completely enclosed within a building; no overnight boarding).</u>
<u>8224</u>	<u>Pet grooming (completely enclosed within a building; no overnight boarding).</u>

C. A development parcel may have more than one (1) main building.

D. ~~Parking structures and other~~ The following accessory structures and buildings, which are ~~customarily~~ used in conjunction with and are incidental to the principal uses and structures, are permitted.:

- ~~1. Parking structures; and~~

~~2. Other accessory~~ Accessory buildings and structures may not, ~~which do not~~ in aggregate, have a footprint greater than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one (1) permitted use may be located on a development parcel and within a building.

F. The ~~following~~ uses and structures contained in Table B, below, are ~~permitted~~ allowed in the MCCD only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses

<u>No.</u>	<u>Land Use Classification</u>
<u>3250</u>	<u>Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).</u>
<u>3500</u>	<u>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).</u>
<u>5813</u>	<u>Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front.</u>
<u>6111</u>	<u>Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.</u>
<u>6513</u>	<u>Hospitals.</u>
<u>6516.1</u>	<u>Assisted living facilities.</u>

G. The following ~~are uses not permitted in the area~~ uses are prohibited in the MCCD Zone:

<u>No.</u>	<u>Land Use Classification</u>
<u>5510</u>	<u>Motor vehicle sales.</u>
<u>5530</u>	<u>Service stations.</u>
<u>5590</u>	<u>Automotive, marine crafts, aircraft, and accessories.</u>

<u>5960</u>	<u>Farm and garden supplies.</u>
<u>6379</u>	<u>Self-storage units.</u>
<u>6394</u>	<u>Equipment rental and leasing services.</u>
<u>6397</u>	<u>Automobile, truck, and trailer services.</u>
<u>6410</u>	<u>Automobile repair and related services.</u>
<u>7213</u>	<u>Drive-in movies (outdoor theater).</u>
<u>7394</u>	<u>Go-cart tracks.</u>
<u>7398</u>	<u>Auto racing, miniature.</u>

H. No outside storage will be allowed for any of the uses in the M CCD. (Ord. 19-40)

17.170.080: SUSTAINABILITY STANDARDS:

A. The City has adopted the goal of pursuing and achieving sustainable development practices in the M CCD. No sustainable development certifications are required under this section; however, the City encourages sustainable development through green building rating or certification systems such as LEED, the State of Utah Division of Facilities and Construction Management High-Performance Building Standards, or the equivalent. The City may provide incentives for developers who achieve third-party sustainable development certification for buildings.

B. Any incentives provided will be based on post-performance outcomes, negotiated specifically for each development project and specified through a development agreement which shall be approved by the City Council and/or the Redevelopment Agency of Murray City.

1. Sustainability focus areas include water conservation, stormwater management, energy efficiency and support of transit and active transportation.

2. Sustainable development principles and goals are further defined in the M CCD design guidelines and are recommended as standards for the development of the area.

C. The City recognizes that, regardless of third-party certification level, there are standards that are in the best interest of the health, safety, and general welfare of the residents of Murray. Standards to promote efficient and sustainable development have been included in the parking, landscaping, and building and site design standards of the M CCD and are required whether or not an individual development attains a third-party sustainable development certification. In addition, all new public buildings and uses shall, as practicable, be designed and built to comply with the High-Performance Building Standards developed by the Utah Division of Facilities Construction and Management. (Ord. 19-40)

17.170.090: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

The main entry to a building should provide a strong connection to the street, one which is expressive, welcoming, and easily located. The following standards for setbacks or facades

and entries are intended to contribute to the vibrant, connected, active, pedestrian oriented streetscape that is envisioned for the district:

- A. Proposed development must be designed such that building facades occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public and streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter; or
- B. If greater setbacks are proposed to accommodate site features such as outdoor dining or gathering spaces:
 - 1. All street facing building facades are to be designed so that eighty percent (80%) of the total linear feet are within twenty five feet (25') from the back face of curb and gutter.
 - 2. Municipal, public or quasi-public buildings may have a greater setback as determined through the design review process. The additional setback shall require the development of public plazas, parks or open spaces and comply with the design standards within this chapter. (Ord. 19-40)

17.170.100: PUBLIC IMPROVEMENTS AND STREET CHARACTER:

A. Construction of new buildings or renovations of existing buildings where the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter and as further described in the design guidelines.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

- 1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
- 2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development

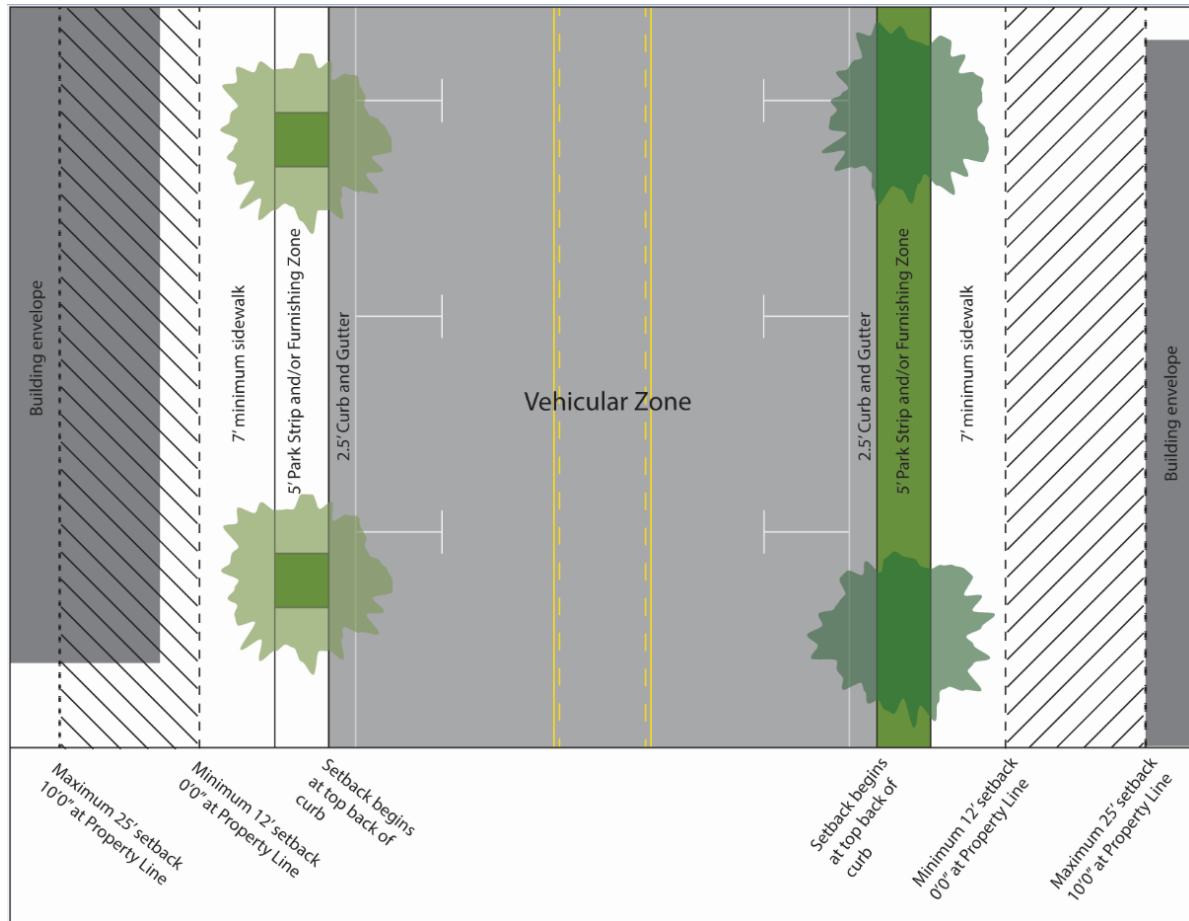
BC. The improvements within the rights-of-way for public streets shall include, but not be limited to, the following standards:

- 1. The right-of-way widths within the Murray City Center District vary from one hundred forty feet (140') to seventy feet (70') and respond to the site conditions and traffic volume. There are five (5) primary public streets that run through the Murray City center including State Street, 5th Avenue, Box Elder Street, Hanauer Street, 4800 South, and Vine Street.
- 2. Within the right-of-way, the drive lanes vary from ten feet (10') to twelve feet (12') with most streets having seven (7) to eight foot (8') on street parallel parking areas. A minimum twelve foot (12') pedestrian sidewalk is included within the right-of-way that includes a seven (7') pedestrian zone along with a five foot (5') furnishing or landscape strip between the sidewalk and edge of curb.

CD. Benches and other street furniture shall be provided and spaced as approved by the City through the design review process.

DE. All streets and sidewalks shall be available for general public use and access and not gated.

EE. District standard street furniture shall be used for public sidewalks, seating areas, and trails to provide visual continuity. Courtyards, pedestrian ways, plazas, and seating areas located on private property should also include furnishings that are compatible with the projects and surrounding areas in which they are located.



G. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the CMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
2. Intersection with another interior access or public street.
3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signaled where possible. Where signaled

crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials

17.170.110: BUILDING DESIGN, SCALING AND DENSITY:

- A. The primary entrance to buildings must be clearly identifiable and must be oriented to face a street, plaza, or pedestrian way. Other street facing entries must appear at least once every seventy five feet (75') on average. Alternate designs for public, quasi-public, and commercial buildings may be approved if the Planning Commission finds that there are demonstrated security concerns which cannot be reasonably mitigated without the elimination of multiple entries as required here.
- B. The functional entry of new buildings must be oriented to face the public street, public square, park, or plaza, but not a parking lot.
- C. The primary entrance to a building shall have a pedestrian scaled facade.
- D. Building entries must be covered with canopies/awnings and/or recessed entries.
- E. Building entries must meet all local, State, and Americans With Disabilities Act accessibility requirements.
- F. For corner buildings, entries are required on both street facades.
- G. All front setback areas, if proposed, shall either be landscaped or used as pedestrian ways, plazas, courtyards, or outdoor seating and dining areas.
- H. Off-street parking is not permitted in the front setback area and/or between the street and building. Parking shall be located to the side or rear of the building. However, parking associated with municipal, public, or quasi-public buildings may be located between the street and the building provided that the parking serves multiple uses or planned multiple uses.
- I. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.
- J. The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.
- K. Encroachments may project into the public right-of-way provided that the encroachments are between nine feet (9') and seventeen feet (17') above the sidewalk height, subject to City and Utah Department of Transportation approval where applicable. They must not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.
- L. Blank walls shall not occupy over fifty percent (50%) of a principal frontage. Non-residential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window or glass entry door. All development shall provide ground floor windows on the building facade and adjacent to a public or private

street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block visibility are prohibited as ground floor windows. Alternate designs for public, quasi-public, and commercial buildings may be approved if the Planning Commission finds that there are demonstrated security concerns that cannot be reasonably mitigated with full compliance to this requirement.

M. Ground level unit entries shall have a finished floor less or equal to twenty four inches (24") above sidewalk grade.

N. Exceptions to these standards are allowed if buildings are located in designated open space area as identified in the design guidelines. Structures located or being relocated into these areas shall be allowed residential setback standards.

O. Principal Streets. Principal streets in the MCCD are identified as Vine Street, 4800 South, State Street, Box Elder Street, and Hanauer Street.

OP. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a ~~public principal~~ street for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking. ~~A leasing~~ Leasing offices and lobbies ~~or lobby~~ allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or ~~up to one thousand (1,000)~~ 1,800 -square feet, whichever is less. Horizontal mixed-use projects shall provide a minimum commercial square footage component equal to an area calculated as one hundred percent (100%) of the project frontage on the ~~principal public~~ street(s) and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the public street.

Q. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

1. Excluding garage space, the entire ground floor of the live/work unit must be designed and used as commercial space.
2. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
3. The live/work unit's first story height must be a minimum of twelve feet (12').
4. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
5. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

PR. A ~~master site plan~~ Master Site Plan approved by the Planning Commission is required for horizontal mixed-use developments and mixed-use developments located on a parcel or combination of parcels three (3) acres or greater, ~~than five three (53) acres~~. In addition to the

requirements of the M CCD ~~zone~~Zone, the Planning Commission shall address the following when considering the ~~master-site-plan~~Master Site Plan:

1. Building Orientation. Commercial and residential buildings in the same project should be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed-use projects should consider the residential components of the project and facilitate convenient access to them.

2. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.

3. Outdoor Spaces. ~~To the extent possible, buildings~~Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. ~~Where possible, t~~Ihe potential linkages to existing and future adjacent developments should be considered.

4. ~~Memorandum Of Understanding~~Master Site Plan Agreement. Mixed-use developments that require a ~~master-site-plan~~Master Site Plan shall be approved in conjunction with a ~~memorandum-of-understanding (MOU)~~Master Site Plan Agreement between Murray City and the developer. The ~~Master Site Plan Agreement~~MOU shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the ~~master-site-plan~~Master Site Plan and other project approvals.

a. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:

- i. Allowed phasing of residential and commercial development components.
- ii. Allowed residential densities.
- iii. Required parking for all uses.
- iv. Buffering of adjacent single-family residential zones.
- v. Adequate public facilities and services.
- vi. Establishment, maintenance, or enhancement of commercial elements.

5. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:

- a. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.

b. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.

c. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

QS. Residential Densities in Mixed Use Projects. Residential uses are allowed only in projects with associated commercial components as required by this chapter. Greater residential density in mixed use development is allowed where access to public transportation and the availability of on-site and nearby services limit the need for and impact from vehicle use by residents. Allowed residential densities in the MCCD Zone are categorized by development east and west of State Street.

1. The maximum residential density for a development or redevelopment project located on property in the MCCD Zone west of State Street shall not exceed one hundred (100) units per acre. (Ord. 19-40)
2. The maximum residential density for projects located on property in the MCCD Zone east of State Street shall not exceed 80 units per acre.
3. Adequate Public Facilities & Services Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. Review of a proposed development's impact upon other services including Police, Fire, Schools, Parks, and Community and Family Services may also be required.

17.170.120: HEIGHT REGULATIONS:

~~There are no height restrictions in the district except as provided herein:~~

A. Buildings shall not exceed ten (10) stories in height or one hundred thirty-five feet (135') whichever is less. A pedestrian scaled façade must be provided on lower floors.

AB. For new buildings located west of State Street and south of 4800 South, a minimum height of forty feet (40') or four (4) stories, whichever is less, is required.

C. Buildings located east of State Street are exempt from the minimum height requirement.

BD. The height of a structure located adjacent to a residential zoning district may not exceed fifty feet (50') within sixty feet (60') of a residential zoning district.

E. On properties located north of Court Avenue that are adjacent to Center Street, buildings shall not be erected to a height greater than thirty five feet (35').

~~C. Buildings shall not exceed ten (10) stories in height, or one hundred thirty five feet (135'), whichever is less. A pedestrian scaled facade must be provided on lower floors.~~

~~D. Buildings located east of State Street are exempt from the minimum height requirement.~~

EE. Public or quasi-public utility buildings and structures are exempt from the minimum height regulations above. This exemption does not include office buildings for public or quasi-public utility companies. (Ord. 19-40)

17.170.130: LIGHTING STANDARDS:

A. Street and sidewalk lighting shall meet adopted City light design standards.

B. Illumination levels shall not exceed IESNA recommended standards.

C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty-three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

D. Lighting shall be shielded and directed downward to prevent any off-site glare.

E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

F. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky.

G. Banners may be attached to banner arms on light standards between sixteen feet (16') and twenty three feet (23') in height. A top banner arm is required with a bottom eyelet, or eyebolt for a banner to be attached to a light standard (see chapter 17.48, "Sign Code", of this title). The bottom of a banner must be at least eight feet (8') above a walkway, surfaced area, or ground level below. (Ord. 19-40)

17.170.140: PARKING REGULATIONS:

This section establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas in the MCCD. Other titles of this code and guidelines of the MCCD may regulate other aspects of parking and loading.

A. General Regulations:

1. General. The regulations of this chapter apply to all parking areas in the MCCD, whether required by this code or constructed for the convenience of property owners or users. Parking areas include those that are accessory to a use, part of a commercial parking use, or for a park and ride facility in the community services use category.

2. Occupancy. All parking areas must be paved, striped, and landscaped prior to occupancy of any structure unless a deferral agreement is completed with appropriate security as allowed in section 17.76.110 of this title.

3. Calculations ~~Of Amounts Of~~ Required ~~And and~~ Allowed Parking.

a. When computing parking spaces based on floor area, areas inside of structures which are used for parking are not counted.

b. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection ~~B3-B4~~ of this section. When there are two (2) or more separate primary uses on a site, the required or allowed parking is the sum of the required or allowed parking for the individual primary uses.

c. For joint use parking, see subsection ~~B3-B4~~ of this section.

d. When more than twenty percent (20%) of the floor area on a site is in an accessory use, parking is calculated separately for the accessory use.

e. On street parking spaces immediately adjacent to the property may not be used to meet the parking requirements set forth herein.

4. Use of Required Parking Spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required off street parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See subsection ~~B3-B4~~ of this section. ~~Also, Required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.~~

~~5. Proximity of Parking to Use. Required parking spaces for residential uses must be located on the site of the use or within a tract owned in common by all the owners of the properties that will use the tract or in public parking facilities. Required parking spaces for non-residential uses must be located on the site of the use or in parking areas within five hundred feet (500') of the development site property boundary.~~

~~65.~~ Stacked Parking:

a. The requirements for parking spaces and all parking area development standards continue to apply for stacked parking.

b. Stacked (individual mechanical lift), tandem, or valet parking is allowed for non-residential sites if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee or affidavit must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

c. Tandem parking is allowed for residential sites if parking spaces (front and back stalls) are reserved or designated for a single unit. Each stall constitutes a separate stall as counted toward the total required number of parking stalls.

d. Stacked (multiple mechanical lift systems, or other automatic parking where individuals are not required to manually access and control the equipment) may be utilized for all uses without requiring an on-site attendant.

e. Proper equipment safety labels, operational protocols, equipment maintenance and other fire, life and safety issues must be reviewed and approved by all applicable City

departments and meet any International Building Code and any other applicable Plumbing, Electric, or Building Codes.

~~76. Buildings That Exceed Four (4) Stories.~~ For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or in a parking structure or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

7. Parking structures and decks should provide the majority of parking in the MCCD Zone.

a. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.

b. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

c. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

8. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

9. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

~~10. -8. -Parking And Access Review And Approval:~~ In addition to Community and Economic Development Department review, the Streets Division and Engineering Division shall review the layout of parking areas, curb cut and access restrictions as set forth in chapter 17.72, "Off Street Parking ~~And and~~ Motor Vehicle Access Standards", of this title. Parking for projects located along State Street shall also require approval from the Utah Department of Transportation (UDOT) related to access locations, curb cuts, and the like.

B. Requirement of ~~4~~ Parking Spaces. ~~1. Purpose:~~ The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Mixed-use sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need less off-street parking than other types of development. The MCCD Zone encourages the inclusion of transit supportive plazas and bicycle parking ~~may be substituted for some required parking on a site~~ to encourage transit use and bicycling by employees and visitors to the site, reducing the need for off-street vehicle parking over time. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking located close to the building entrance will encourage carpool use.

~~21. Required Parking~~Parking Requirements East and West of State Street. The residential and commercial parking requirements for developments and redevelopment of property in the MCCD Zone are contained in Table C below.

<u>Table C: Parking Requirements</u>	
<u>Land Use</u>	<u>Parking Spaces Required</u>
<u>Residential, Studio</u>	<u>1 space per unit</u>
<u>Residential, 1-bedroom</u>	<u>1.05 spaces per unit</u>
<u>Residential, 2-bedroom</u>	<u>1.5 spaces per unit</u>
<u>Residential, 3-bedroom +</u>	<u>2.5 spaces per unit</u>
<u>Office</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Medical/Dental Offices & Clinics</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Retail/Commercial</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Restaurants / Eating & Drinking Establishments</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Uses not listed</u>	<u>As determined by the Planning Commission based on comparable standards</u>
<u>Disabled / ADA Accessible</u>	<u>See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act</u>
<u>Parking in excess of 125% of minimum requirements</u>	<u>Allowed as approved by the Planning Commission if provided within structures or the building envelope</u>

~~_Spaces For The MCCD: Table A of this section outlines the required number of spaces for each specified use category. The standards of table A of this section apply to the entire MCCD unless specifically superseded by other portions of this code:~~

~~— in the MCCD Zone the right-of-way A minimum of 75% of all required parking shall be provided in parking decks or structures, or within the envelope of the building.~~

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~~34. Joint Use Parking: Joint use of required parking spaces may occur where two (2) or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required non-residential parking spaces is allowed if the following documentation is submitted in writing to the City Planning Commission as part of a building or zoning permit application or land use review:~~

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
- b. The location and number of parking spaces that are being shared.

c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses.

d. A legal instrument such as a cross-access and parking ~~re~~ easement or deed restriction that guarantees continued access to the parking for both uses.

~~45.~~ Limit on Size: If the total parking area of a project exceeds two (2) acres, it shall be divided into a series of separate lots. No single parking area shall exceed one (1) acre.

~~56.~~ Carpool Spaces: Carpool spaces shall be designated ~~F~~for new commercial and non-residential portions of mixed-use buildings at a, ~~the number of carpooling parking spaces~~ equivalent to ten percent (10%) of the total automobile parking for each non-residential and mixed-use building on the site. Signage indicating carpool parking spots must be provided, and the spaces. ~~Carpool parking~~ must be within two hundred feet (200') of entrances to buildings served.

~~67.~~ Compact Stalls: Compact stalls may be used within the MCCD and shall not constitute more than fifteen percent (15%) of the total provided spaces for a use or development. In the case of parking structures, compact spaces shall be limited to fifteen percent (15%) of the total spaces in the structure. Minimum dimension for compact spaces shall be eight feet by sixteen feet (8' x 16').

~~78.~~ Bicycle Parking: ~~Bicycle parking may be substituted for up to ten percent (10%) of required parking. For every five (5) non-required bicycle parking spaces that meet the short or long term bicycle parking standards, the motor vehicle parking requirement may be reduced by one (1) space. Parking existing prior to the effective date hereof may be converted in accordance with this provision.~~ Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. Bicycle racks shall be placed on every development as follows:

a. The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.

b. At least two feet by six feet (2' x 6') per bicycle.

c. Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.

d. Located to prevent damage to bicycles by vehicles and the like.

e. In a convenient, visible, lighted area.

f. Located so as not to interfere with pedestrian movements.

g. Located to provide safe access to and from the street.

h. Designed to allow each bicycle to be supported by its frame.

i. Designed to allow the frame and wheels of each bicycle to be secured against theft.

- j. Anchored to resist rust or corrosion, or removal by vandalism.
- k. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.
- l. Bike lockers designed for long term storage may be substituted for up to half the required bicycle parking spaces.
- m. Except for bike lockers, bicycle parking must be located within fifty feet (50') of a building's primary entrance. (Ord. 19-40)

17.170.150: LOADING AND SERVICE AREAS:

Utilities, mechanical equipment placement and screening and service entries shall be considered early on in a project to minimize the impact both visually and acoustically and to address safety concerns. The visual impacts of utilities and mechanical equipment and any service area canopy shall be minimized using the following techniques:

- A. Service entrances, waste disposal areas and other similar uses shall be located to the side or rear of buildings and shall be oriented toward service lanes and away from major streets.
- B. Service areas shall be positioned to minimize conflicts with other abutting uses.
- C. Screening walls/landscaping shall be provided to minimize visual impact of service and utility areas, using materials consistent with building design to integrate service and utility areas into design.
- D. Screen height shall be sufficient to conceal view from right-of-way and public areas of site.
- E. Screening shall be required for both ground level mounted and rooftop mounted mechanical equipment and utilities.
- F. Height of screening around outdoor/rooftop equipment shall be limited to the minimum height necessary to screen equipment from public view including adjacent properties' circulation routes.
- G. Mechanical equipment, satellite dishes, vents, flues, and associated penetrations shall not be located on a roof slope that faces the public right-of-way.
- H. Mechanical equipment may be screened by extension of the roof parapet if no rooftop equipment is visible from any public right-of-way within five hundred feet (500').
- I. Ground screening materials shall be of the same or complementary material/detailing as that of the main structure. (Ord. 19-40)

17.170.160: LANDSCAPING, OPEN SPACE, & PROJECT AMENITIES/~~LANDSCAPING~~:

- A. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and public trails. Sustainable landscaping including xeriscape species and innovative water recycling or irrigation systems is encouraged. All landscape plans must be approved by the City.
- B. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of

buffering, screening and beautifying the site, and shall comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040A1a of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. The preservation of existing trees located at least fifteen feet (15') outside of the building footprint is encouraged wherever possible. Applicants for new construction shall submit tree surveys in conjunction with landscaping plans in order to identify trees that may be preserved.

D. Trees shall be spaced in order to provide shade for fifty percent (50%) of sidewalk length within five (5) years of planting when combined with shade provided by approved structures.

E. Where new plant materials are to be used, indigenous species should be included. No more than fifty percent (50%) of the landscaping areas shall be turf. Where turf is specified, an eco-lawn mix shall be used. Appropriate, indigenous species of plant materials and trees will be established by Community and Economic Development staff ~~and the City Forester~~.

F. A ~~one hundred fifty~~ foot (~~100'50'~~) minimum setback shall be provided from top of bank of Little Cottonwood Creek. No buildings, parking facilities, or vehicular accesses may be placed in the required setback. The Planning Commission may approve pedestrian, bicycle, or multi-use paths and trails and other open space improvements or amenities within the setback if they are not disruptive to any structure. Top of bank shall be located by a licensed surveyor or engineer.

G. Public spaces that are adjacent to wetlands or watercourse setbacks must have a native planting transition zone that blends into sensitive habitat areas.

H. Fifteen percent (15%) of the area of each project shall be developed as landscaped setbacks, public plazas, parks open spaces, or walkways. In addition, each project shall have a system of pedestrian walkways and sidewalks that provide connections between building entrances, neighboring building entrances, sidewalks, parking areas, open spaces, and walkways. Amenity areas provided in conjunction with multi-family uses will qualify as open space. (Ord. 19-40)

I. Project Amenities must be provided in each mixed-use development. Developments with up to 100 units must provide a minimum of one (1) project amenity. Projects with more than 100 units must provide one (1) additional amenity for each additional one-hundred (100) units or portion thereof. Project amenities can include both indoor spaces such as club houses and exercise facilities, and outdoor spaces such as walking paths, dog parks, playgrounds, pools. For required amenities, selections may be made from the list below. The Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields

2. Sport Courts

3. Playground areas (to include four pieces of playground equipment minimum)

4. Picnic areas

5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and water features.

17.170.170: SIGN REGULATIONS:

A. Signage in the MCCD shall be governed by the standards of the City Sign Code found in chapter 17.48 of this title unless modified by the standards below. In calculating allowed sign area for attached signs the standards of section 17.48.200 of this title related to signs in commercial and manufacturing zones shall apply. Residential buildings shall be limited to signage indicating the name and address of the project and required informational and regulatory signs such as lobby hours or parking garage wayfinding.

B. Signs shall be designed in accordance with the MCCD design guidelines in relation to materials, color, and sign type. New signs in the MCCD shall be considered a minor alteration requiring administrative design review approval.

C. Wayfinding and directional signage related to parking and access up to a maximum of eight (8) square feet may be located on the same building, ~~or~~ property, or within the same project. Such signage may also ~~or be~~ reasonably located off-site elsewhere within the same ~~district project~~ if the necessity for such locations can be demonstrated through the design review process. (Ord. 19-40)

17.170.180: NONCONFORMING USES AND DEVELOPMENTS:

A. Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

B. Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 19-40)

CHAPTER 17.170:

MURRAY CITY CENTER DISTRICT, MCCD

SECTION:

- 17.170.010: Purpose
- 17.170.020: Design Guidelines
- 17.170.030: Definitions
- 17.170.040: Process
- 17.170.050: Procedures
- 17.170.060: Historic Preservation
- 17.170.070: Permitted, Conditional & Prohibited Uses
- 17.170.080: Sustainability Standards
- 17.170.090: Area, Width, Frontage and Yard Regulations
- 17.170.100: Public Improvements and Street Character
- 17.170.110: Building Design, Scaling and Density
- 17.170.120: Height Regulations
- 17.170.130: Lighting Standards
- 17.170.140: Parking Regulations
- 17.170.150: Loading and Service Areas
- 17.170.160: Landscaping, Open Space, & Project Amenities
- 17.170.170: Sign Regulations
- 17.170.180: Nonconforming Uses and Developments

17.170.010: PURPOSE:

A. The Murray City Center District (MCCD) is envisioned as the commercial, civic, and cultural center for the community and is intended to enhance physical, social, and economic connections by redeveloping "downtown" Murray City resulting in a richer, more vibrant cultural environment. The 2017 Murray City General Plan suggests that the City center should include development which is pedestrian oriented with a strong emphasis on the urban design and streetscape.

B. The regulations and design guidelines of the MCCD are intended to promote mixed use development, encourage pedestrian oriented design, promote development opportunities, and increase residential and commercial densities. The anticipated development model promotes sustainable, compact, mixed use, transit-oriented uses with neighborhood oriented commercial, restaurant, civic, cultural, and residential spaces to promote street life and activity. (Ord. 19-40)

17.170.020: DESIGN GUIDELINES:

The Murray City Council has adopted the Murray City Center District (MCCD) Design Guidelines. The guidelines shall be consulted during the review of proposed development in order to provide guidance, direction, and options which will further the stated purposes of the MCCD. Wherever practicable, development should adhere to the objectives and principles contained in the design guidelines. (Ord. 19-40)

17.170.030: DEFINITIONS:

ADMINISTRATIVE STAFF or STAFF: Representatives from the Community and Economic Development Department.

DESIGN GUIDELINES: The principles of appropriate development activity that promote the purposes and standards of this title.

MCCD REVIEW COMMITTEE or COMMITTEE: The committee established under chapter 2.68 of this code. The committee acts in an advisory capacity to the Planning Commission and City Council and serves to facilitate the design review approval process.

REVIEW PROCESS: The process by which applications for development within the MCCD zone are reviewed for conformance with the applicable standards of this section. The process can include pre-application conferences and review by Community and Economic Development Department staff, review by the MCCD Review Committee as well as referral to and review by the Planning Commission.

HORIZONTAL MIXED-USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a master site plan.

MAJOR ALTERATION: A physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, major alteration includes, without limitation, overall building design, exterior facades, site landscape and parking.

MINOR ALTERATION: A physical modification that is limited in scope or has a minor visual impact in relation to the total building. By way of illustration, minor alteration includes, without limitation, lighting and other appurtenant fixtures, signs and awnings.

ORDINARY MAINTENANCE AND REPAIR: Work to repair or prevent deterioration of a building that does not constitute a minor or major alteration. Examples of ordinary maintenance and repair include repairing deteriorated masonry, replacing broken windows or damage caused by weather or natural disaster, repainting a building in the same color as existing, replacing doors, and the like. Maintenance and repair does not include major changes in color or building materials.

PLANNING COMMISSION or COMMISSION: The City's Planning Commission.

PRIVATE STREET: Means a right-of-way of easement in private ownership not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

VERTICAL MIXED-USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

SUSTAINABLE DESIGN: Includes methods and materials that conserve natural resources, promote adaptive reuse of materials, buildings, and sites, and promote the health and welfare of residents and property owners. (Ord. 19-40)

17.170.040: PROCESS:

A. Design Review: The purpose and intent of the design review process within the MCCD is to secure the purposes of this chapter and the general plan, and to ensure that the general appearance of buildings, signs, and the development of the lands does not detract from the purpose and intent of this chapter.

B. Design Review Approval Required: No exterior portion of any buildings or improvements on any properties shall be erected, altered, restored, or moved within the MCCD until after an application for a design review approval has been submitted, reviewed, and approved. Application for design review approval shall be made on forms furnished by the City's Community and Economic Development Department. The Director or designee shall determine if the application is a major or minor alteration. The determination of the Director or designee may be appealed to the appeal authority.

1. Minor Alterations: Administrative staff shall review and approve applications for minor alterations, signs, awnings, and lighting. Minor alterations denied by the administrative staff may be appealed to the appeal authority. A design review application, when determined to involve signs, awnings, lighting, or minor alterations may be reviewed and approved by administrative staff. A design review application for minor alterations must be approved or denied within thirty (30) days from receipt of a complete application.

2. Major Alterations and New Construction: The design review process for major alterations and all new construction consists of the following:

a. Pre-Application Conference: Application materials will be submitted to the Community and Economic Development Department and a time will be scheduled for a general concept review of the application. The applicant will receive input from staff on the process, design standards and other applicable elements prior to submittal of a final application.

b. Design Review: After a complete application for formal review is submitted:

(1) Meetings will be scheduled for staff review to gain City department input on the plans and review the proposal in relation to this chapter and design review guidelines;

(2) The proposal shall go before the MCCD design review committee for its review and recommendation in relation to this chapter and the design review guidelines; and

(3) The application will then be forwarded to the Planning Commission for final action. The application shall be made on a form available from the Community and Economic

Development Department and shall include minimum application submittal requirements as determined by the Community and Economic Development Department.

c. **Design Review Approval:** Design review approval must be issued by the Planning Commission prior to the issuance of a building permit or other permit granted for purposes of major alterations including constructing, altering, and moving structures and buildings. Design review approval is required whether or not a building permit is required. The Planning Commission shall review the plans for conformance with the requirements of this title and the MCCD design guidelines. The City shall determine the following before approval is given:

- (1) The project is in general conformance with the current Murray City General Plan.
- (2) The project is in general conformance with the specific area plan, if any, adopted for the area.
- (3) The project conforms to the requirements of the applicable sections of the land use ordinance.
- (4) The project does not jeopardize the health, safety, or welfare of the public.
- (5) The project is in harmony with the purpose of the MCCD zone and adheres to the principles of the MCCD Design Guidelines.

d. **Obtaining a Building Permit:** No person shall obtain a building permit for new construction or for renovation of existing buildings without first preparing and presenting the information required by this section, paying the applicable design review fees, and receiving design approval from the Community and Economic Development Department. Any building permits or such other permits not issued in conformity with this chapter shall be invalid.

e. **Public Utility Companies:** The State of Utah, the City, Salt Lake County, and all public utility companies shall be required to obtain design review approval prior to initiating any changes in the character of street paving, sidewalks, utility installations, lighting, walls, fences, structures and buildings.

f. **Design Elements Subject To Review:**

- (1) Overall building design including design character, alignment and setback, size, height, proportion, and scale of the building;
- (2) Exterior facades including exterior walls and building materials, roof and parapet, storefronts including windows and doors, bulkheads, cornices, ornamental detail, color, and back entrances;
- (3) Site landscape including pavement, steps, lighting, trees, and ground cover;
- (4) Parking;
- (5) Lighting and other appurtenant fixtures;
- (6) Signs and awnings;
- (7) Public improvements; and
- (8) Site amenities.

g. **Exceptions:** Even if all design guidelines are not met, design review approval may be granted if the Planning Commission finds that compliance with the design guidelines or

certain design guidelines would: 1) deprive owner of all viable economic use of the owner's property, or 2) result in substantial diminution in value of owner's property.

h. Compliance: Design review approvals shall be issued for a period of eighteen (18) months. All work performed pursuant to a design review approval shall conform to the requirements of the approval. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one (1) year or longer, the approval and any associated building permits shall expire. Applicants may request two (2) extensions of six (6) calendar months during the final month prior to expiration. Requests for extension must be made in writing to the Community and Economic Development Department. (Ord. 19-40)

17.170.050: PROCEDURES:

A. Applications: The Community and Economic Development Department shall receive applications for design review approval as required under section 17.170.040 of this chapter. Applications for new construction or major alteration must be reviewed by the MCCD Review Committee, which must forward a recommendation to the Commission. Members of the Planning Commission or MCCD Review Committee may enter, solely in performance of their official duties and only at reasonable times, upon private lands for examination or survey thereof. However, no member, employee, or agent of the Commission or committee may enter any private building without express consent of the owner or occupant thereof.

B. Public Meeting: Prior to action on an application for design review approval, the Commission shall hold a public meeting. The Commission shall take such action as may reasonably be required to inform the owners of any property likely to be materially affected by the application and shall give the applicant and such owners an opportunity to be heard. A written notice of the proposal shall be sent at least ten (10) days prior to the hearing to the applicant and to owners of property (lots, parcels or tracts of land) within three hundred feet (300') of the property that is the subject of an application for design review approval.

C. Final Action: The Commission's final action on an application for design review approval for major alterations and new construction shall be by the passage of a motion to take one (1) of the following actions:

1. Grant the design review approval as proposed;
2. Grant the design review approval subject to specific conditions and/or modifications of the proposal presented in the application;
3. Deny the design review approval as proposed or modified.

D. Appeal:

1. Minor Alterations: Minor alterations denied by the administrative staff may be appealed to the Planning Commission by filing written notice of the appeal with the Community and Economic Development Department within thirty (30) calendar days from issuance of the written decision by the administrative staff.

2. Major Alterations and New Construction: Planning Commission decisions on applications for design review approval may be appealed to the Hearing Officer by an aggrieved party.

Written notice of the appeal must be filed with the Community and Economic Development Department within thirty (30) calendar days from the date of the Commission's decision. The appeal shall be a review of the record to determine whether the decision was so unreasonable as to be arbitrary and capricious. (Ord. 19-40)

17.170.060: HISTORIC PRESERVATION:

The preservation, restoration, re-use and/or incorporation of historically significant buildings into new development within the MCCD zone is encouraged wherever possible. Applications for design review approval that include the alteration, renovation, or demolition in whole or in part of any of the historically significant buildings identified herein shall be subject to special considerations outlined in this section.

A. Designation of Historically Significant Buildings: A list of designated historically significant buildings located within the MCCD zone shall be maintained by the Community and Economic Development Department. Buildings designated as historically significant are subject to the special considerations of this section. A property owner may remove their property from the list of designated historically significant buildings by submitting a written request to the Community and Economic Development Department or the office of the Mayor. The City shall update the list and respond in writing to the property owner demonstrating the removal within thirty (30) days of the receipt of the written request. The Mayor shall notify the City Council of the removal of a property from the list of historically significant buildings within thirty (30) days of the removal.

B. Relocation: Relocation of an existing significant historic building is allowed if approved by the Planning Commission after following the design review approval process, if it can be demonstrated that the historical character of the building can be preserved. Application and permit fees for projects involving the relocation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

C. Renovation: Any renovation of all or part of a historically significant building will be considered a major alteration. Application and permit fees for projects involving the renovation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

D. Alteration and/or Demolition: Alteration or demolition of designated historically significant buildings is considered a major alteration and requires design review approval. Design review approval for projects involving the demolition of designated historically significant buildings is subject to the following requirements:

1. Adherence: The Planning Commission must find that the proposed development requiring demolition of the historically significant building demonstrates adherence to the goals and objectives of the Murray City general plan and the MCCD zone.
2. Monument: If demolition is granted, the applicant must propose and install a monument with a narrative inscription describing the historical significance of the building, or a public

arts project commemorating the same. The monument or commemoration should be incorporated into the project at or near the original location of the historically significant building and will be installed at the applicant's expense. The location, design, and content of the narrative inscription of the monument must be reviewed by the Murray City History Advisory Board for recommendation to the Planning Commission as a component of the design review application.

3. Memorandum of Understanding: A memorandum of understanding must be executed between the City and applicant regarding the project. The memorandum of understanding must be approved by the City Council prior to the issuance of demolition permits. The memorandum of understanding must establish the following:

a. That there is immediacy of the project and thus for demolition. A development time line must be submitted demonstrating a twenty four (24) month project completion period for that portion of the project where a historically significant building is to be demolished;

b. That demolition of the historically significant building shall not occur until a building permit has been issued for the proposed development or phase of the development that requires the demolition.

c. That the History Advisory Board has approved a monument and inscription as required by this section. The memorandum will establish the receipt of a bond from the applicant with the City to provide for the installation of the monument and inscription.

E. Land Use, Interior Arrangement, Maintenance, Emergency Repairs Not Considered:

1. Nothing herein shall be construed to prevent a property owner from making any use of his or her property not prohibited by other statutes, ordinances, or regulations.

2. The ordinary maintenance or repair of any exterior architectural feature of a building in areas which do not involve replacing the feature or a change in design, material, color, or outer appearance thereof, shall not be prevented by the requirements of this chapter.

3. Nothing in this chapter shall be construed to prevent:

a. The maintenance; or

b. In the event of an emergency, the immediate restoration of any existing aboveground utility structure without approval by the Commission.

4. The construction, reconstruction, alteration, restoration, moving or demolition of any exterior architectural features, which the City building inspector or similar official shall certify is required for public safety because of an unsafe or dangerous condition, shall not be prevented by the requirements of this chapter. (Ord. 19-40)

17.170.070: PERMITTED, CONDITIONAL, & PROHIBITED USES:

A. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. (For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.) Any use not specifically listed shall be prohibited.

B. Uses permitted in the Murray City Center District (MCCD) are contained in Table A, below:

Table A: Permitted Uses	
No.	Land Use Classification
1120	Two-family dwelling in conjunction with mixed use developments
1130	Multiple-family dwelling in conjunction with mixed use developments
1150	Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).
1511	Hotels.
2180	Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).
2300	Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2510	Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
2740	Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2760	Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3259	Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3911	Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3920	Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3950	Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
5230	Paint, Glass, and Wallpaper
5250	Hardware and Supplies
5300	General Merchandise
5400	Food stores.
5600	Apparel and accessories.
5700	Furniture, Home Furnishings, and Equipment
5800	Eating and drinking places (except 5813; CUP required for drive-through sales).
5900	Miscellaneous retail trade (except 5935, 5938, 5939, 5980).

6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet).
6216	Self-service laundries.
6220	Photographic services.
6230	Beauty and barber services.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6300	Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).
6493	Watch, clock, jewelry repair, engraving.
6494	Reupholstery and furniture repair (includes antiques, etc.).
6496	Locksmiths and key shops.
6499	Miscellaneous small item repair (maximum 5,000 square feet).
6500	Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).
6600	General construction services (office only, no material storage or equipment service yards).
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions.
7200	Public assembly.
7300	Amusements.
7410	Bowling alleys.
7420	Playgrounds and athletic areas.
7430	Swimming areas.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
7900	Other cultural, entertainment, recreational activities.
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

C. A development parcel may have more than one (1) main building.

D. Parking structures and other accessory structures and buildings which are used in conjunction with and are incidental to the principal uses and structures, are permitted. Accessory buildings and structures may not, in aggregate, have a footprint greater

than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one (1) permitted use may be located on a development parcel and within a building.

F. The uses and structures contained in Table B, below, are allowed in the MCCD only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses	
No.	Land Use Classification
3250	Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
5813	Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front.
6111	Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6513	Hospitals.
6516.1	Assisted living facilities.

G. The following uses are prohibited in the MCCD Zone:

No.	Land Use Classification
5510	Motor vehicle sales.
5530	Service stations.
5590	Automotive, marine crafts, aircraft, and accessories.
5960	Farm and garden supplies.
6379	Self-storage units.
6394	Equipment rental and leasing services.
6397	Automobile, truck, and trailer services.
6410	Automobile repair and related services.

7213	Drive-in movies (outdoor theater).
7394	Go-cart tracks.
7398	Auto racing, miniature.

H. No outside storage will be allowed for any of the uses in the M CCD. (Ord. 19-40)

17.170.080: SUSTAINABILITY STANDARDS:

A. The City has adopted the goal of pursuing and achieving sustainable development practices in the M CCD. No sustainable development certifications are required under this section; however, the City encourages sustainable development through green building rating or certification systems such as LEED, the State of Utah Division of Facilities and Construction Management High-Performance Building Standards, or the equivalent. The City may provide incentives for developers who achieve third-party sustainable development certification for buildings.

B. Any incentives provided will be based on post-performance outcomes, negotiated specifically for each development project and specified through a development agreement which shall be approved by the City Council and/or the Redevelopment Agency of Murray City.

1. Sustainability focus areas include water conservation, stormwater management, energy efficiency and support of transit and active transportation.

2. Sustainable development principles and goals are further defined in the M CCD design guidelines and are recommended as standards for the development of the area.

C. The City recognizes that, regardless of third-party certification level, there are standards that are in the best interest of the health, safety, and general welfare of the residents of Murray. Standards to promote efficient and sustainable development have been included in the parking, landscaping, and building and site design standards of the M CCD and are required whether or not an individual development attains a third-party sustainable development certification. In addition, all new public buildings and uses shall, as practicable, be designed and built to comply with the High-Performance Building Standards developed by the Utah Division of Facilities Construction and Management. (Ord. 19-40)

17.170.090: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

The main entry to a building should provide a strong connection to the street, one which is expressive, welcoming, and easily located. The following standards for setbacks or facades and entries are intended to contribute to the vibrant, connected, active, pedestrian oriented streetscape that is envisioned for the district:

A. Proposed development must be designed such that building facades occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public and streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter; or

B. If greater setbacks are proposed to accommodate site features such as outdoor dining or gathering spaces:

1. All street facing building facades are to be designed so that eighty percent (80%) of the total linear feet are within twenty five feet (25') from the back face of curb and gutter.
2. Municipal, public or quasi-public buildings may have a greater setback as determined through the design review process. The additional setback shall require the development of public plazas, parks or open spaces and comply with the design standards within this chapter. (Ord. 19-40)

17.170.100: PUBLIC IMPROVEMENTS AND STREET CHARACTER:

A. Construction of new buildings or renovations of existing buildings where the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter and as further described in the design guidelines.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development

C. The improvements within the rights-of-way for public streets shall include, but not be limited to, the following standards:

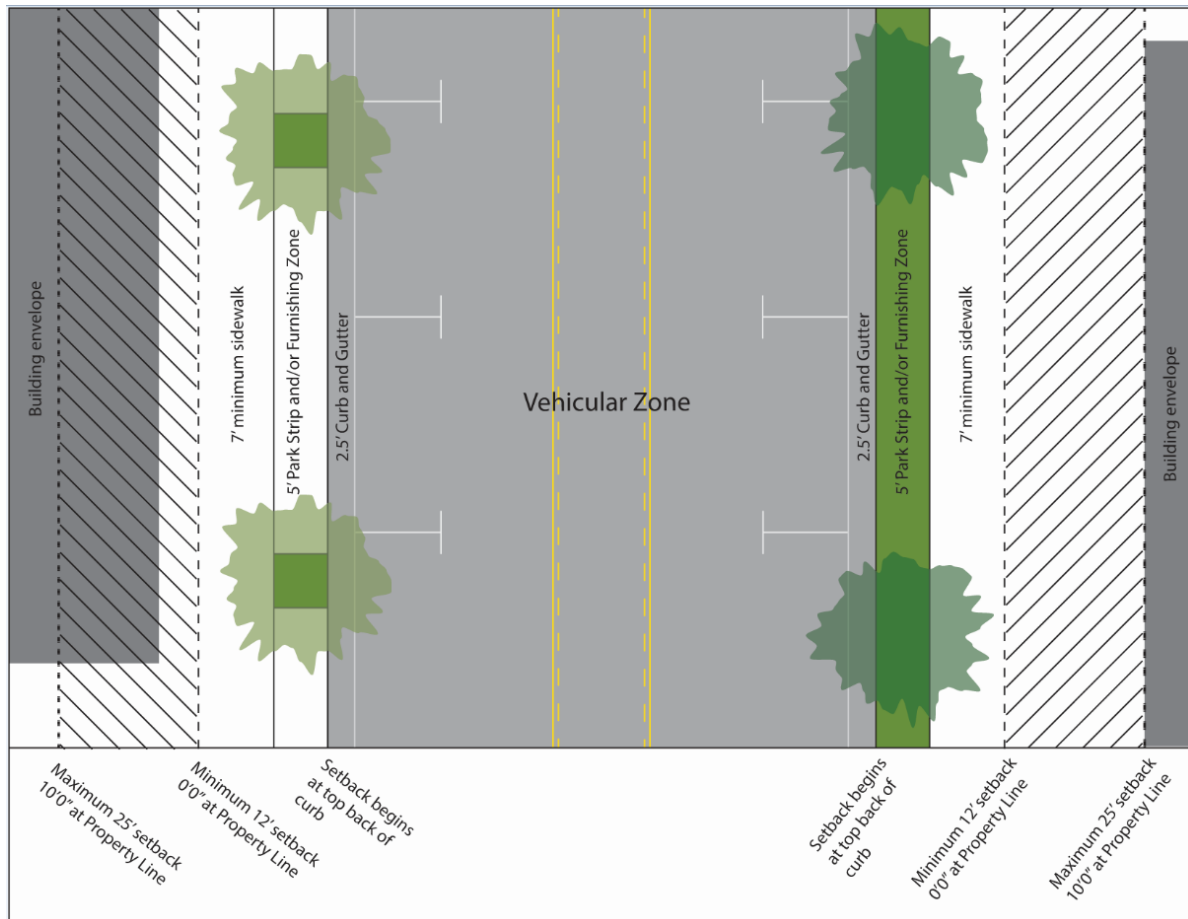
1. The right-of-way widths within the Murray City Center District vary from one hundred forty feet (140') to seventy feet (70') and respond to the site conditions and traffic volume. There are five (5) primary public streets that run through the Murray City center including State Street, 5th Avenue, Box Elder Street, Hanauer Street, 4800 South, and Vine Street.
2. Within the right-of-way, the drive lanes vary from ten feet (10') to twelve feet (12') with most streets having seven (7) to eight foot (8') on street parallel parking areas. A minimum twelve foot (12') pedestrian sidewalk is included within the right-of-way that includes a seven (7') pedestrian zone along with a five foot (5') furnishing or landscape strip between the sidewalk and edge of curb.

D. Benches and other street furniture shall be provided and spaced as approved by the City through the design review process.

E. All streets and sidewalks shall be available for general public use and access and not gated.

F. District standard street furniture shall be used for public sidewalks, seating areas, and trails to provide visual continuity. Courtyards, pedestrian ways, plazas, and seating areas

located on private property should also include furnishings that are compatible with the projects and surrounding areas in which they are located.



G. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the CMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
2. Intersection with another interior access or public street.
3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signaled where possible. Where signaled crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials

17.170.110: BUILDING DESIGN, SCALING AND DENSITY:

- A. The primary entrance to buildings must be clearly identifiable and must be oriented to face a street, plaza, or pedestrian way. Other street facing entries must appear at least once every seventy five feet (75') on average. Alternate designs for public, quasi-public, and commercial buildings may be approved if the Planning Commission finds that there are demonstrated security concerns which cannot be reasonably mitigated without the elimination of multiple entries as required here.
- B. The functional entry of new buildings must be oriented to face the public street, public square, park, or plaza, but not a parking lot.
- C. The primary entrance to a building shall have a pedestrian scaled facade.
- D. Building entries must be covered with canopies/awnings and/or recessed entries.
- E. Building entries must meet all local, State, and Americans With Disabilities Act accessibility requirements.
- F. For corner buildings, entries are required on both street facades.
- G. All front setback areas, if proposed, shall either be landscaped or used as pedestrian ways, plazas, courtyards, or outdoor seating and dining areas.
- H. Off-street parking is not permitted in the front setback area and/or between the street and building. Parking shall be located to the side or rear of the building. However, parking associated with municipal, public, or quasi-public buildings may be located between the street and the building provided that the parking serves multiple uses or planned multiple uses.
- I. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.
- J. The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.
- K. Encroachments may project into the public right-of-way provided that the encroachments are between nine feet (9') and seventeen feet (17') above the sidewalk height, subject to City and Utah Department of Transportation approval where applicable. They must not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.
- L. Blank walls shall not occupy over fifty percent (50%) of a principal frontage. Non-residential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window or glass entry door. All development shall provide ground floor windows on the building facade and adjacent to a public or private street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block visibility are prohibited as ground floor windows. Alternate designs for public, quasi-public, and commercial buildings may be

approved if the Planning Commission finds that there are demonstrated security concerns that cannot be reasonably mitigated with full compliance to this requirement.

M. Ground level unit entries shall have a finished floor less or equal to twenty four inches (24") above sidewalk grade.

N. Exceptions to these standards are allowed if buildings are located in designated open space area as identified in the design guidelines. Structures located or being relocated into these areas shall be allowed residential setback standards.

O. Principal Streets. Principal streets in the MCCD are identified as Vine Street, 4800 South, State Street, Box Elder Street, and Hanauer Street.

P. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a principal street for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking. Leasing offices and lobbies allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or up to 1,800 square feet, whichever is less. Horizontal mixed-use projects shall provide a minimum commercial square footage component equal to an area calculated as one hundred percent (100%) of the project frontage on the principal street(s) and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the public street.

Q. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

1. Excluding garage space, the entire ground floor of the live/work unit must be designed and used as commercial space.
2. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
3. The live/work unit's first story height must be a minimum of twelve feet (12').
4. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
5. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

R. A Master Site Plan approved by the Planning Commission is required for horizontal mixed-use developments and mixed-use developments located on a parcel or combination of parcels three (3) acres or greater. In addition to the requirements of the MCCD Zone, the Planning Commission shall address the following when considering the Master Site Plan:

1. Building Orientation. Commercial and residential buildings in the same project should be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed-use projects should consider the residential components of the project and facilitate convenient access to them.

2. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.

3. Outdoor Spaces. Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. The potential linkages to existing and future adjacent developments should be considered.

4. Master Site Plan Agreement. Mixed-use developments that require a Master Site Plan shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.

- a. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:
 - i. Allowed phasing of residential and commercial development components.
 - ii. Allowed residential densities.
 - iii. Required parking for all uses.
 - iv. Buffering of adjacent single-family residential zones.
 - v. Adequate public facilities and services.
 - vi. Establishment, maintenance, or enhancement of commercial elements.

5. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:

- a. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
- b. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
- c. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
- 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

S. Residential Densities in Mixed Use Projects. Residential uses are allowed only in projects with associated commercial components as required by this chapter. Greater residential density in mixed use development is allowed where access to public transportation and the availability of on-site and nearby services limit the need for and impact from vehicle use by residents. Allowed residential densities in the M CCD Zone are categorized by development east and west of State Street.

1. The maximum residential density for a development or redevelopment project located on property in the M CCD Zone west of State Street shall not exceed one hundred (100) units per acre. (Ord. 19-40)
2. The maximum residential density for projects located on property in the M CCD Zone east of State Street shall not exceed 80 units per acre.
3. Adequate Public Facilities & Services Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. Review of a proposed development's impact upon other services including Police, Fire, Schools, Parks, and Community and Family Services may also be required.

17.170.120: HEIGHT REGULATIONS:

- A. Buildings shall not exceed ten (10) stories in height or one hundred thirty-five feet (135') whichever is less. A pedestrian scaled façade must be provided on lower floors.
- B. For new buildings located west of State Street and south of 4800 South, a minimum height of forty feet (40') or four (4) stories, whichever is less, is required.
- C. Buildings located east of State Street are exempt from the minimum height requirement.
- D. The height of a structure located adjacent to a residential zoning district may not exceed fifty feet (50') within sixty feet (60') of a residential zoning district.
- E. On properties located north of Court Avenue that are adjacent to Center Street, buildings shall not be erected to a height greater than thirty five feet (35').
- F. Public or quasi-public utility buildings and structures are exempt from the minimum height regulations above. This exemption does not include office buildings for public or quasi-public utility companies. (Ord. 19-40)

17.170.130: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty-three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

- D. Lighting shall be shielded and directed downward to prevent any off-site glare.
- E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.
- F. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky.
- G. Banners may be attached to banner arms on light standards between sixteen feet (16') and twenty three feet (23') in height. A top banner arm is required with a bottom eyelet, or eyebolt for a banner to be attached to a light standard (see chapter 17.48, "Sign Code", of this title). The bottom of a banner must be at least eight feet (8') above a walkway, surfaced area, or ground level below. (Ord. 19-40)

17.170.140: PARKING REGULATIONS:

This section establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas in the MCCD. Other titles of this code and guidelines of the MCCD may regulate other aspects of parking and loading.

A. General Regulations:

1. General. The regulations of this chapter apply to all parking areas in the MCCD, whether required by this code or constructed for the convenience of property owners or users. Parking areas include those that are accessory to a use, part of a commercial parking use, or for a park and ride facility in the community services use category.
2. Occupancy. All parking areas must be paved, striped, and landscaped prior to occupancy of any structure unless a deferral agreement is completed with appropriate security as allowed in section 17.76.110 of this title.
3. Calculation of Required and Allowed Parking.
 - a. When computing parking spaces based on floor area, areas inside of structures which are used for parking are not counted.
 - b. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection B4 of this section. When there are two (2) or more separate primary uses on a site, the required or allowed parking is the sum of the required or allowed parking for the individual primary uses.
 - c. For joint use parking, see subsection B4 of this section.
 - d. When more than twenty percent (20%) of the floor area on a site is in an accessory use, parking is calculated separately for the accessory use.
 - e. On street parking spaces immediately adjacent to the property may not be used to meet the parking requirements set forth herein.
4. Use of Required Parking Spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required

off street parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See subsection B4 of this section. Required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

5. Stacked Parking:

a. The requirements for parking spaces and all parking area development standards continue to apply for stacked parking.

b. Stacked (individual mechanical lift), tandem, or valet parking is allowed for non-residential sites if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee or affidavit must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

c. Tandem parking is allowed for residential sites if parking spaces (front and back stalls) are reserved or designated for a single unit. Each stall constitutes a separate stall as counted toward the total required number of parking stalls.

d. Stacked (multiple mechanical lift systems, or other automatic parking where individuals are not required to manually access and control the equipment) may be utilized for all uses without requiring an on-site attendant.

e. Proper equipment safety labels, operational protocols, equipment maintenance and other fire, life and safety issues must be reviewed and approved by all applicable City departments and meet any International Building Code and any other applicable Plumbing, Electric, or Building Codes.

6. Buildings That Exceed Four (4) Stories. For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or in a parking structure or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

7. Parking structures and decks should provide the majority of parking in the MCCD Zone.

a. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.

b. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

c. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

8. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

9. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

10. In addition to Community and Economic Development Department review, the Streets Division and Engineering Division shall review the layout of parking areas, curb cut and access restrictions as set forth in chapter 17.72, "Off Street Parking and Motor Vehicle Access Standards", of this title. Parking for projects located along State Street shall also require approval from the Utah Department of Transportation (UDOT) related to access locations, curb cuts, and the like.

B. Requirement of Parking Spaces. The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Mixed-use sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need less off-street parking than other types of development. The MCCD Zone encourages the inclusion of transit supportive plazas and bicycle parking to encourage transit use and bicycling by employees and visitors to the site, reducing the need for off-street vehicle parking over time. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking located close to the building entrance will encourage carpool use.

1. Parking Requirements East and West of State Street. The residential and commercial parking requirements for developments and redevelopment of property in the MCCD Zone are contained in Table C below.

Table C: Parking Requirements	
Land Use	Parking Spaces Required
Residential, Studio	1 space per unit
Residential, 1-bedroom	1.05 spaces per unit
Residential, 2-bedroom	1.5 spaces per unit
Residential, 3-bedroom +	2.5 spaces per unit
Office	1 space per 500 ft ² net usable floor area
Medical/Dental Offices & Clinics	1 space per 500 ft ² net usable floor area
Retail/Commercial	1 space per 500 ft ² net usable floor area
Restaurants / Eating & Drinking Establishments	1 space per 500 ft ² net usable floor area

Uses not listed	As determined by the Planning Commission based on comparable standards
Disabled / ADA Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Parking in excess of 125% of minimum requirements	Allowed as approved by the Planning Commission if provided within structures or the building envelope

4. Joint Use Parking: Joint use of required parking spaces may occur where two (2) or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required non-residential parking spaces is allowed if the following documentation is submitted in writing to the Planning Commission:

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
- b. The location and number of parking spaces that are being shared.
- c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses.
- d. A legal instrument such as a cross-access and parking easement or deed restriction that guarantees continued access to the parking for both uses.

5. Limit on Size: If the total parking area of a project exceeds two (2) acres, it shall be divided into a series of separate lots. No single parking area shall exceed one (1) acre.

6. Carpool Spaces: Carpool spaces shall be designated for new commercial and non-residential portions of mixed-use buildings at a number equivalent to ten percent (10%) of the total automobile parking for each non-residential and mixed-use building on the site. Signage indicating carpool parking spots must be provided, and the spaces must be within two hundred feet (200') of entrances to buildings served.

7. Compact Stalls: Compact stalls may be used within the MCCD and shall not constitute more than fifteen percent (15%) of the total provided spaces for a use or development. In the case of parking structures, compact spaces shall be limited to fifteen percent (15%) of the total spaces in the structure. Minimum dimension for compact spaces shall be eight feet by sixteen feet (8' x 16').

8. Bicycle Parking: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long term bicycle parking based on the demand generated by the

different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. Bicycle racks shall be placed on every development as follows:

- a. The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
- b. At least two feet by six feet (2' x 6') per bicycle.
- c. Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.
- d. Located to prevent damage to bicycles by vehicles and the like.
- e. In a convenient, visible, lighted area.
- f. Located so as not to interfere with pedestrian movements.
- g. Located to provide safe access to and from the street.
- h. Designed to allow each bicycle to be supported by its frame.
- i. Designed to allow the frame and wheels of each bicycle to be secured against theft.
- j. Anchored to resist rust or corrosion, or removal by vandalism.
- k. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.
- l. Bike lockers designed for long term storage may be substituted for up to half the required bicycle parking spaces.
- m. Except for bike lockers, bicycle parking must be located within fifty feet (50') of a building's primary entrance. (Ord. 19-40)

17.170.150: LOADING AND SERVICE AREAS:

Utilities, mechanical equipment placement and screening and service entries shall be considered early on in a project to minimize the impact both visually and acoustically and to address safety concerns. The visual impacts of utilities and mechanical equipment and any service area canopy shall be minimized using the following techniques:

- A. Service entrances, waste disposal areas and other similar uses shall be located to the side or rear of buildings and shall be oriented toward service lanes and away from major streets.
- B. Service areas shall be positioned to minimize conflicts with other abutting uses.
- C. Screening walls/landscaping shall be provided to minimize visual impact of service and utility areas, using materials consistent with building design to integrate service and utility areas into design.
- D. Screen height shall be sufficient to conceal view from right-of-way and public areas of site.
- E. Screening shall be required for both ground level mounted and rooftop mounted mechanical equipment and utilities.

F. Height of screening around outdoor/rooftop equipment shall be limited to the minimum height necessary to screen equipment from public view including adjacent properties' circulation routes.

G. Mechanical equipment, satellite dishes, vents, flues, and associated penetrations shall not be located on a roof slope that faces the public right-of-way.

H. Mechanical equipment may be screened by extension of the roof parapet if no rooftop equipment is visible from any public right-of-way within five hundred feet (500').

I. Ground screening materials shall be of the same or complementary material/detailing as that of the main structure. (Ord. 19-40)

17.170.160: LANDSCAPING, OPEN SPACE, & PROJECT AMENITIES:

A. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and public trails. Sustainable landscaping including xeriscape species and innovative water recycling or irrigation systems is encouraged. All landscape plans must be approved by the City.

B. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening and beautifying the site, and shall comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040A1a of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. The preservation of existing trees located at least fifteen feet (15') outside of the building footprint is encouraged wherever possible. Applicants for new construction shall submit tree surveys in conjunction with landscaping plans in order to identify trees that may be preserved.

D. Trees shall be spaced in order to provide shade for fifty percent (50%) of sidewalk length within five (5) years of planting when combined with shade provided by approved structures.

E. Where new plant materials are to be used, indigenous species should be included. No more than fifty percent (50%) of the landscaping areas shall be turf. Where turf is specified, an eco-lawn mix shall be used. Appropriate, indigenous species of plant materials and trees will be established by Community and Economic Development staff.

F. A fifty foot (50') minimum setback shall be provided from top of bank of Little Cottonwood Creek. No buildings, parking facilities, or vehicular accesses may be placed in the required setback. The Planning Commission may approve pedestrian, bicycle, or multi-use paths and trails and other open space improvements or amenities within the setback if they are not disruptive. Top of bank shall be located by a licensed surveyor or engineer.

G. Public spaces that are adjacent to wetlands or watercourse setbacks must have a native planting transition zone that blends into sensitive habitat areas.

H. Fifteen percent (15%) of the area of each project shall be developed as landscaped setbacks, public plazas, parks open spaces, or walkways. In addition, each project shall have a system of pedestrian walkways and sidewalks that provide connections between building entrances, neighboring building entrances, sidewalks, parking areas, open spaces, and walkways. Amenity areas provided in conjunction with multi-family uses will qualify as open space. (Ord. 19-40)

I. Project Amenities must be provided in each mixed-use development. Developments with up to 100 units must provide a minimum of one (1) project amenity. Projects with more than 100 units must provide one (1) additional amenity for each additional one-hundred (100) units or portion thereof. Project amenities can include both indoor spaces such as club houses and exercise facilities, and outdoor spaces such as walking paths, dog parks, playgrounds, pools. For required amenities, selections may be made from the list below. The Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields
2. Sport Courts
3. Playground areas (to include four pieces of playground equipment minimum)
4. Picnic areas
5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and water features.

17.170.170: SIGN REGULATIONS:

A. Signage in the MCCD shall be governed by the standards of the City Sign Code found in chapter 17.48 of this title unless modified by the standards below. In calculating allowed sign area for attached signs the standards of section 17.48.200 of this title related to signs in commercial and manufacturing zones shall apply. Residential buildings shall be limited to

signage indicating the name and address of the project and required informational and regulatory signs such as lobby hours or parking garage wayfinding.

B. Signs shall be designed in accordance with the MCCD design guidelines in relation to materials, color, and sign type. New signs in the MCCD shall be considered a minor alteration requiring administrative design review approval.

C. Wayfinding and directional signage related to parking and access up to a maximum of eight (8) square feet may be located on the same building, property, or within the same project. Such signage may also be reasonably located off-site within the same district if the necessity for such locations can be demonstrated through the design review process. (Ord. 19-40)

17.170.180: NONCONFORMING USES AND DEVELOPMENTS:

A. Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

B. Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 19-40)



MURRAY
CITY COUNCIL

Discussion Item #2



MURRAY


Public Works

Murray City Transportation Master Plan

Council Action Request

Committee of the Whole

Meeting Date: July 6, 2021

Department Director Danny Astill Phone # 801-270-2404 Presenters Trae Stokes & Thomas McMurtry, Avenue Consultants Required Time for Presentation 40 Minutes Is This Time Sensitive No Mayor's Approval  Date July 6, 2021	Purpose of Proposal Murray City Transportation Master Plan Presentation Action Requested Presentation of the Transportation Master Plan for review and comment. Attachments Transportation Master Plan, planning commission minutes and draft resolution. Budget Impact The master plan outlines the city's overall transportation network and identifies existing and future needs to assist in determining budget impacts. Description of this Item Murray City's last transportation plan was completed in the spring of 2006. Since that time the city has experienced growth in several areas resulting in new demands and impacts on our transportation corridors. This master plan is a fundamental resource to help the city manage its existing transportation needs and prepare for future demands.
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Murray City 2021 Transportation Master Plan

avenue
CONSULTANTS
Parametrix



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1 EXECUTIVE SUMMARY

This chapter identifies the transportation goal and objectives while summarizing the Capital Facilities Plan. It includes the final list of phased projects.



Murray City is growing, and this Transportation Master Plan (TMP) provides a fundamental resource to help the city prepare for the anticipated changes. Future needs are determined by assessing the current road, transit, and active transportation performance, and then necessary improvements are identified to support the city's growth. This TMP will help Murray prepare for a future community that is connected, inviting, beautiful, and provides mobility options to everyone.

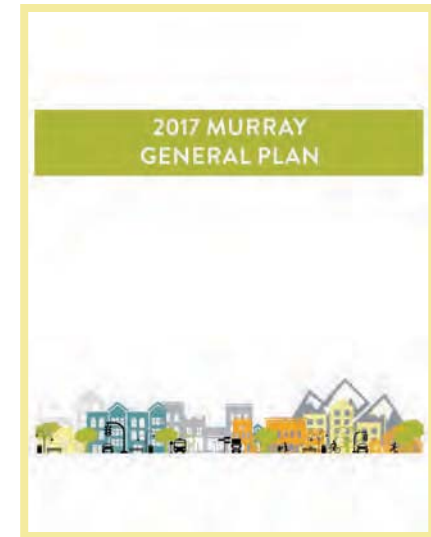
The Murray City General Plan is a guide for growth in the community, and includes elements of land use, housing, economics, parks, and transportation. The General Plan includes a Transportation goal and objectives designed to promote transportation choice, and safety for all modes in Murray. The goal and objectives are:

Goal

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

Objectives

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



“Guide growth to promote prosperity and sustain a high quality of life for those who live, work, shop, and recreate in Murray.” ~ Goal and Mission of the Murray City General Plan

This TMP shares the goals of the General Plan while focusing on improving safety and accommodating all modes of transportation.

Organized into six chapters, This TMP includes: analysis of Existing Conditions (chapter 2), model outputs included to help tell the story of Future Conditions (chapter 3), documentation of community feedback through Public Outreach (chapter 4), a section on Travel Demand Management Strategies (chapter 5), and finally a complete and phased Capital Facilities Plan (chapter 6), which includes guidance for implementation and funding for projects.

This Plan focuses on improving safety across Murray's transportation network. Discussion about pedestrians and bicyclists is found throughout this TMP. This document conveys the understanding that Right of Way (ROW) is public space and it should therefore be made available to, and shared by all transportation users.

Perhaps the most important part of the Transportation Master Plan is Capital Improvement Projects. These projects represent the needs of the growing community. On the following pages are Tables 1-1 through 1-3, which show the planned projects in Murray by phase, and Figure 1-1, which is the map showing each project's location within the City.

Figure 1-1: Projects by Phasing

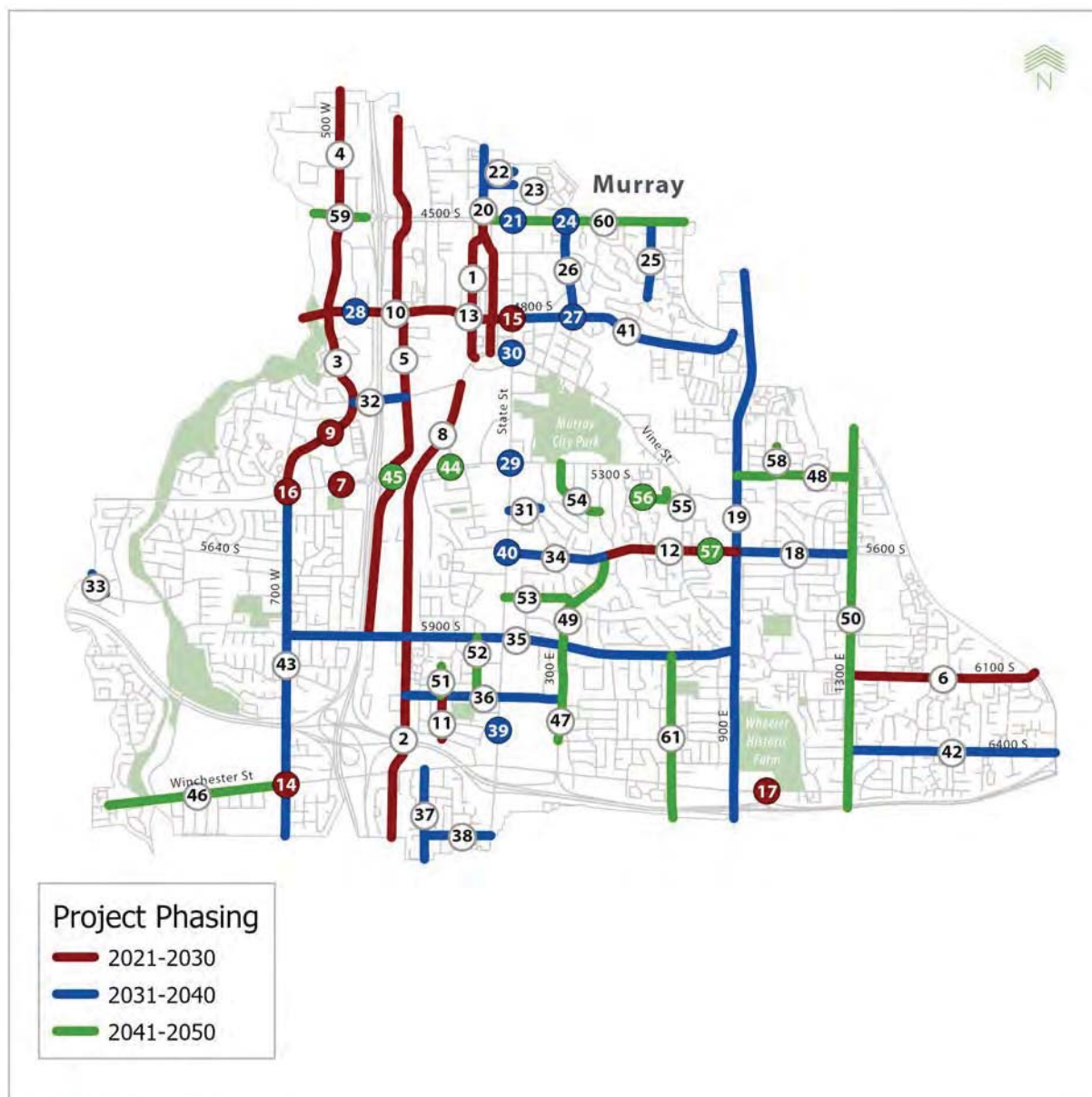


Table 1-1: Phase I Projects

Phase	#	Project	Location	Type	Funding	Total Cost	Murray City Total
2021-2030	1	Hanauer / Box Elder Street	Vine Street to 4500 South	New Construction / Widening with Bike Lanes	Murray City/WFRC	\$10,100,000	\$684,000
	2	Cottonwood Street	South City Limit to 5600 South	Widen: 2 to 3 Lanes with Bike Lanes	Murray City	\$6,500,000	\$6,500,000
	3	Murray Boulevard / 500 West	5400 South to 4500 South	Widen: 3 to 5 Lanes with Bike Lanes	Murray City	\$7,280,000	\$7,280,000
	4	500 West	4500 South to North City Limit	Restripe/Widen: 2 to 3 Lanes with Bike Lanes	Murray City	\$1,587,000	\$1,587,000
	5	Commerce Drive	Central Ave to 5900 South	Restripe/Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks	Murray City	\$1,059,000	\$1,059,000
	6	Vine Street	1300 East to Vanwinkle	Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks	Murray City/WFRC	\$5,676,000	\$386,000
	7	5300 South / College Drive	5300 South / College Drive	Intersection Improvements	Murray City/CMAQ	\$2,400,000	\$550,000
	8	Cottonwood Street	5600 South to Vine Street	Restripe with Bike Lanes	Murray City	\$310,000	\$310,000
	9	Murray Blvd / College Drive	Murray Blvd / College Drive	New Traffic Signal	Murray City	\$430,000	\$430,000
	10	4800 South	West City Limit to 200 West	Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$88,000	\$88,000
	11	Cedar Street	Clay Park Dr to 6100 South	Add Sidewalk	Murray City	\$413,000	\$413,000
	12	5600 South	Fashion Blvd to 900 East	Restripe with Bike Lanes	Murray City	\$96,000	\$96,000
	13	4800 South	200 West to State Street	Mill/Overlay with Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$443,000	\$443,000
	14	700 West / Winchester Street	700 West / Winchester Street	Intersection Improvements	Murray City/CMAQ	\$2,258,000	\$153,000
	15	4800 South/State Street	4800 South/State Street	Intersection Improvements	Murray City	\$750,000	\$750,000
	16	5400 South/700 W	5400 South/700 W	East/West Dual Left Turns	Murray City	\$750,000	\$750,000
	17	6600 South / Union Park Ave	6600 South / Union Park Ave	Intersection Improvements	Murray City	\$674,000	\$674,000
PHASE I Total						41,064,000	22,403,000

Table 1-2: Phase II Projects

Phase	#	Project	Location	Type	Funding	Total Cost	Murray City Total
2031-2040	18	5600 South	900 East to 1300 East	Widening with Bike Lanes / Sidewalks	Murray City	\$6,957,000	\$555,000
	19	900 East	South City Limit to North City Limit	Restripe/Minor Widening with Bike Lanes / Sidewalks	UDOT	\$10,721,000	\$-
	20	Main Street	4500 South to North City Limit	Restripe with Bike Lanes / Minor Widening	Murray City	\$505,000	\$505,000
	21	4500 South / State Street	4500 South / State Street	Intersection Improvements	UDOT	\$1,303,000	\$-
	22	Fireclay Ave	Main Street to State Street	Add Sidewalk	Murray City	\$292,000	\$292,000
	23	Edison Street	Main Street to State Street	Add Sidewalk	Murray City	\$123,000	\$123,000
	24	4500 South / Atwood Blvd	4500 South / Atwood Blvd	New Traffic Signal	UDOT	\$1,300,000	\$-
	25	600 East	4700 South to 4500 South	Add Sidewalk	Murray City	\$699,000	\$699,000
	26	Atwood Boulevard	4800 South to 4500 South	Add Sidewalk	Murray City	\$223,000	\$223,000
	27	4800 South / Atwood Blvd	4800 South / Atwood Blvd	New Traffic Signal	Murray City	\$430,000	\$430,000
	28	4800 South / Cherry Street	4800 South / Cherry Street	New Traffic Signal	Murray City	\$430,000	\$430,000
	29	5300 South / State Street	5300 South / State Street	Intersection Improvements	UDOT	\$8,600,000	\$-
	30	Vine Street / State Street	Vine Street / State Street	Intersection Improvements	UDOT	\$1,047,000	\$-
	31	5460 South	State Street to 235 East	Widen: 2 Lanes with Parking	Murray City	\$796,000	\$796,000
	32	Vine Street	Murray Boulevard to Commerce Drive	Restripe: 2 to 3 Lanes with Bike Lanes and Sidewalks / Minor Widening	Murray City	\$512,000	\$512,000
	33	Bullion Street	1300 West to 1250 West	Widen: 2 Lanes with Sidewalk	Murray City	\$975,000	\$975,000
	34	5600 South	State Street to Fashion Blvd	Restripe with Bike Lanes	Murray City	\$141,000	\$141,000
	35	5900 South	700 West to 900 East	Restripe with Bike Lanes	Murray City	\$429,000	\$429,000
	36	6100 South	300 West to Fashion Boulevard	Restripe with Bike Lanes	Murray City	\$60,000	\$60,000
	37	Jefferson Street	Lenora Joe Cove to Winchester St	Widen with Sidewalks	Murray City	\$608,000	\$608,000
	38	Lester Avenue	Jefferson St to State St	Add Sidewalk	Murray City	\$1,366,000	\$1,366,000
	39	6200 South / State Street	6200 South / State Street	New Traffic Signal	Murray City	\$750,000	\$750,000
	40	5900 South / State Street	5900 South / State Street	Intersection Improvements	UDOT	\$2,416,000	\$-
	41	4800 South	State Street to 700 East	Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$297,000	\$297,000
	42	6400 South	1300 to Van Winkle Expressway	Widen with Sidewalks	Murray City	\$3,824,000	\$3,824,000
	43	700 West	South City Limit to 5400 South	Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$985,000	\$985,000
PHASE II Total						45,789,000	14,000,000

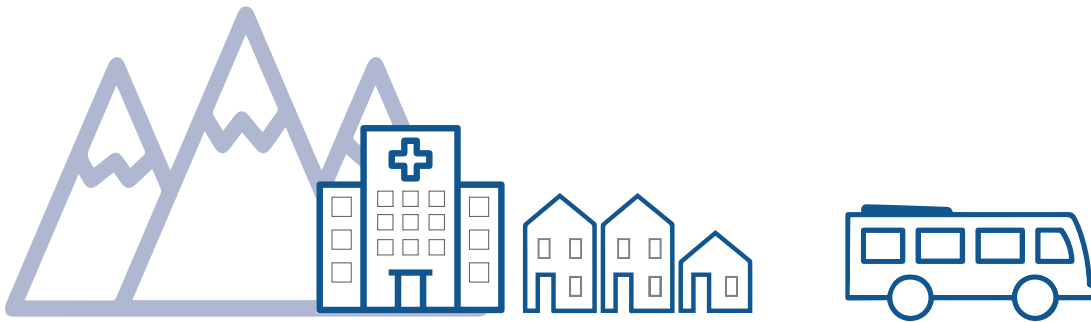
Table 1-3: Phase III Projects

Phase	#	Project	Location	Type	Funding	Total Cost	Murray City Total
2041-2050	44	5300 South / Woodrow Street	5300 South / Woodrow Street	Intersection Improvements	UDOT	\$1,349,000	\$-
	45	5300 South / Commerce Drive	5300 South / Commerce Drive	Intersection Improvements	UDOT	\$8,600,000	\$-
	46	Winchester Street	1200 West to 700 West	Widen: 2 to 3 Lanes with Sidewalks	Murray City	\$3,831,000	\$3,831,000
	47	Fashion Boulevard	6300 South to 6200 South	Add Sidewalk	Murray City	\$162,000	\$162,000
	48	5290 South	900 East to 1300 East	Add Sidewalk	Murray City	\$324,000	\$324,000
	49	Fashion Blvd	6100 South to 5600 South	Restripe with Bike Lanes	Murray City	\$262,000	\$262,000
	50	1300 East	I-215 to 5290 South	Widen/Restripe with Bike Lanes	Murray City	\$2,356,000	\$2,356,000
	51	115 West	6100 South to 6000 South	Add Sidewalk	Murray City	\$274,000	\$274,000
	52	Main Street	6100 South to 5900 South	Add Sidewalk	Murray City	\$223,000	\$223,000
	53	5770 South	State Street to Fashion Blvd	Restripe: 2 to 3 Lanes	Murray City	\$94,000	\$94,000
	54	Alpine Drive	Avalon Dr to 5300 South	Add Sidewalk	Murray City	\$344,000	\$344,000
	55	5400 South / 630 East	560 East to Woodoak Ln	Add Sidewalk	Murray City	\$313,000	\$313,000
	56	5400 South / 550 East	5400 South / 550 East	Intersection Improvements	Murray City	\$498,000	\$498,000
	57	5600 South / 800 East	5600 South / 800 East	New HAWK Traffic Signal	Murray City	\$1,587,000	\$1,587,000
	58	1045 East	5290 South to 5150 South	Add Sidewalk	Murray City	\$143,000	\$143,000
	59	4500 South	Jordan River to I-15	Add Trail	UDOT	\$115,000	\$-
	60	4500 South	Main Street to 700 East	Widen with Bike Lanes	UDOT	\$6,544,000	\$-
	61	725 East	South City Limit to 5900 South	Restripe with Bike Lanes	Murray City	\$88,000	\$88,000
PHASE III Total						27,107,000	10,499,000

Chapter 6 includes the full detailed description of the Capital Facilities Plan.

2 EXISTING CONDITIONS

This chapter summarizes the current transportation system and how it is performing across Murray



Current Land Use

In order to analyze the transportation system and plan for future growth it is essential to understand zoning and land use patterns within the area. Transportation is a daily requirement for most of the public as people travel from their homes to work, shopping, schools, health care facilities, and recreational opportunities. Zoning and land use patterns must function cohesively with the transportation system to support a high quality of life and promote economic development within Murray.

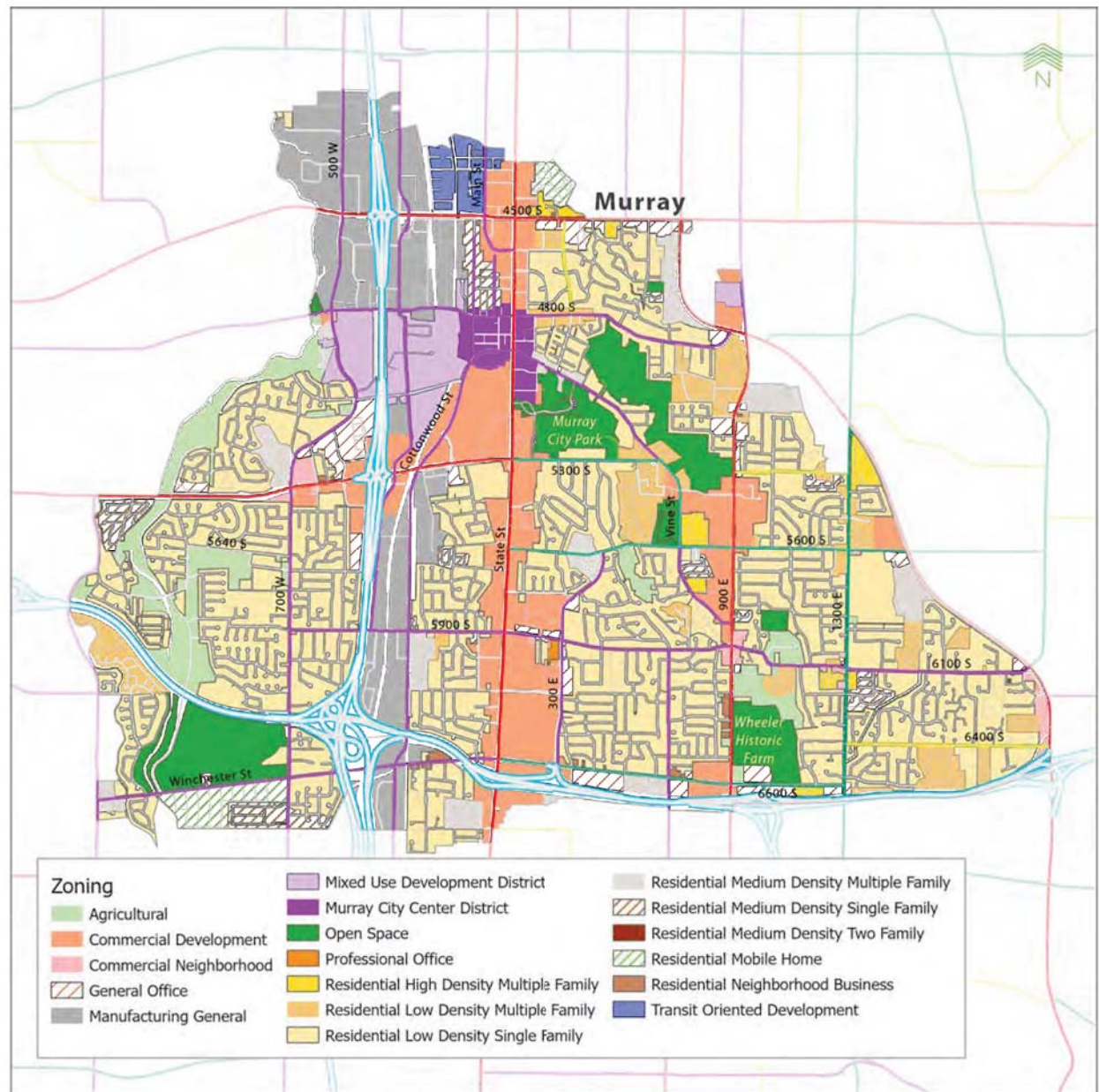
Almost 60% of Murray is zoned for residential family use, with 49% of this specifically designated for single family use. Throughout the rest of the city there is a variety of other zoning types.

Manufacturing primarily exists along the I-15 corridor and makes up 10% of zoned land. The total area in the city designated for Commercial Use is just over 13%. Mixed Use is 5%, which includes Transit Oriented Development and the Murray City Center District, all of which are types of mixed-use zones with very similar code requirements.

All of these land uses generate different travel patterns and this document will plan to accommodate for those generated trips, both coming and going to Murray.

Figure 2-1 is a map of Murray's current zoning.

Figure 2-1: Current Land Use



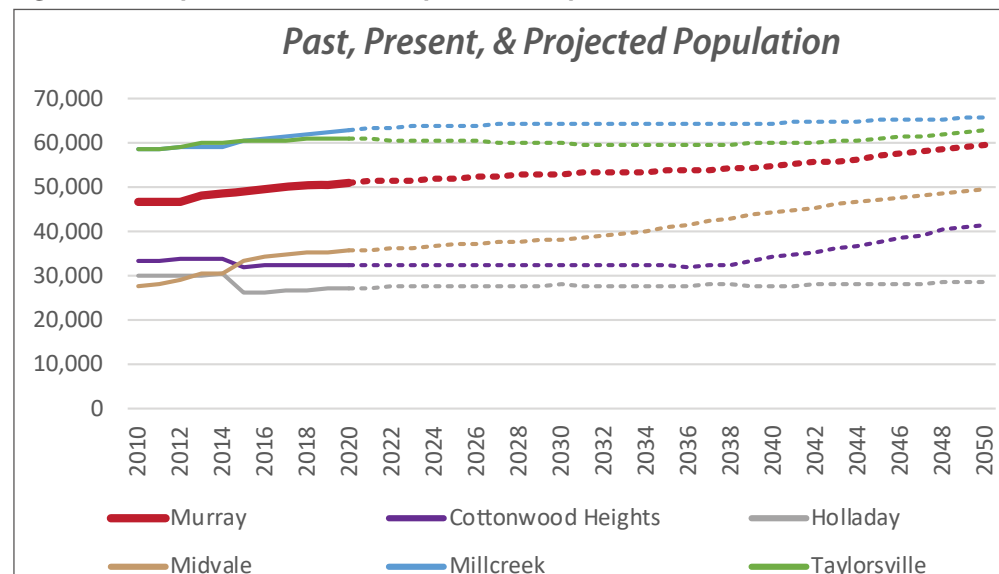
Demographics

Murray's population is increasing at a moderate and manageable rate. As Murray gradually becomes more of an urban city, it will have to adapt its transportation network to meet the needs of its residents. Knowing who lives in the city helps to make informed decisions about how to best provide appropriate transportation and mode choices within its borders. Since Murray is centrally located in the valley it is also affected by the growth surrounding it. Figure 2-2 shows current and predicted populations for Murray and neighboring cities.

Between 2010 and 2020 Murray's population grew almost 10%, which adds up to about 4,500 new residents to its current total of 51,184. This percentage increase is similar to Salt Lake County as a whole, which has experienced an increase just above 10% since 2010. Cities bordering Murray have seen both increases and decreases in population over the past decade. Midvale has added almost 8,000 residents, which is a 28% population increase. Both Holladay and Cottonwood Heights experienced a decrease in population over the same time period. Table 2-1 shows the population change between the years 2010 to 2020

Overall, Murray's population is predicted to slowly, but steadily climb towards the middle of the century, with population expected to reach approximately **60,000** by 2050.

Figure 2-2: Population Trend Comparison Graph



Source: US Census & WFRC TAZ Model

Table 2-1: Population Change Over Time

Population Change from 2010 to 2020				
	2010	2020	# Residents Added or Lost	% Change
Murray	46,742	51,184	4,442	9.5
Cottonwood Heights	33,638	32,707	-931	-2.7
Holladay	30,127	27,407	-2,720	-9.0
Midvale	27,994	35,823	7,829	28.0
Millcreek	58,729	62,960	4,231	7.2
Taylorsville	58,696	60,933	2,237	3.8

Source: US Census & WFRC TAZ Model

Who Lives in Murray?

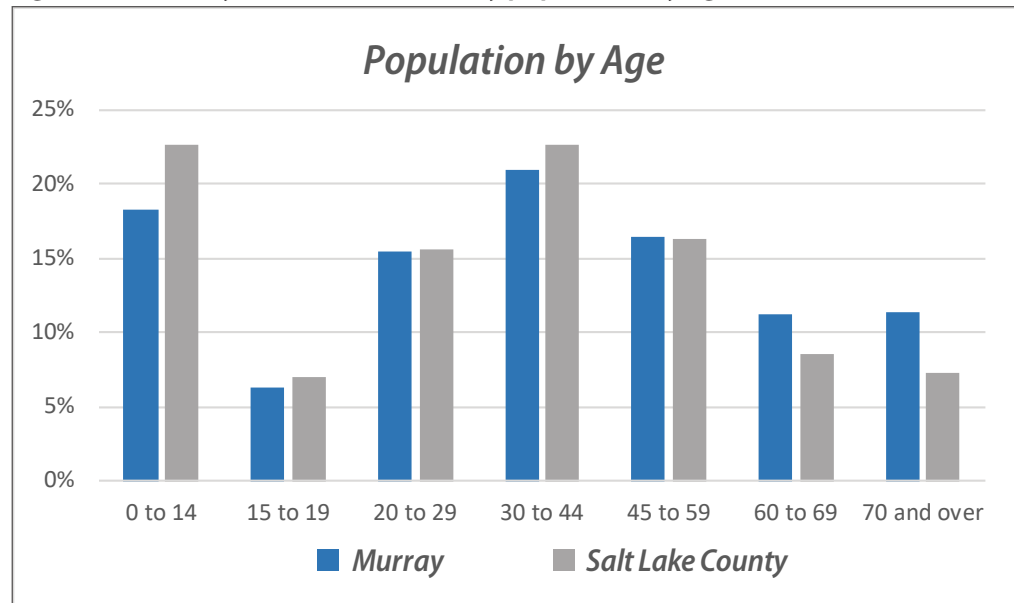
A well-functioning and resilient transportation network is one that provides access to mobility options for people of all ages and abilities.

The age of residents impacts how they interact with the transportation system. Of Murray's population an estimated 20% is under 16 years of age, and 11% is 70 or older. This combined total means that almost one-third of the City's population is either too young to drive or is approaching an age where the freedom of driving a personal vehicle may potentially become a more difficult transportation option to utilize.

Overall, Murray is slightly older than Salt Lake County, with 22% of the population over 60 years older compared to 16%. The aging population could impact Murray's transportation system as old drivers may struggle and others may be more reliant on transit or need mobility devices when walking.

Figure 2-3 shows population by age for Murray and Salt Lake County side by side.

Figure 2-3: Murray and Salt Lake County population by age



Source: US Census American Community Survey 1yr estimates (2018)

How Large are Murray's Households?

Although population is an important indicator in developing a transportation plan, households and housing provide a broader picture of how residential growth will affect transportation demand. The number of trips on the transportation network is estimated largely on the number and size of households. Table 2-2 summarizes the household size in Murray.

The average size is 2.4 persons per household, which is a smaller number than both the average for Salt Lake County and the State of Utah. All three of these regions have seen consistent population growth while the average household size has remained constant over the past decade.

Table 2-2: City, county, & state households

Household Comparisons Table			
Year	2010	2015	2018
Murray			
Population	46,271	48,460	49,118
HH units	19,469	19,522	20,025
Person Per HH	2.3	2.4	2.4
SLCo			
Population	1,000,155	1,078,958	1,120,805
HH units	357,013	372,990	390,308
Person Per HH	2.8	2.8	2.8
UT			
Population	2,776,469	2,995,919	3,161,105
HH units	880,025	930,980	998,891
Person Per HH	3.2	3.2	3.2

Source: US Census American Community Survey five year estimates (2018)

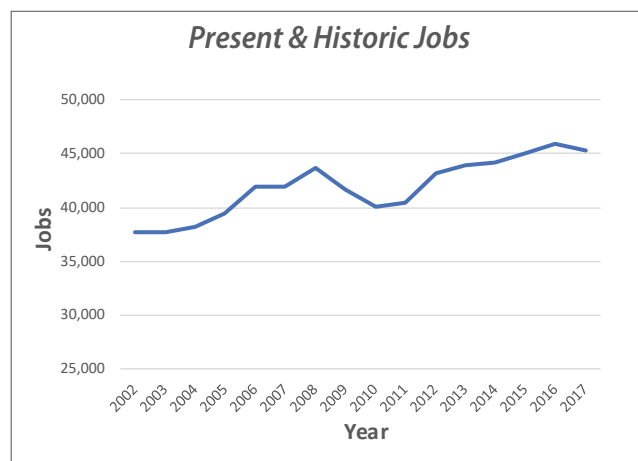
What are the Employment Options in Murray?

Murray has experienced steady job growth, with the exception of the 2008 recession, consistent with an expanding economy since the early 2000s. Figure 2-5 shows this growth.

There were approximately 45,000 jobs within Murray City in 2017. The number of jobs within the City from 2002 to 2017 is summarized in Figure 2-4. Since 2002, almost 15,000 jobs have been added to the City.

Murray is in a unique position as there are as many employees as residents. This means that weekday traffic will be higher than other bedroom communities.

Figure 2-4: Murray employment trend (2002 - 2017)



Source: <https://onthemap.ces.census.gov/>

Murray's top employers are mostly derived from the healthcare industry, as Table 2-3 shows. Intermountain Medical Center, Select Health, and T.O.S.H. Orthopedic Group, are the three largest employers in the City. Intermountain Medical Center and Select Health both are the only employers in Murray that have employees numbering in the thousands.

Table 2-3: Murray top employers

Top Employers	
Company	Workers
Intermountain Medical Center	5,000 - 6,999
Select Health	1,000 - 1,999
T.O.S.H.	500 - 999
Costco Wholesale	250-499
Geneva Rock Products	250 - 499
USA 3M Health Information Systems	250 - 499
Intermountain Employee Clinic	250 - 499

Source: Department of Workforce Services

*The Covid-19 pandemic has led to uncertainty in future economic predictions

Figure 2-5 is a map displaying where jobs are located in Murray. The locations where employment numbers are the highest are 5300 South, where Intermountain Medical Center is located, and along 6100 South and State Street, where Fashion Place Mall and a concentration of other commercial and retail businesses are found.

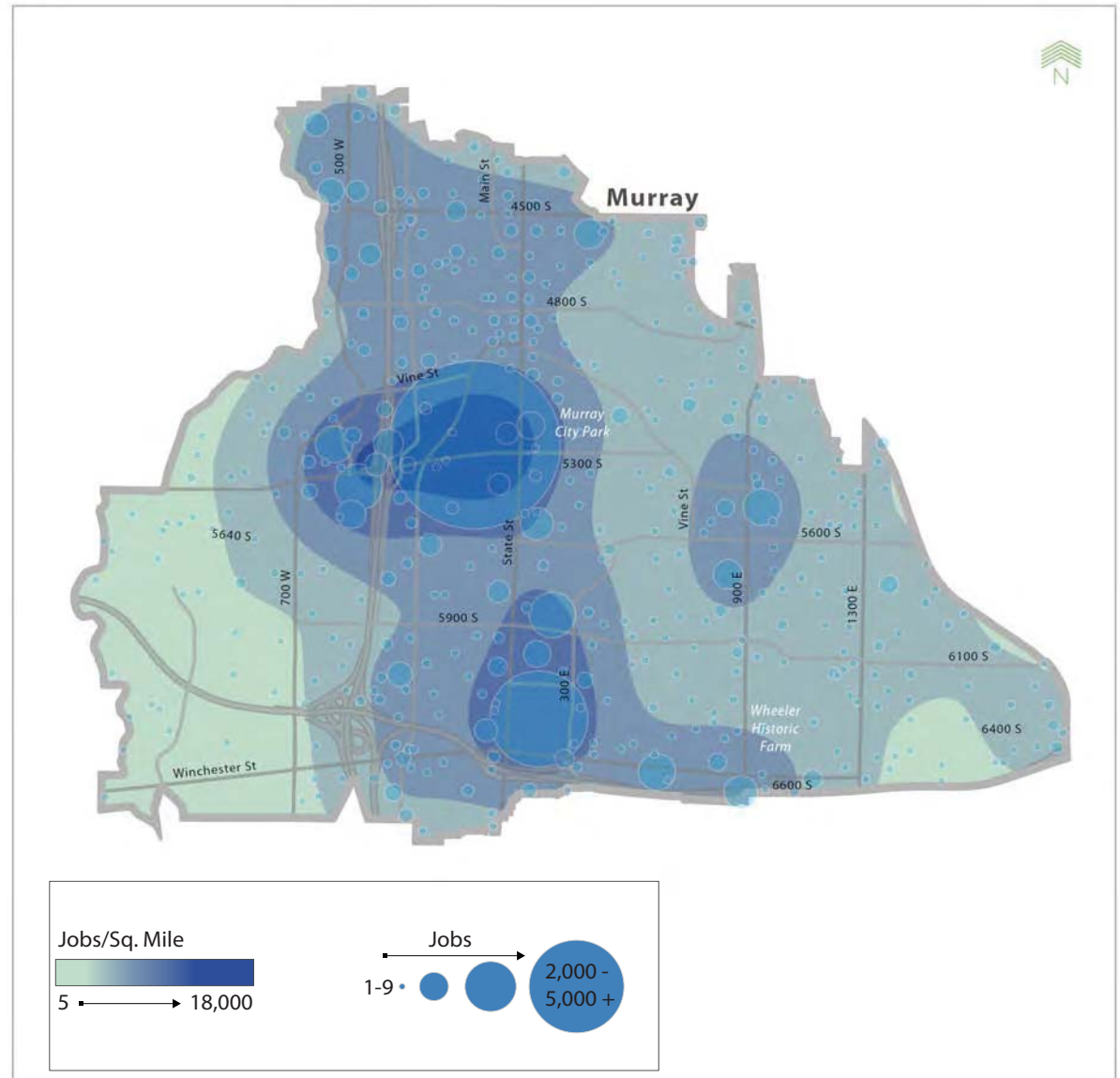
Table 2-4 shows the top employment industries in Murray. The Health care industry provides almost a quarter of all jobs. However, retail trade is 15.8% of total jobs and accommodation and food services create 6.3% of total jobs. Combined, the customer service jobs provided by retail and food service industries provide over 22% of total jobs in Murray.

Table 2-4: Top employment sectors

Top Industry Sectors		
Industry	Number of Workers	Percent of Total Jobs
Health Care and Social Assistance	10,754	23.60%
Retail Trade	7,197	15.80%
Professional, Scientific, and Technical Services	4,159	9.10%
Finance and Insurance	3,735	8.20%
Construction	3,724	8.20%
Accommodation and Food Services	2,892	6.30%
Administration & Support, Waste Management and Remediation	2,409	5.30%
Educational Services	2,213	4.90%
Manufacturing	1,811	4.00%

Source: <https://onthemap.ces.census.gov/>

Figure 2-5: Job density in Murray



Where Do Murray's Worker's Live?

Like many cities, there are many residents that live within Murray but are employed elsewhere. However, Figure 2-6 shows that Murray is a place of economic opportunity where almost twice as many people come into Murray for work every day than leave to go to work elsewhere. There are 3,225 residents, or about 12% of Murray's population who both live and work in the city.

The Neighboring city of Millcreek has a population of 62,960, which is about 20% larger than Murray. Table 2-5 shows their city worker in-flow and out-flow closely mirrors the daily pattern seen in Murray.

Salt Lake City, for comparison, has a population around 200,000, which is approximately four times that of Murray. The city sees a smaller percentage of people leaving for work compared to those who enter the city for work. Table 2-4 shows that almost 200,000 people come to Salt Lake City to work every day, while about one fourth of that number leaves the city to work. Over 40% of the City's working population both live and work in the city.

These existing commuting patterns help inform transportation investment decisions since people commuting into and out of the city for work can have a significant impact on the overall transportation system.

Figure 2-6: Murray employment inflow-outflow

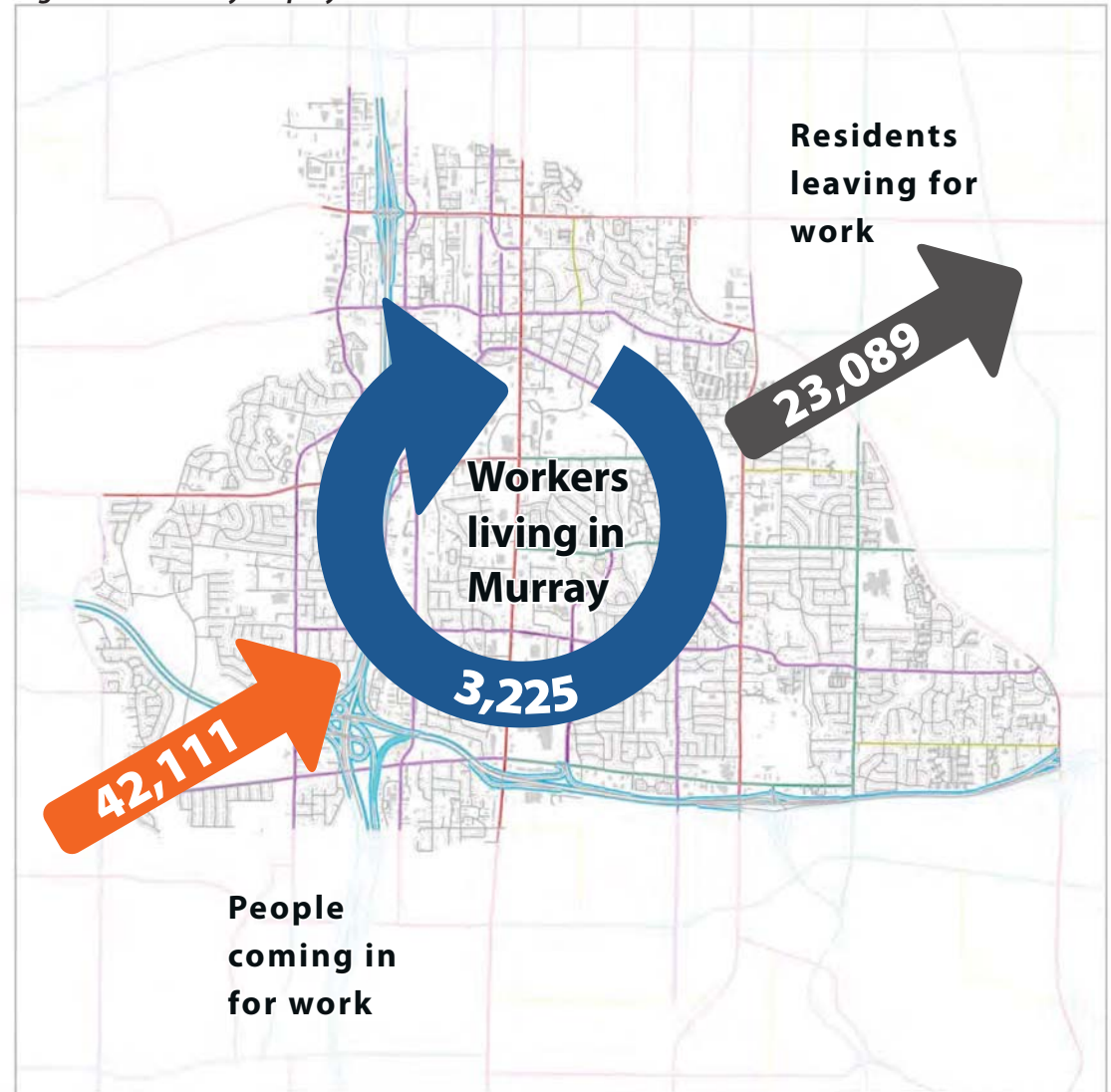


Table 2-5: Murray employment inflow-outflow table

City	Enter for Work	Live & Work in City (& Percent of Total Working Population)	Leave for Work
Murray	42,111	3,225, 12%	23,089
Millcreek	44,800	4,201, 14%	26,510
Salt Lake City	194,143	40,378, 14%	53,801

Source: <https://onthemap.ces.census.gov/>

Transportation System

The transportation network in Murray is designed to support the community transportation vision. Opportunities exist to modify the current system to make a transportation network that provides viable choices to Murray residents. Improvements in the transportation network will involve making the system more accessible, safer, efficient, and overall more welcoming to alternative modes of travel.

Roadway Functional Classification

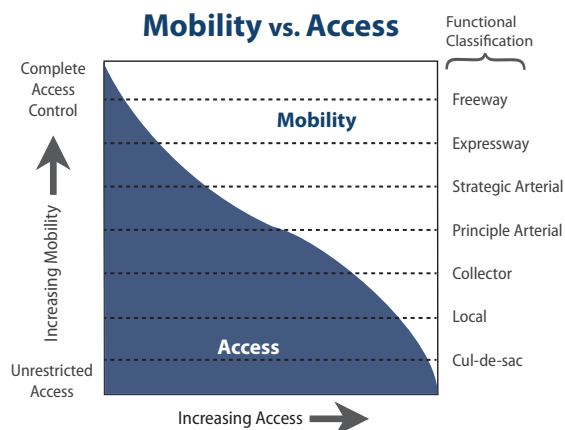
Roadway functional classification is a means to categorize how a roadway functions and operates based upon a combination of roadway characteristics. Streets provide for two distinct and competing functions: mobility and land access. As mobility increases, land access decreases and vice versa as shown in Figure 2-7. Both functions are vital, and no trip is made without both. The classifications of roadways, with descriptions is in Table 2-6 on the following page and in the text below:

Roadway functional classification does not define the number of lanes required for each roadway's automobile capacity. For instance, a collector street may have two, three, or four lanes, whereas an arterial street may have up to nine lanes for motorized traffic. The number

of lanes is a function of the expected automobile traffic volume on the roadway and serves as the greatest measure of roadway capacity for vehicles.

Freeways & Expressways – Freeway and expressway facilities are provided to service long distance trips between cities and states. No land access is provided by these facilities. I-15 and I-215 are freeways that run through Murray.

Figure 2-7: Mobility vs access



Arterials – Arterial facilities are designed to serve a high level of mobility providing fast flowing through-traffic movement but with low level land-access service. The traffic controls and facility designs are primarily intended to provide efficient through movement. 1300 East, 900 East, State Street, and 4500 South are examples of arterials in Murray. Arterials frequently provide the most direct route from A to B not only for automobiles but also for pedestrians, bicyclists and transit.

These roads may offer wide shoulders that can accommodate buffered or separated bike lanes and can be choice locations for bus stops.

Collectors – Collector facilities are intended to serve both through and land-access functions in relatively equal proportions. For longer, through trips requiring high mobility such facilities are inefficient. Instead they are used for shorter trips requiring increased access to destinations. Commerce Drive, Winchester Street, and 4800 South are examples of collectors in Murray. For the bicyclist or pedestrian, collectors can offer a comfortable level of safety and a number of route choices because of lower vehicle speeds and a variety of access options to potential destinations.

Local Streets – Local streets primarily serve land-access functions. Local street design and control facilitates the movement of vehicles onto and off the street system from land parcels. Through movement is difficult and is discouraged by both the design and control of this facility. This level of street network is likely to provide the highest level of comfort to bicyclists and pedestrians. Local roads will have the lowest speeds and be mostly absent of large vehicles.

Murray's Functional Class:

Table 2-6 shows Murray's roadway classification from the city's engineering specifications and requirements document which was amended May 2019. Trip length, design speed, lane width and average daily trips are all part of the equation necessary to properly determine a roadway's best classification.

Table 2-7 below shows general characteristics for each classification such as whether parking is allowed and what percentage of a city's surface street system is made up of a specific roadway classification. The table indicates that the majority of roadways in a typical city are residential.

Table 2-6: Murray roadway classification table

Murray Roadway Classification	Use		Dimensions		Volume
	Trip Length (Miles)	Design Speed (MPH)	Lane Width(Feet)	Number of Lanes	Average Daily Trips (ADT in Thousands)
Freeway	>5	>65	12	6 - 8	80
Major Arterial	1 - 2	45 - 55	12	6	15 - 50
Minor Arterial	>1	40 - 45	12	3 - 5	10 - 25
Major Collector	1	30 - 40	12	2 - 5	3.5 - 10
Minor Collector	1	25 - 35	11 - 12	2 - 3	1.5 - 3.5
Local Street	<1	20 - 30	10 - 12	2	<1.5

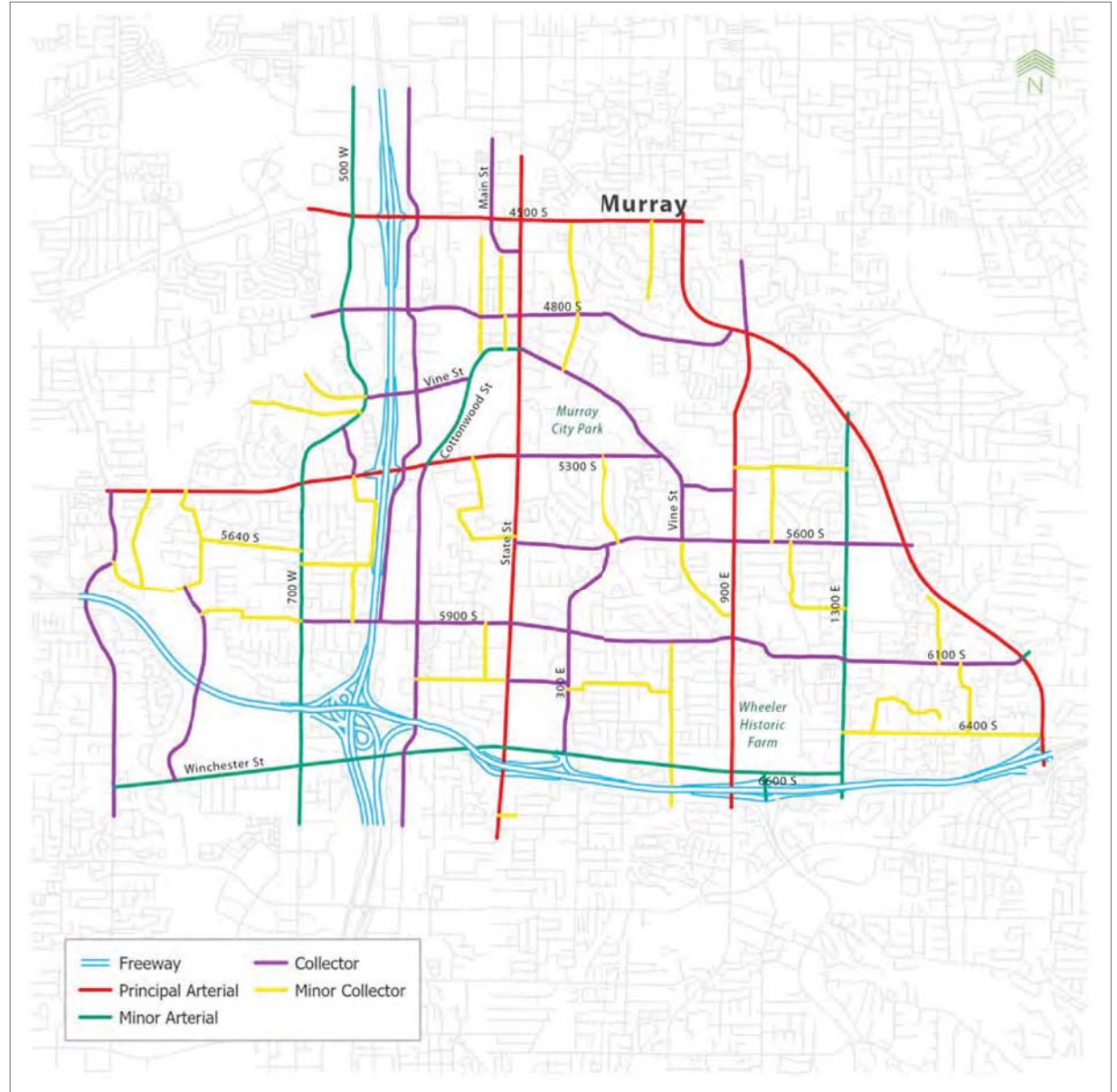
Table 2-7: Elements of functional classification table

	General Characteristics of Functional Classification			
	Freeway & Expressway	Arterial	Collector	Residential Street
Function	Traffic movement	Traffic movement, land access	Collect & distribute traffic between streets & arterials, land access	Land Access
Typical % of Surface Street System	Not applicable	5 - 10%	10-20%	60-80%
Continuity	Continuous	Continuous	Continuous	None
Spacing	See City's Engineering Standards and Specifications			
Typical % of Surface Street System Vehicle Miles Carried	Not applicable	40 - 65%	10-20%	10-25%
Direct Land Access	None	Limited: Major generators only	Restricted: Some movements prohibited; number & spacing of driveways controlled	Safety controls access
Minimum Roadway Intersection Spacing	See City's Engineering Standards and Specifications			
Speed Limit	See City's Engineering Standards and Specifications			
Parking	Prohibited	Discouraged	Limited	Allowed
Comments	Supplements capacity of arterial street system & provides high-speed mobility	Backbone of Street System		Through traffic should be discouraged

Figure 2-8: Murray functional classification

The existing functional class network for Murray is shown in Figure 2-8. The roadways are separated into functional classes by access as well as the general right-of-way width.

In Murray the majority of roadway surface is dedicated to local streets that provide access to homes. Many of these roads bend and curve and dead end in neighborhoods. The fewer, higher volume roads run straight for long distances creating larger, grid-like network. These roads make efficient and continuous north to south connections at areas like State Street, 900 East, and 1300 East, and the East to West connections are found along 6100/5900 South, Winchester Street/6600 South, and 4800 South.



Murray's Annual Average Daily Traffic Volume

Annual average daily traffic (AADT) is an estimation of how many cars travel along a specific street segment in a day.

This number is typically derived by recording traffic counts for an extended period of time on a specific street. After the traffic counts have concluded and the numbers are examined and determined to be representative of normal traffic behavior these data are then used to create an annual daily average.

Excluding I-15 and I-215, the streets in Murray with the highest AADT are 4500 S, State St, and Van Winkle to Highland Dr. These streets have speed limits between 40 mph to 50 mph, and multiple travel lanes in each direction. This combination of higher speeds and multiple lanes allows for a larger capacity of traffic volume. Figure 2-9 shows Murray's AADT (2017 is the most current and accurate available data).

Figure 2-9: Annual average daily traffic volume (2017)



Source: UDOT ; UPLAN data

Level of Service

Roadway level of service is typically displayed in the relationship between the traffic volume and the roadway capacity (generally the number of lanes), or a V/C ratio. This ratio is represented as a letter grade ranging from A-F, much like letter grades assigned in school.

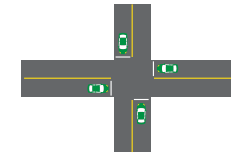
A-C are generally considered free-flowing traffic operations, and while some congestion occurs at LOS D, the transportation system is assumed to be adequate (not failing) at this level. Figure 2-10 explains what conditions need to exist for a road segment to receive a particular letter grade.

LOS D was identified as the planning goal for Murray in the peak traffic hours, meaning that LOS E and F are unacceptable. Although LOS D is a planning goal, roadway LOS may vary on a street-by-street basis. Roadway capacity cannot be scaled to exactly fit demand since demand varies by time of day, day of week, and time of year.

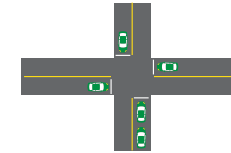
Figure 2-10: Level of service A-F



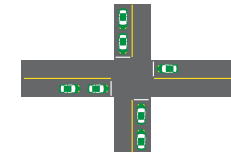
- Free Flow Operations
- No wait longer than one signal indication
- Delay: 0 < 10 seconds/Vehicle



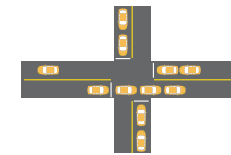
- Free Flow Operations
- Rare occasion to wait through more than one signal indication
- Delay: 10 to 20 seconds/Vehicle



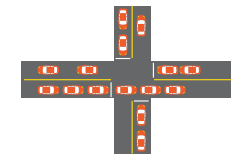
- Stable Operations
- Occasional backup may develop & intermittent vehicle wait for more than one signal indication
- Delay: 20 to 35 seconds/Vehicle



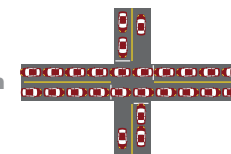
- Approaching unstable operations
- Waits are still tolerable, occur without excessive backups
- Delay: 35 to 55 seconds/Vehicle



- Unstable operations
- Very long queues may create lengthy delay
- Delay: 55 to 80 seconds/Vehicle



- Very poor operations
- Backups create 'gridlock' condition
- Delay: > 80 seconds/Vehicle



Level of Service 2019

- A - B
- C
- D
- E - F

1,234 Daily two-way traffic volume

Level of Service 2019

- A - B
- C
- D
- E - F

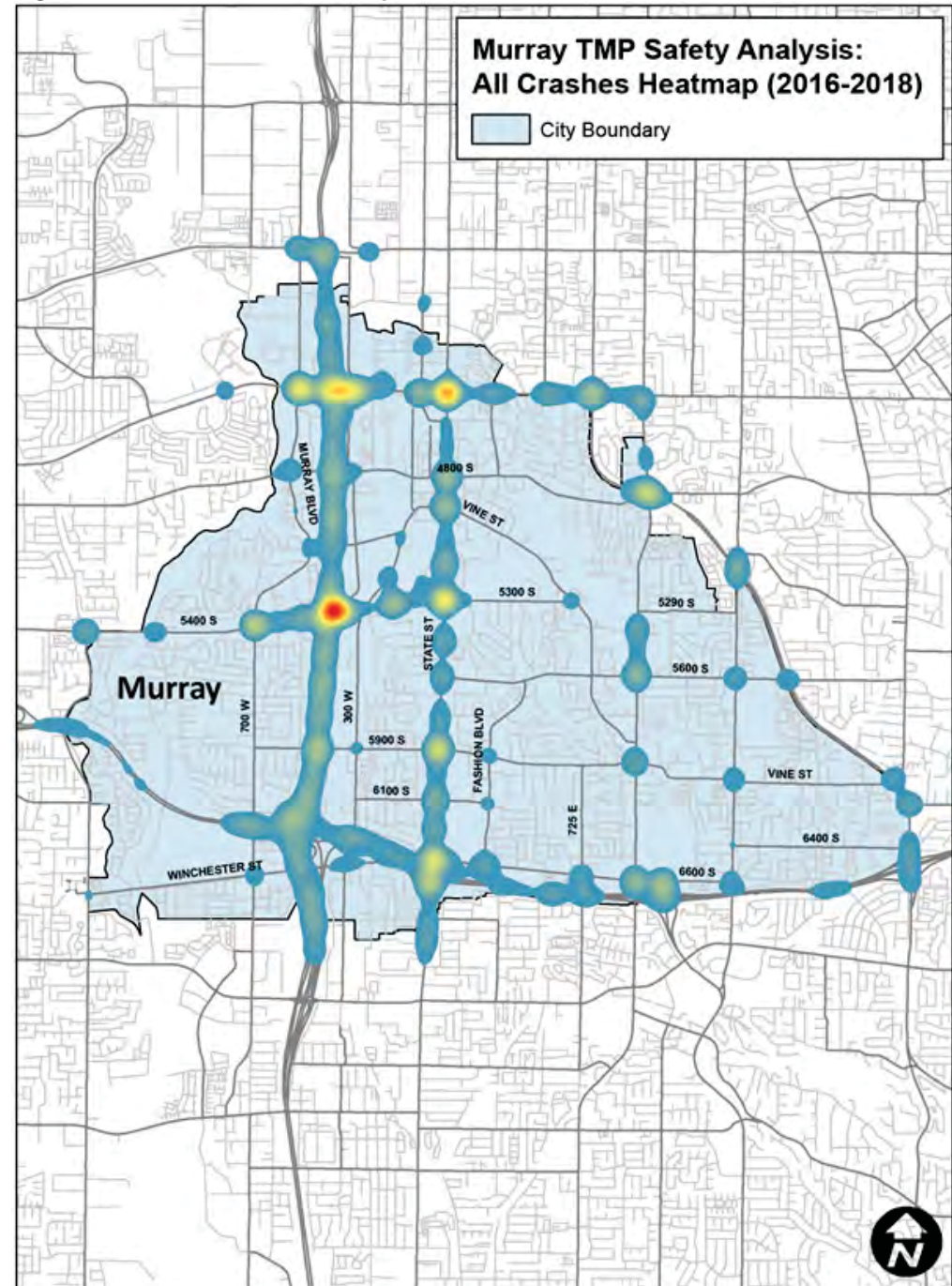
1,234 Daily two-way traffic volume

Safety

City-wide Crashes

Between 2016-2018 there were 7,071 reported crashes within the city boundary. Figure 2-12 is a heat map of crash locations illustrating the highest concentrations of crashes within the city. The most predominant crash concentrations occurred at I-15 interchanges at 5300 South and 4500 South. Outside of I-15 and its access points, other notable hotspots occurred along State Street at intersections with I-215, 5900 South, 5300 South, and 4500 South.

Figure 2-12: All crashes heat map (2016-2018)



Note: Confidential: This data may be protected under 23 USC 409.

Figure 2-13: Crashes by severity (2016-2018)

Fatal and Serious Injury Crashes:

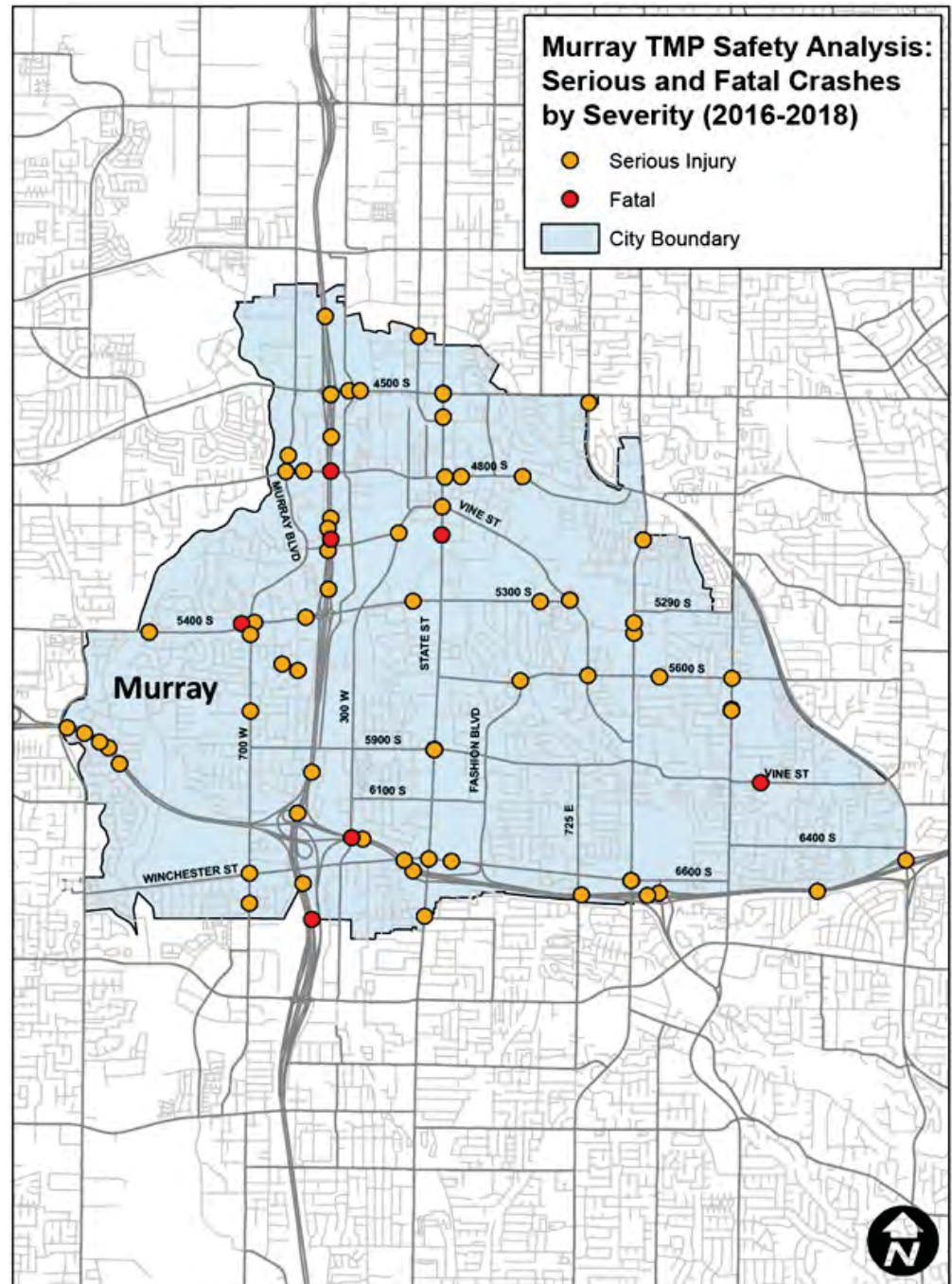
Crash severity is reported according to a five-category scale ranging from no injury to fatality. There is considerable emphasis in Utah among safety agencies, transportation planners and engineers to eliminate fatal crashes. However, the low frequency of fatal crashes can result in an insufficient sample size to identify meaningful patterns. As a result, the next level of crash severity, serious injury crashes, is often included in a crash severity analysis.

Figure 2-13 illustrates the fatal and serious injury crashes in Murray City. For the analysis period, there were seven crashes with a fatality and 71 serious injury crashes. The number of fatal and serious injury crashes in Murray City as a percentage of total crashes is 1.1 percent, below Salt Lake County at 1.8 percent, and lower than all peer cities studied (Taylorsville, Midvale, Millcreek, and West Jordan). West Jordan had the highest percentage of fatal and serious injury crashes at four percent.

Table 2- 8: Fatal and Serious Injury Crashes Peer Comparison (2016-2018)

Fatal and Serious Injury Crashes	
Murray City	78 (1.1%)
Midvale	45 (1.3%)
Salt Lake County	1,474 (1.8%)
Millcreek	59 (1.8%)
Taylorsville	104 (1.9%)
West Jordan	247 (4.0%)

Note: Confidential: This data may be protected under 23 USC 409.



Note: Confidential: This data may be protected under 23 USC 409.

Bicycle-Involved Crashes:

For 2016-2018, 47 vehicle crashes involving a cyclist occurred in Murray City. Figure 2-14 symbolizes the locations of these crashes by crash severity. There were no recorded cyclist fatalities during the study period, however there were several crashes that involved injuries – almost all of which occurred along major roads (collectors and arterials). Only two of the 47 incidents occurred on a minor (local) road, one of which had no injury and one possible injury. The majority of crashes occurred along State Street, where there are shoulders, but has no designated cyclist route. The shoulders do allow parking in most cases, but on-street parking is fairly infrequent, leading to unpredictable and inconsistent riding conditions. Murray has plans to expand the city's bike network which includes bike lane projects along state roads 900 East and 4500 South. The City should continue to coordinate with UDOT to improve safety along State Street.

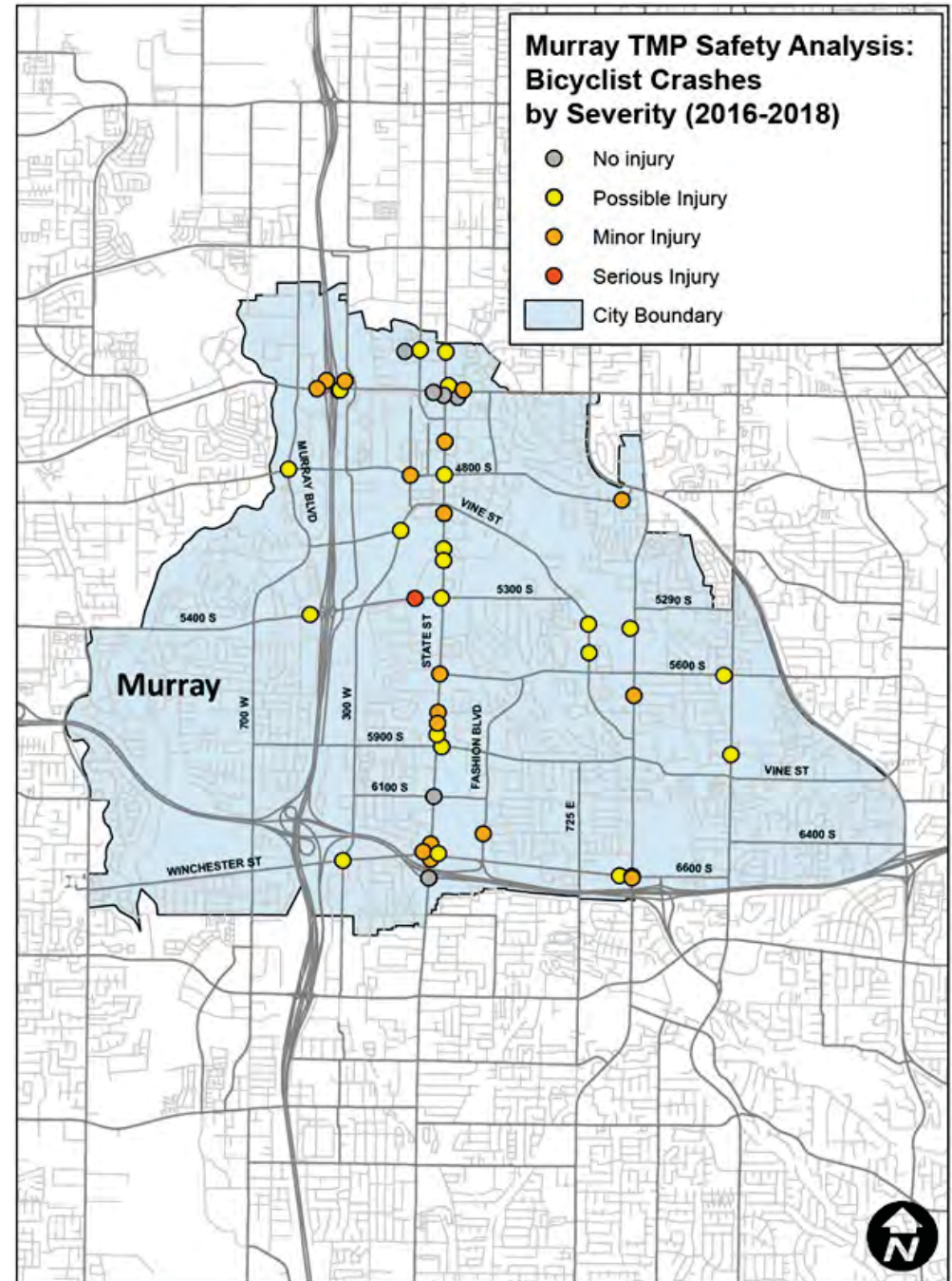
As shown in Table 2-9, the percent of all crashes involving a cyclist is higher in Murray City than in Midvale, equal to that of Taylorsville, but lower than West Jordan, Millcreek, and Salt Lake County. Millcreek had the highest percentage of bicycle-involved crashes at 1.2 percent.

Table 2-9: Bicycle-Involved Crashes Peer Comparison (2016-2018)

Bicycle-Involved Crashes	
Midvale	18 (0.5%)
Murray City	47 (0.7%)
Taylorsville	36 (0.7%)
West Jordan	51 (0.8%)
Salt Lake County	838 (1.0%)
Millcreek	40 (1.2%)

Note: Confidential: This data may be protected under 23 USC 409.

Figure 2-14: Bicycle crashes by severity (2016-2018)



Note: Confidential: This data may be protected under 23 USC 409.

Pedestrian-Involved Crashes

For 2016-2018, 79 vehicle crashes involving a pedestrian occurred in Murray. Figure 2-15 symbolizes the locations of these crashes by location. Clusters are found along State Street, 5300 South, and 700 West. The 700 West cluster coincides with land uses that drive high pedestrian activity, with an elementary, junior high, and two churches from 5900 South to 5400 South. There are several clusters of crashes located at intersections, with 56 of the 79 (70 percent) of the incidents located at an intersection.

Furthermore, 73 out of 79 (92 percent) crashes occurred along large roads, such as major collectors and arterials. State Street in particular had the highest number of pedestrian-related incidents. Traffic speed and volume along these larger streets are likely contributing factors. Pedestrian-related crashes also had a higher mortality rate than bicycle-related incidents, with two pedestrian fatalities during the study period (compared to zero cyclist). Most pedestrian incidents occurred during the day (67 percent) which is similar to day-light cyclist incidents (80 percent).

While within Murray, UDOT owned roads such as State Street and 5400 South are areas of concern for pedestrians. Mitigation measures should be coordinated between Murray and UDOT. It is recommended the City works with UDOT to address pedestrian crashes at signals.

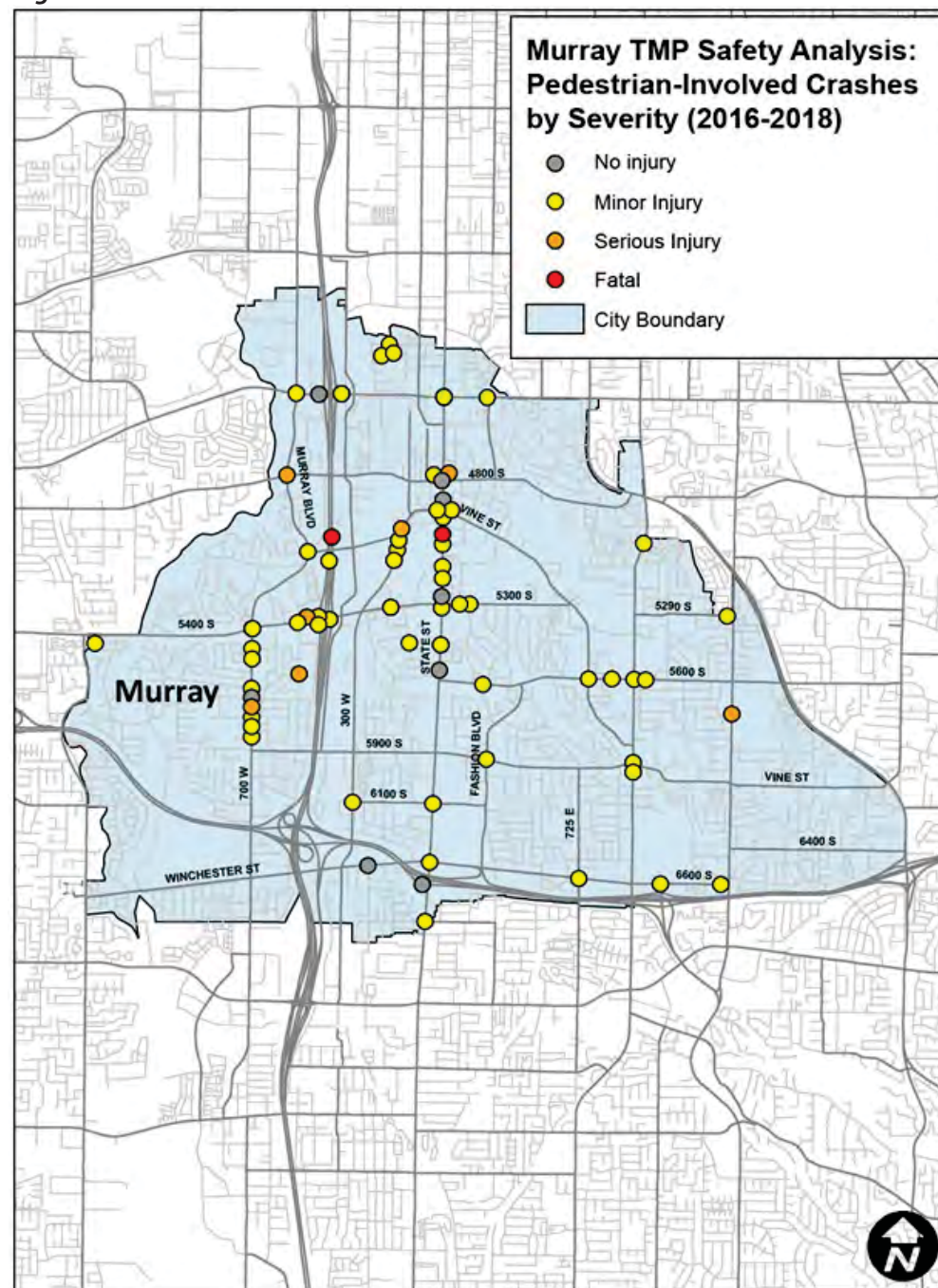
The percent of crashes involving a pedestrian is lower in Murray than all peer cities studied, (see Table 2-10). Millcreek had the highest percentage of pedestrian-involved crashes at 2.1 percent.

Table 2-10: Pedestrian-Involved Crashes Peer Comparison (2016-2018)

Pedestrian-Involved Crashes	
Murray City	79 (1.1%)
Taylorsville	82 (1.5%)
Midvale	59 (1.6%)
Millcreek	69 (2.1%)
West Jordan	92 (1.5%)
Salt Lake County	1,310 (1.5%)

Note: Confidential: This data may be protected under 23 USC 409.

Figure 2-15: Pedestrian-involved crashes



Note: Confidential: This data may be protected under 23 USC 409.

Hotspots

City and State Route Crashes:

A large concentration of the vehicle activity in Murray City occurs on state routes. As such, most crash hotspots occur on state routes or at junctions with state routes where Murray City has limited influence to correct potential design deficiencies. Because of this, it is helpful to look at crashes off state routes to isolate potential hotspots where the city can influence change. Figure 2-16 shows a heat map of non-state route crashes within Murray City.

Non-state corridors that stand out are 6600 South, 500 West/Murray Boulevard, 1300 East, and 5600 South. Table 2-11 shows intersection hotspots that involve City and State routes. Most of these hotspot intersections occur along notable and high traffic corridors, with the biggest hotspot occurring at the intersection of State Street and 6400 South.

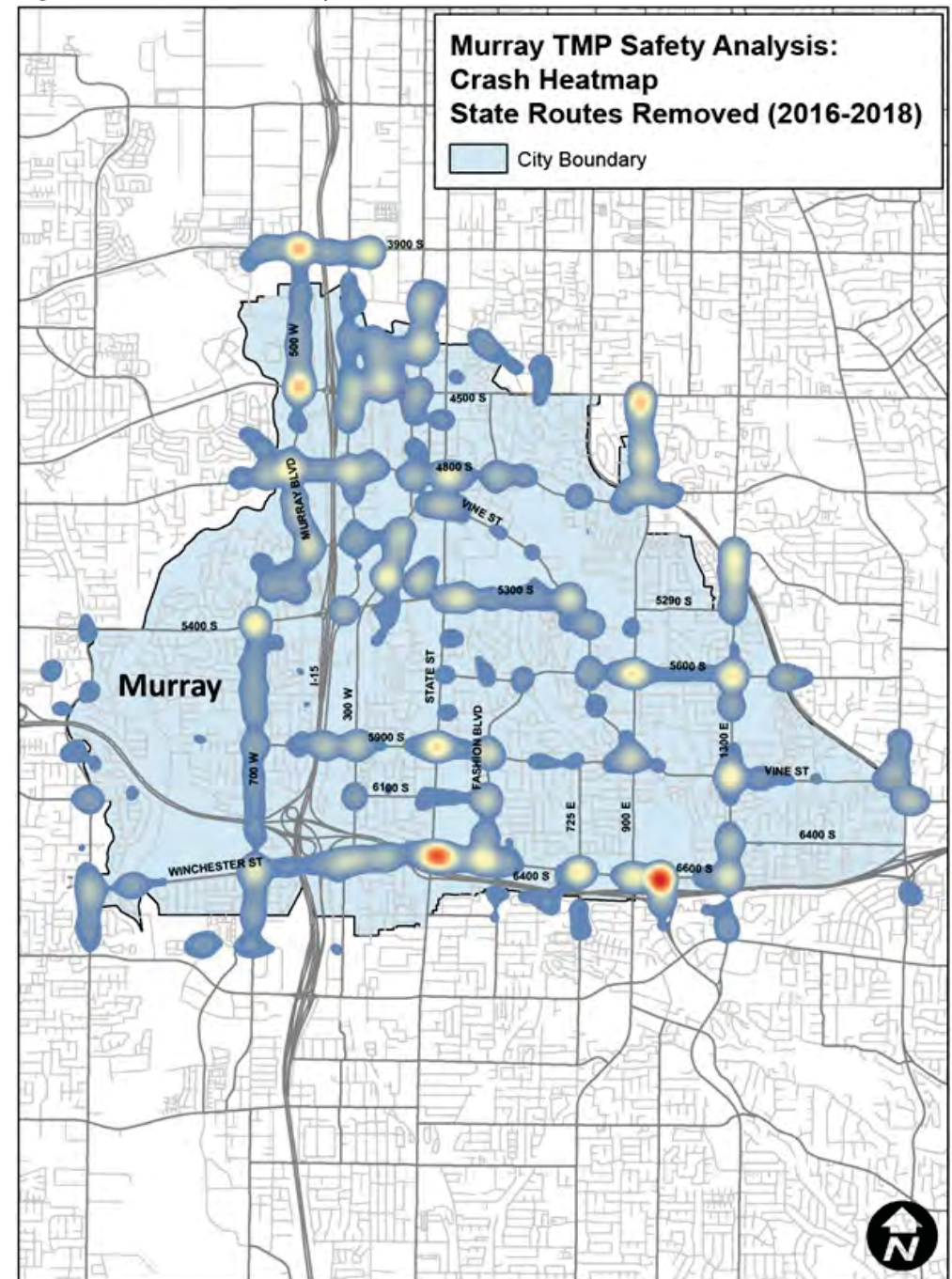
Table 2-11: City and State Route Hotspots (2016-2018)

Location	Total Crashes
State and City Intersections	
State Street and 6400 South	80
500 West and 4500 South	40
State Street and 5900 South	33
900 East and 5600 South	28
City Only Intersections	
Winchester and 700 West	76
Union Park Avenue and 6600 South	75
1300 East and 5600 South	30
1300 East and Vine	22
Murray Boulevard and Vine Street	13

Note: Confidential: This data may be protected under 23 USC 409.

Figure 2-16 highlights crashes on Murray controlled street. Several corridors have a concerning level of crashes, specifically Murray Boulevard, 900 East, 5900 South, and Winchester. Many of these safety issues are being addressed by the Capital Facilities Plan projects in chapter 6.

Figure 2-16: Crashes on City and state routes



Note: Confidential: This data may be protected under 23 USC 409.

Transit

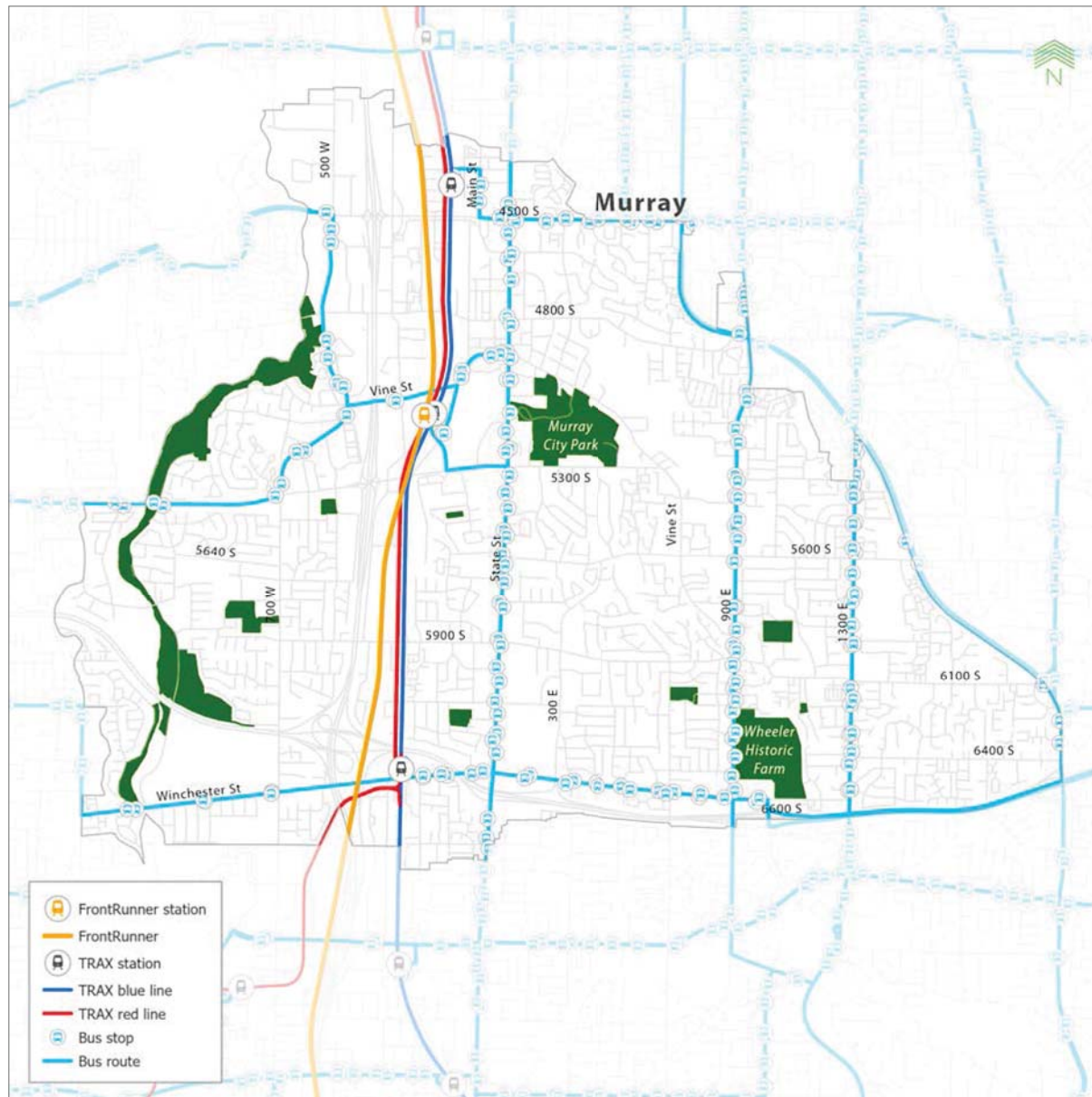


UTA (Utah Transit Authority) is the primary transit service for Murray. The city has three rail transit stations, Murray North Station, Murray Central Station, and Fashion Place. Two of the three UTA TRAX lines (Blue and Red), as well as the UTA FrontRunner commuter train stop in Murray. All three have service at Murray Central Station, which is where the Intermountain Medical Center is located, Murray's largest employer. The FrontRunner does not stop at Murray North Station or Fashion Place, however, the Red and Blue lines stop at both. Figure 2-17 shows the existing transit in Murray.

Murray's number of transit stations as well as its existing UTA bus system places it in a strong position to meet the "5 Key Initiatives" identified in the city's 2017 General Plan, which are:

1. *Build a "City Center District" that "can be the social and economic heart of the city"*
2. *"Create Office/Employment Centers"*
3. *Create nodes that are "livable + vibrant neighborhoods"*
4. *"Linking centers/districts to surrounding context"*
5. *"A city geared toward multi-modality"*

Figure 2-17: Existing transit



Murray has over 170 bus stops within its city's limits. The two busiest stops are Murray Central Station and Fashion Place West Station, followed by Cottonwood Street at 5149 South, which is in front of the Intermountain Medical Center. This stop is serviced by routes 54, 47, 45, and 201 and is adjacent to Murray Central Station. That the most utilized bus stops in the city are connected to light rail and commuter train is demonstrative of the city's existing demand for multi-modal transportation as well as the importance of options to meet people's daily transportation needs within Murray.

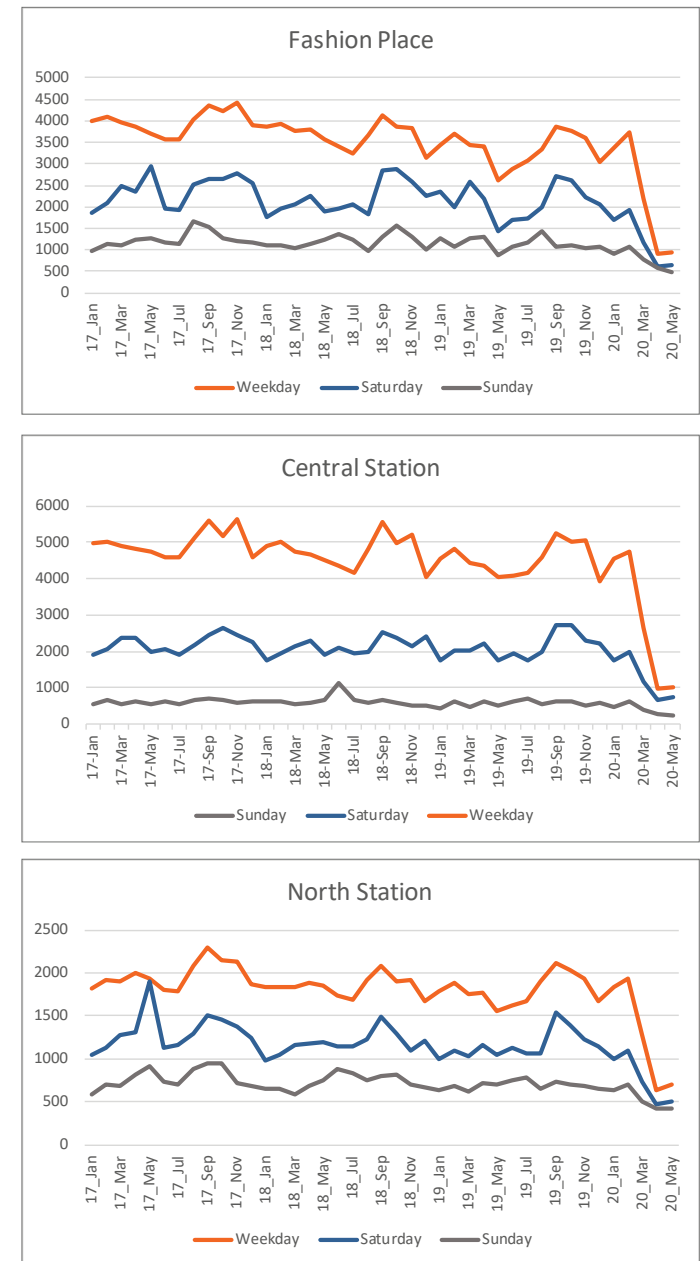
Figures 2-18, 2-19, and 2-20 are graphs showing monthly total estimates for light rail and commuter train ridership by station from January 2017 to May 2020. Currently, UTA's data portal provides this information for boardings but not for those who exit the train. The calculated estimates shown here were generated under the assumption that the number of people boarding and exiting are roughly equal, and therefore the number of boardings (UTA's available data) were doubled.

The next most utilized bus stops in Murray are at 4500 S and 155 E, State Street and 4489 S, and 900 E and 5545 S. The bulk of bus stops within Murray are along these larger, busier corridors like 1300 E, 900 E, State St, and Winchester St.



* The transit system was drastically affected by COVID-19 in the year 2020. The rapid drop off in ridership is seen in Figures 2-18: 2-20 during March of 2020. It is unknown when ridership will return to pre-COVID-19 levels.

Figures 2-18 : 2-20: Light rail & commuter train ridership by station (2017 - 2020)



Source: <https://data-rideuta.opendata.arcgis.com/>

According to the FHWA (Federal Highway Administration): “most people are willing to walk 1/4 [mile] to 1/2 [mile] to a transit stop.... in order to encourage transit usage, safe and convenient pedestrian facilities should be provided within 1/4 to 1/2 mile of transit stops, and greater distances near (heavy) rail stations.”

The majority of Murray has access to bus stops within a half-mile distance, determined by an “as the crow flies” straight line estimate, rather than the full distance a person would travel walking along a sidewalk. However, there are areas in Murray where the housing located on local streets is beyond a half-mile distance from the closest bus stop “as the crow flies”, including a section north of I-215 and west of I-15 and an area in between State Street and 900 E. Figure 2-21 shows Murray’s and the areas beyond a half-mile distance, which are shown in blue. This map does not show actual walking distance from transit due to barriers such as I-15, rail corridors, creeks, etc. Within Murray’s Mixed Use zones lack of sidewalks and other barriers that discourage transit use exist.

Figure 2-22 is a graph showing the relationship between distance and transit usage.

Figure 2-21: Bus stops with half-mile buffer

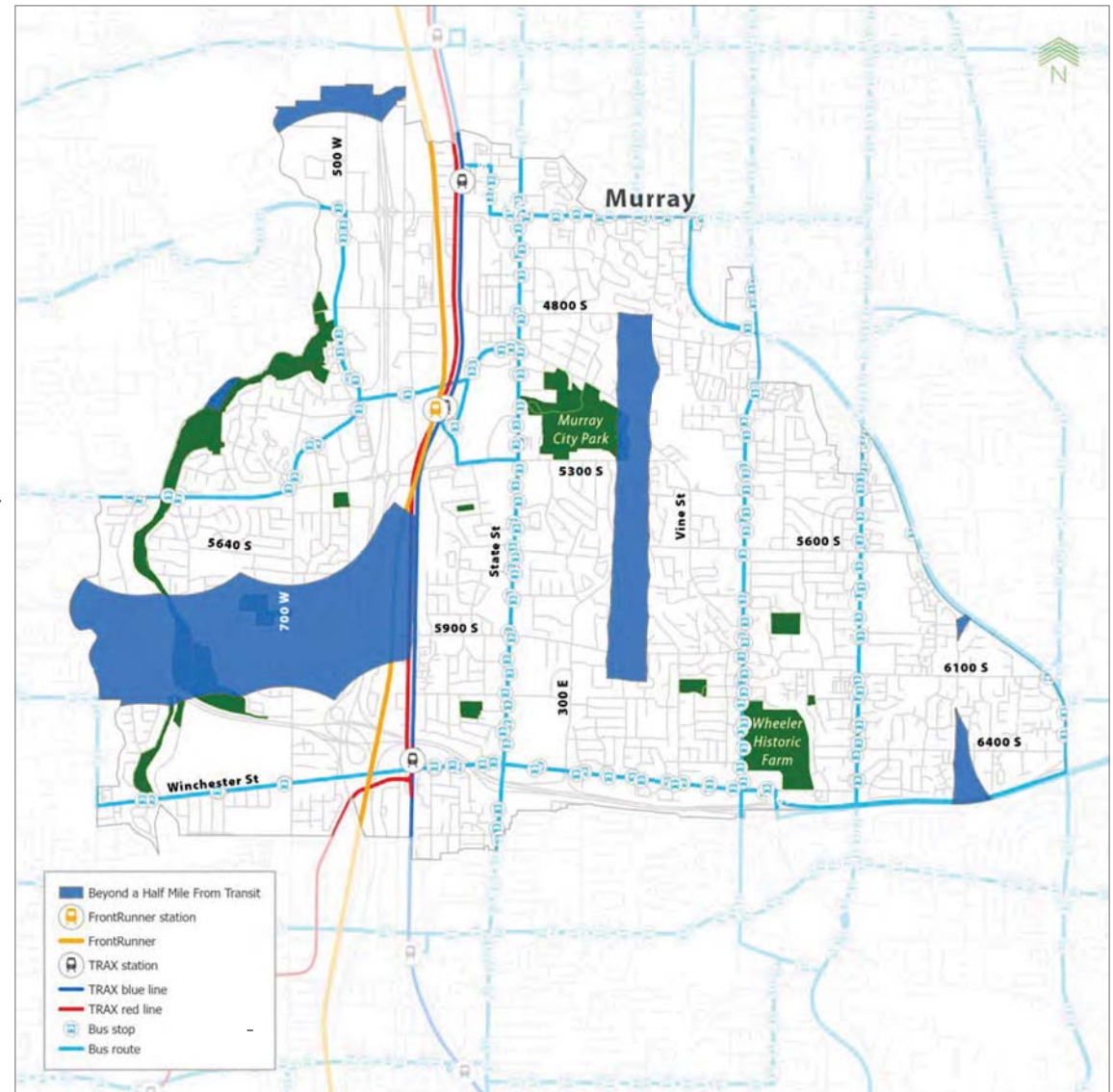
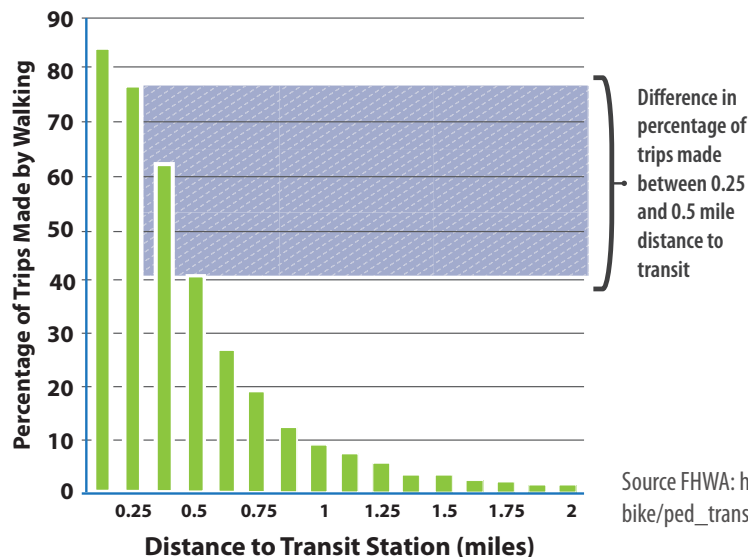


Figure 2-22: Relationship between distance and number of trips



Source FHWA: https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch4.cfm

Active Transportation

An active transportation (AT) network is a key component of a transportation system because it provides mobility options for all residents. Making walking and biking safe and convenient is a key goal of any complete transportation plan. The benefits of a practical and accessible active transportation network are broad and include improving physical and mental health, decreasing noise and air pollution, providing a low-cost mode-choice, and increasing the property values along the AT network. When there are more

transportation choices, connectivity is improved throughout the community because more access is provided to both specific and regional origins and destinations. While free-ways and expressways favor high speed long distance mobility for motor vehicles, a robust active transportation network provides its own accessibility options that can connect people to neighborhoods, downtowns, parks, schools, places of work and worship, shopping centers, etc., without the requirement of a car.

Figure 2-22 shows how comfort relates to different types of active transportation infrastructure and design. The comfort an AT user feels is affected by things like whether a protective physical barrier exists, the distance from vehicles, an AT user's sight-line visibility, and motor vehicle speed.

While those are some of the main factors taken into consideration when creating an active transportation network, designs should reflect the needs of the local context.

Figure 2-22: Active transportation facility type

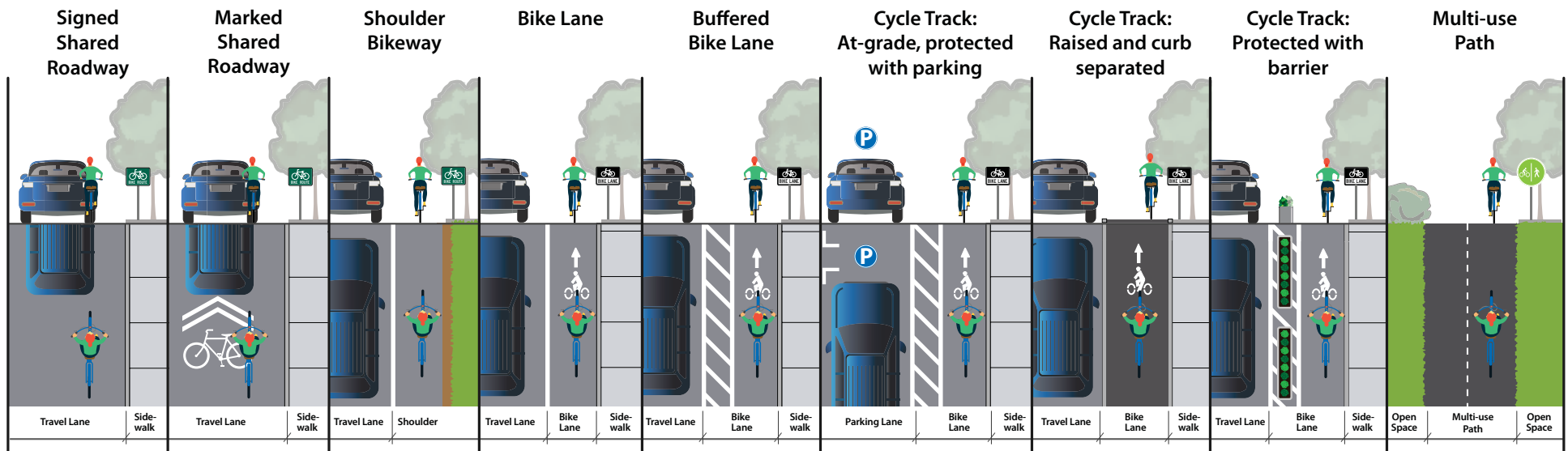


Figure 2-23: Existing active transportation facilities

Figure 2-23 shows the existing active transportation in Murray. On the west side, Murray has the well-known Jordan River Trail running north to south across the entirety of its city. This is a paved separated trail that is part of a connected trail system from Provo Canyon to Ogden Canyon.

Vine street has a combination of bike lanes and shared roadways as it bends west to east through Murray where it joins a bicycle shared roadway along 5900 S while heading towards Highland Dr. The western half of Winchester Street is a bike lane, that temporarily turns into a shared roadway where the shoulder width narrows, and then returns to a bike lane again when ROW is available. Extending east from Wheeler Historic Farm is an unpaved trail that runs along the Jordan and Salt Lake City Canal, and between Intermountain Medical Center and Little Cottonwood Creek is a paved multi-use path.

While Murray does not have an extensive existing AT network it is in a good position to expand upon existing facilities to provide local and regional options that offer high-comfort for users and desirable accessibility to the origins and destinations within the city.

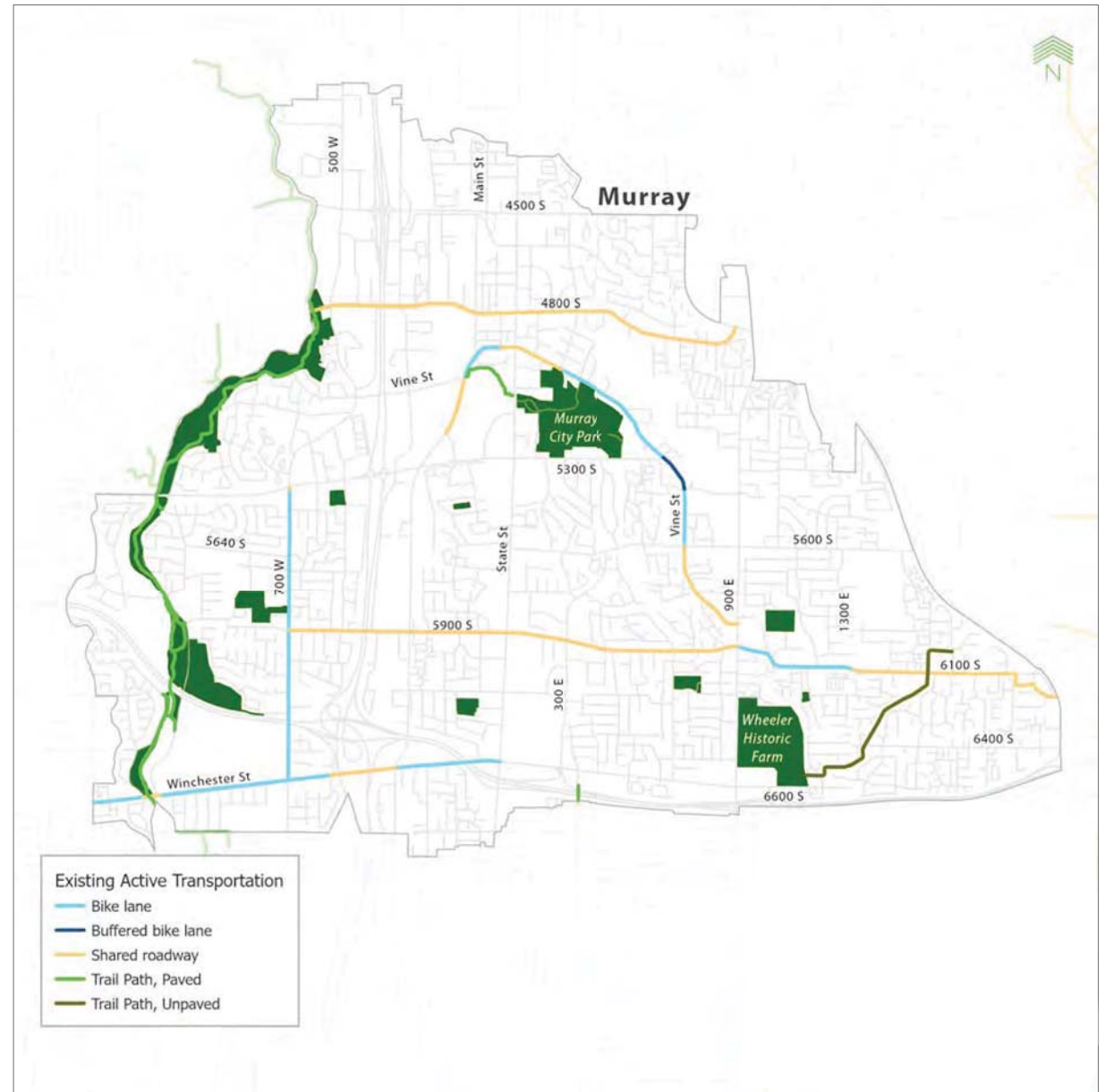


Figure 2-24, again shows existing active transportation, but in this map it is displayed as a single color. Visually, it is placed below a color graduated representation of Strava data for Murray. Strava is an app that uses GPS tracking to record a cyclist, runner, jogger, walker's, etc. specific route. The data provide a general idea of where people are participating in active transportation. It is understood that the data is representative of only certain segments and demographics of the population and does not by any means represent all active transportation users. However, it is beneficial to see where these AT trips are occurring along the road network in Murray. While certain routes, mainly those that run along roads that are classified as arterials and collectors, such as Vine Street, receive the highest amount of use, it should be noted that a significant number of local streets have recorded trips on them. When this data is combined on a map with Murray's existing AT facilities, it can help identify where projects may be of highest use, or where there is a latent demand for AT infrastructure.

Figure 2-24: Active transportation facilities and Strava usage

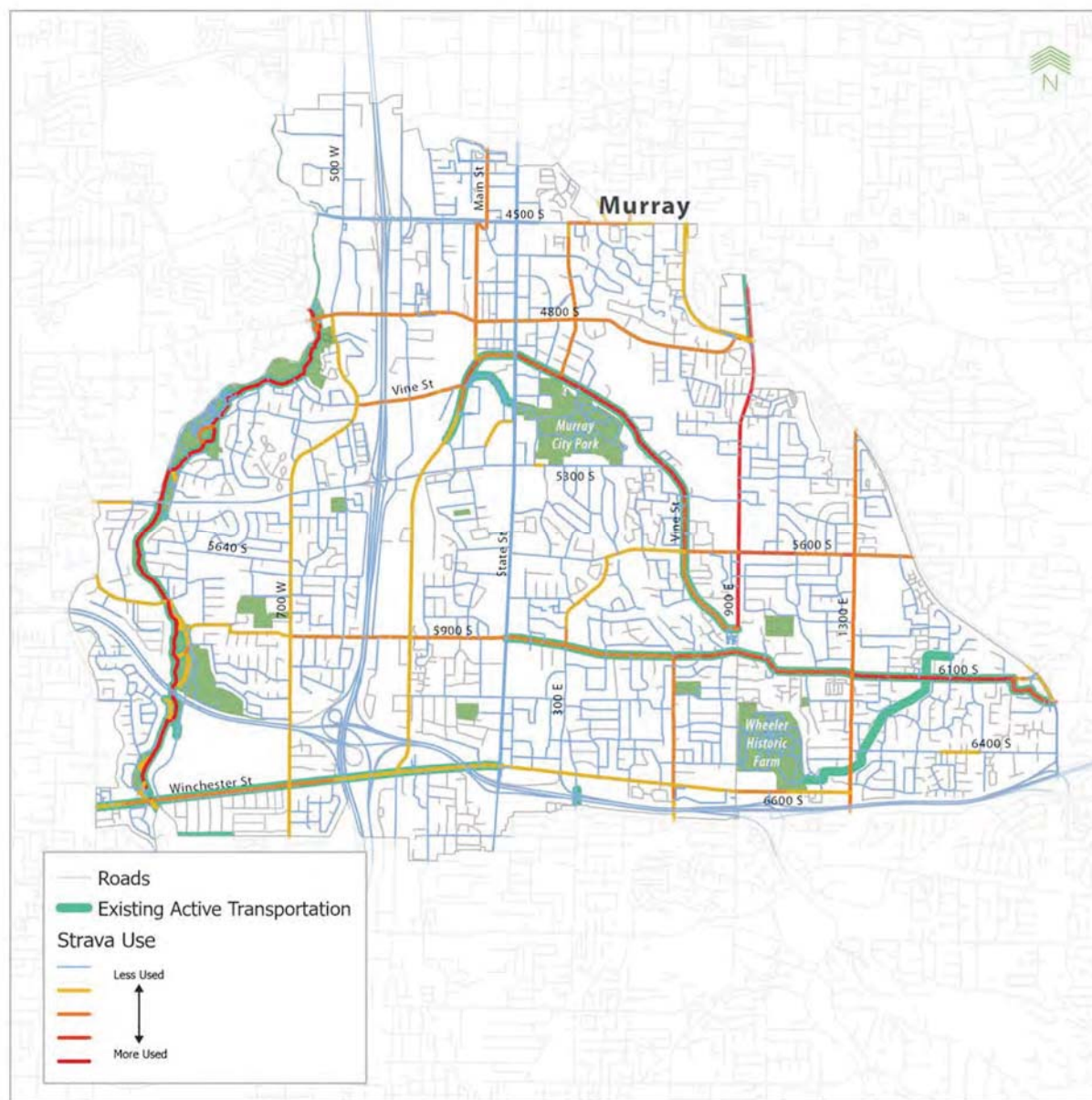


Figure 2-25 shows the existing crosswalks in Murray separation by location according to mid-block or intersection and school zone or non-school zone. The location of schools is also shown on the map.

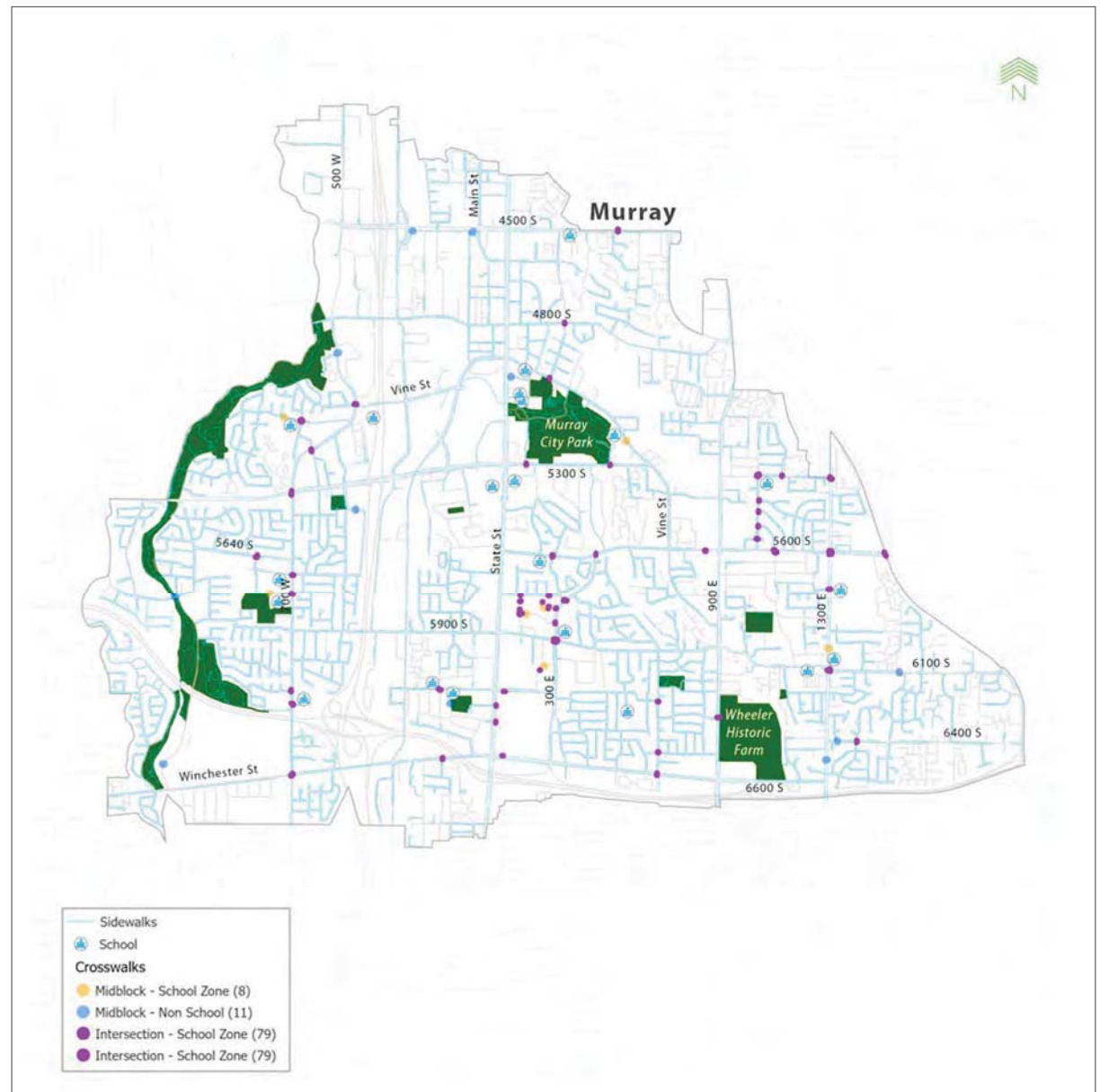
Pedestrians experience the built environment on a fine-grained level and require frequent safe crossings to destinations for crosswalks to be effective. An area that has adequate crossing facilities can encourage walkability. Crossings that align with pedestrian desire lines (paths taken because they are the shortest, obvious, easiest, etc. to access a destination) may prove to have the highest use and/or greatest efficacy.

Design and location are both important when considering the installation of a crosswalk. According to NACTO (National Association of City Transportation Officials), if a pedestrian has to spend over 3 minutes to get to a crossing, cross a road and get back on track to their destination it becomes very likely the pedestrian will forgo the crosswalk entirely and chose a riskier option for crossing a street.

To provide a safe crossing facility painted lines may be insufficient. Flashing beacons, HAWK (High-intensity activated crosswalk beacon) signals, pedestrian refuge islands, alternative textured or colored paving, or other traffic calming or safety measures should be considered.

Murray's Crosswalk Guidelines and Standards should be consulted. These can be found in the appendix.

Figure 2-25: Crosswalks and sidewalks





3 FUTURE CONDITIONS

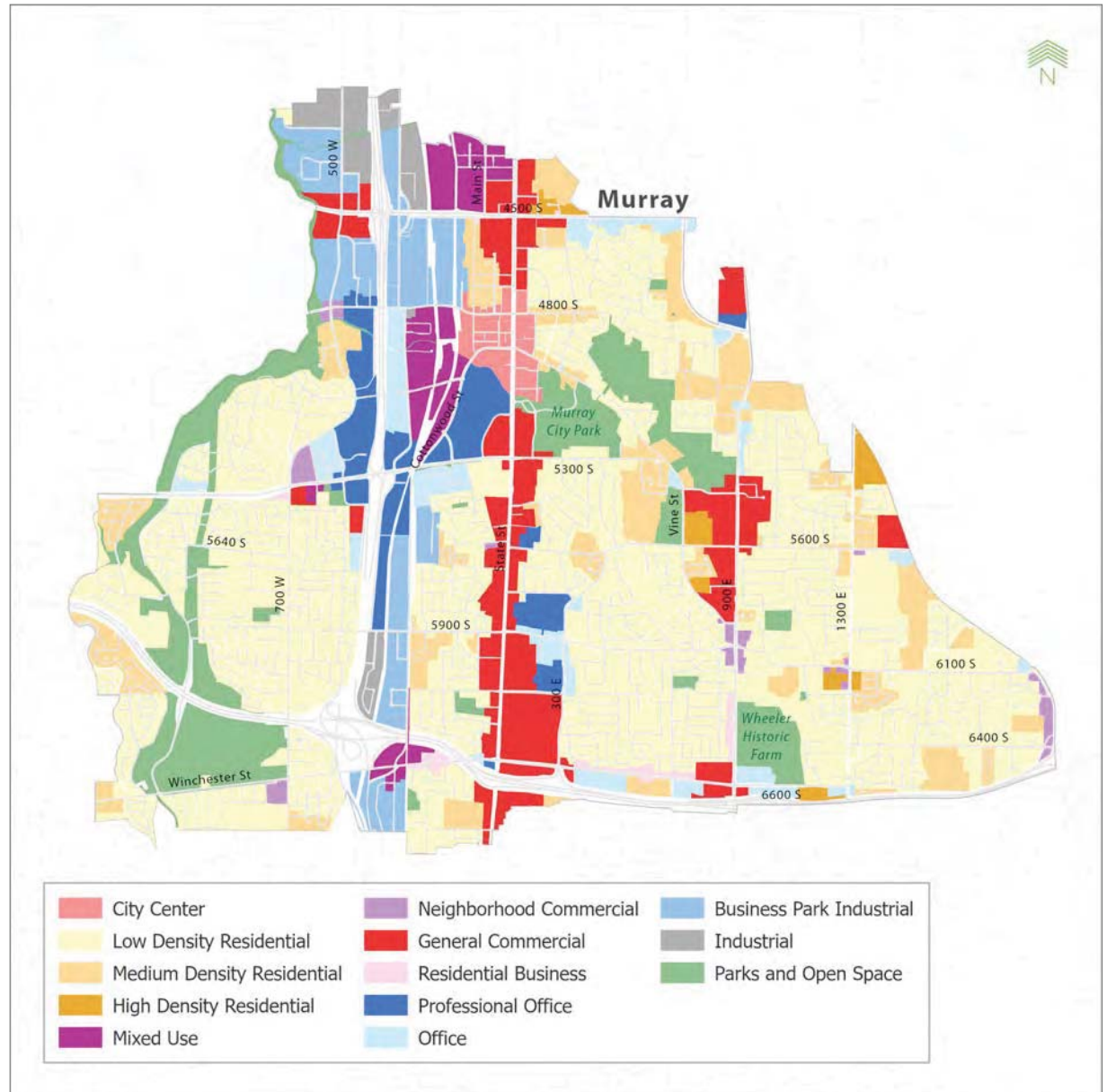
This chapter discusses the background and assumptions used to forecast transportation related growth in Murray. It also shows future level of services maps for the city.

Travel Model

Using travel demand modeling techniques in conjunction with projected socioeconomic, population, and employment trends, future transportation demands were forecast. Transportation system improvements that are committed or planned by agencies such as Utah Department of Transportation (UDOT) and Wasatch Front Regional Council (WFRC) were included in the transportation forecasting prior to identifying additional transportation projects within the city.

Most of the projected socioeconomic data used in this study comes from the Land-Use Element of the Murray General Plan. The General Plan was last updated in 2017 and is shown in Figure 3-1. To accommodate the anticipated growth, specific areas are planned to allow a more flexible mix of uses within community and neighborhood nodes. These nodes are areas within the City where job and housing growth can occur to provide amenities to surrounding residential neighborhoods as well as to stabilize these neighborhoods by preventing unplanned growth. The land use plan aims to emphasize growth within identified transit corridors, transit station areas, community centers, and neighborhood centers. Development is occurring slightly different than anticipated in the General Plan. Updates, such as the known mixed-use island and the mixed-use west of I-15 have been accounted for in the Travel Model.

Figure 3-1: General Plan land use map



Outside of known developments, the future growth within the City comes from land use modeling completed by Wasatch Front Regional Council (WFRC). WFRC is the Association of Governments (AOG) for Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber counties that is responsible for coordinating transportation planning in the region. WFRC recently updated their 2019-2050 Regional Transportation Plan (RTP), which is the blueprint to guide investments in the future transportation system. As part of this process WFRC modeled future land use changes based upon allowed development densities and the planned transportation system.

Figure 3-2 shows where household growth is anticipated within the city. This heatmap illustrates that most of the household growth is anticipated near I-15 between 4500 South and 5300 South. Outside this area, infill development is expected to moderately increase the number of households throughout the city. There are also six identified mixed-use, high residential density nodes within Murray.



Figure 3-2: Household growth (2020-2050)

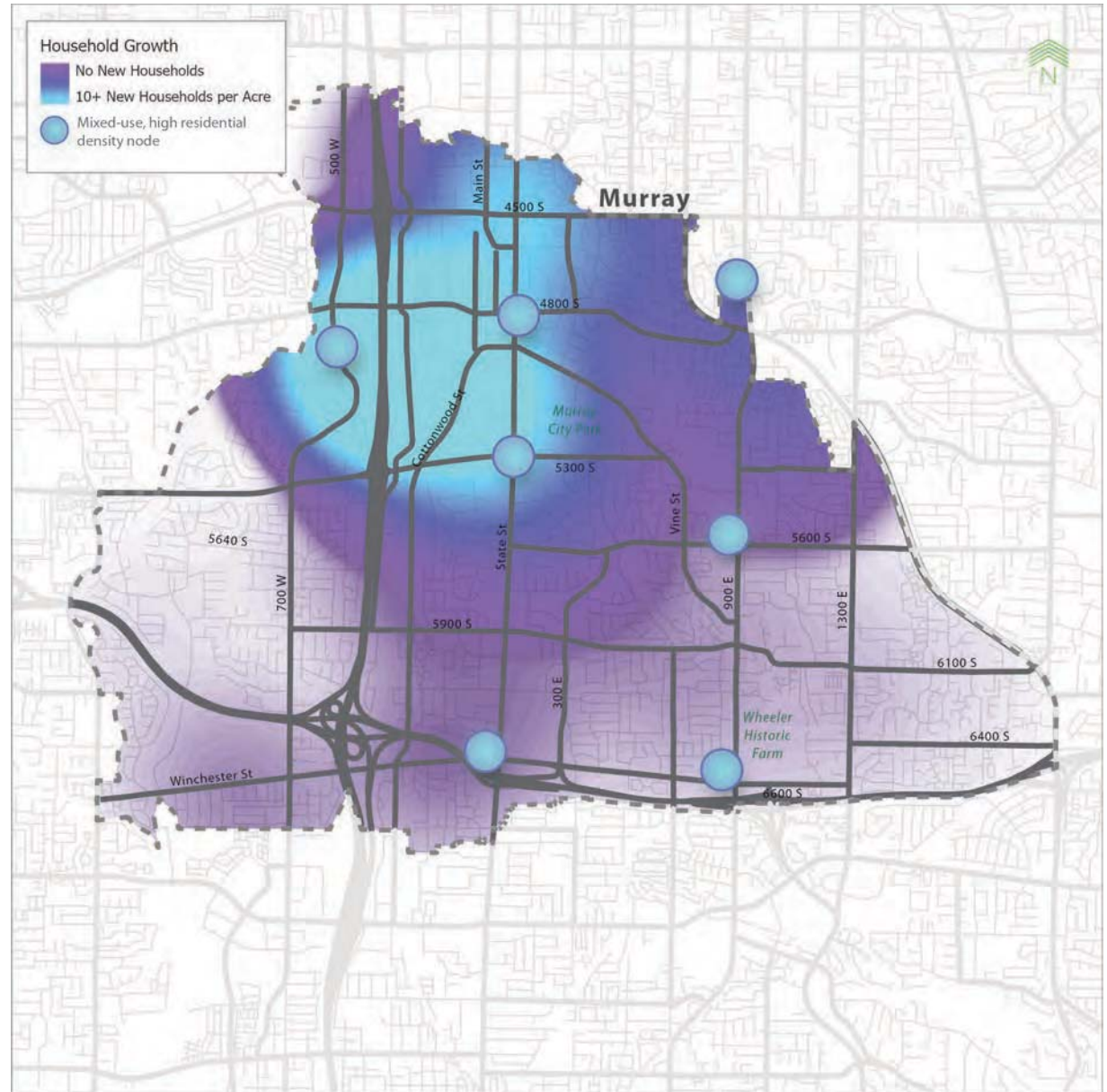
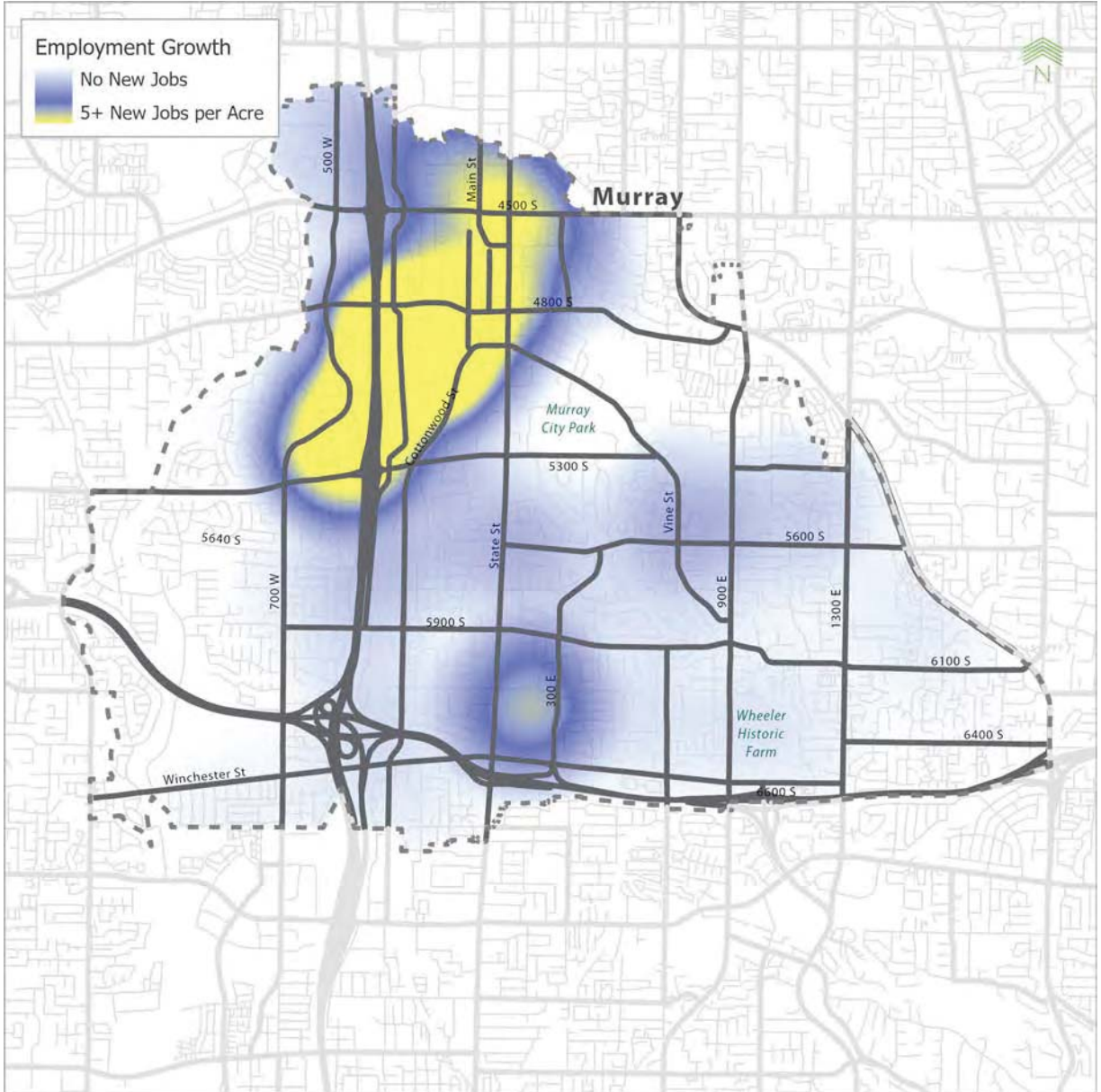


Figure 3-3 illustrates the location of the future employment growth in Murray. As with housing growth, employment growth is concentrated near I-15 between 4500 South and 5300 South. Other locations that are expected to see increased job opportunities are near Fashion Place as well as 5600 South at State Street and 900 East. Although there is anticipated to be some employment growth in these areas, most new jobs are expected to be located within the TRAX and neighborhood nodes near the I-15 corridor.

Figure 3-3: Employment growth (2020-2050)

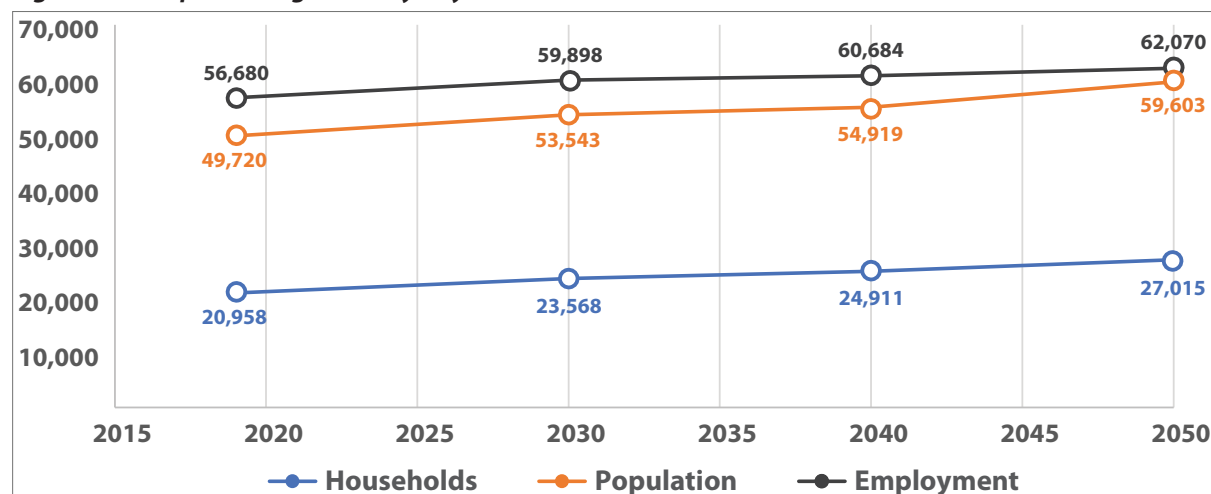


Travel Model Development

Projecting future travel demand is a function of projected land use and socioeconomic conditions. The WFRM Travel Demand Model (TDM) was used to predict future traffic patterns and travel demand. The travel demand model was modified to reflect better accuracy through the study area by creating smaller Traffic Analysis Zones (TAZ) and a more accurate and extensive roadway network. Existing conditions were simulated in the TDM and compared to the observed traffic count data to get a reasonable baseline for future travel demand. Once this effort was completed, future land uses, and socioeconomic data were input into the model to predict the roadway conditions for the horizon year 2050. Year 2050 was selected as the planning year horizon to be consistent with the regional planning process.

The future for which we are planning includes a moderate increase in population and employment. Figure 3-4 summarizes this employment, household, and population growth over the next 30 years. This chart shows Murray's population, households, and jobs used in the TDM for the years 2019, 2030, 2040, and 2050. The projected 2050 population in Murray is 60,000 people with nearly 10,000 new residents. Employment growth is also adding 5,000 new jobs over the next 30 years. While employment is anticipated to increase by 10%, population is forecast to increase by more than 20% bringing the number of residents close to the number of jobs.

Figure 3-4: Population growth by city



(source: P:_2020\20-019 - Murray Transportation Master Plan\300_Data&Analysis\ MurrayTAZSEInputs.xlsx)

Land Use's Effect on Transportation

The steady growth that Murray has experienced is expected to continue in the coming years. Population is expected to increase by 20% and employment is projected to increase by 10% over the next thirty years, resulting in increased transportation system demands. This increasing demand will require new and improved transportation facilities. Additionally, development within community and neighborhood nodes will include a mix residential, commercial, and industrial land uses. These changes will require transportation options for people to walk, bike, or take transit for these shorter distance trips changing how people commute in the future.

As mixed use development occurs, location specific studies should be conducted such as a traffic impact study (TIS) or a small area plan. These studies examine the potential negative impacts of traffic at a close-up, granular level. The analysis provided from these studies can be especially beneficial for areas of higher densities.

Model Years and Results

Projected Traffic Volumes & Conditions

The resulting outputs of the travel demand model consist of traffic volumes on all the classified streets in the city and surrounding area. These forecast traffic volumes were used to identify the need for future roadway improvements to accommodate growth. The following two scenarios were analyzed in detail to assess the travel demand and resulting network performance in the City:

- **No Build**
- **Recommended Roadway Network**

No-Build Conditions

A no-build scenario is intended to show what the roadway network would be like in the future if no action were taken to improve the roadway network. The travel demand model was again used to predict this condition by applying the future growth and travel demand to the existing roadway network. Interim year growth assumptions were also modeled to understand how congestion grows over time. Figure 6 to Figure 7 show the 2030, and 2050 No Build LOS respectively. These maps show growing congestion on State Street, 4500 South, 5300 South and

other corridors as the population and employment increases without improvements to the transportation system. This growing congestion is visible in the expansion of orange and red roadway segments.

As shown in Figure 3-5, if no improvements are made to the transportation system, projected traffic volumes for the planning year 2050 will worsen the LOS of many streets and intersections throughout the city. The following list includes the streets expected to perform at LOS D or worse:

LOS D (Peak Congestion but Acceptable)

West 4500 South (West City Boundary to I-15)
4500 South (Atwood Blvd to 700 E)
4800 South (Atwood Blvd to Vanwinkle Expwy)
Vine Street (Murray Blvd to Commerce Dr)
5300 South (West City Boundary to 700 W)
5300 South (Commerce Dr to Vine Street)
5600 South (900 E to 1300 E)
Vine Street (900 E to 1300 E)
Winchester St (West City Boundary to Fashion Blvd)
500 West (4500 South to North City Boundary)
300 West (4500 South to North City Boundary)
Main Street (4500 South to North City Boundary)
State Street (Vine St to North City Boundary)
700 East (4500 South to North City Boundary)
State Street (I-215 to 5300 South)
Fashion Boulevard (5900 S to 5600 S)
900 East (Winchester St to 5290 S)
Vanwinkle Expressway (6400 S to 5600 S)

LOS E or Worse (Unacceptable)

4500 South (I-15 to Atwood Blvd)
4800 South (500 W to State St)
Vine Street (Commerce Dr to Cottonwood St)
5300 South (700 W to I-15)
5600 South (Vine St to 900 East)
5900 South (700 West to 900 East)
Murray Boulevard (South City Boundary to 4500 S)
Vine Street (5400 S to 5300 S)

Figure 3-5: 2030 No build level of service

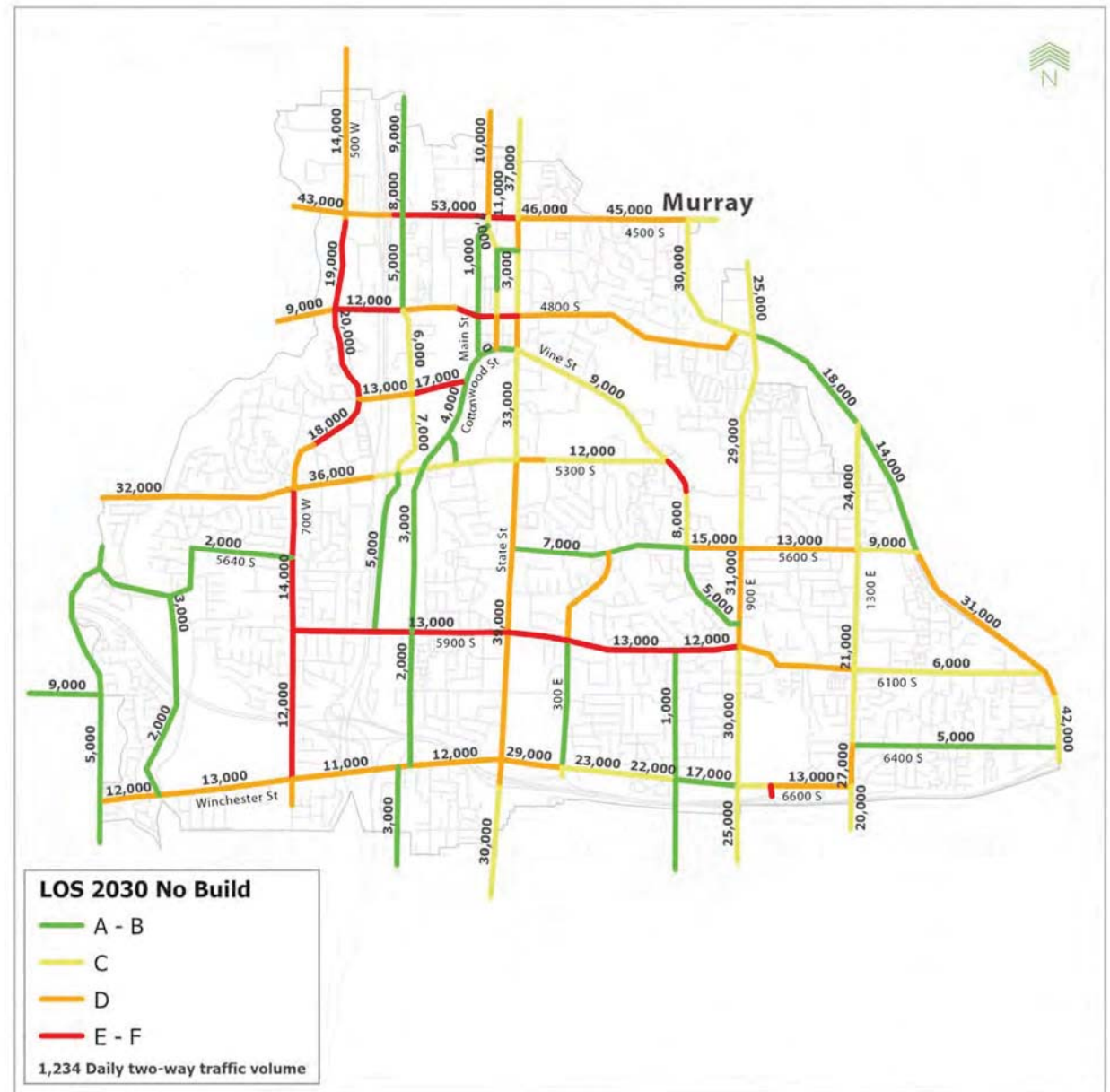
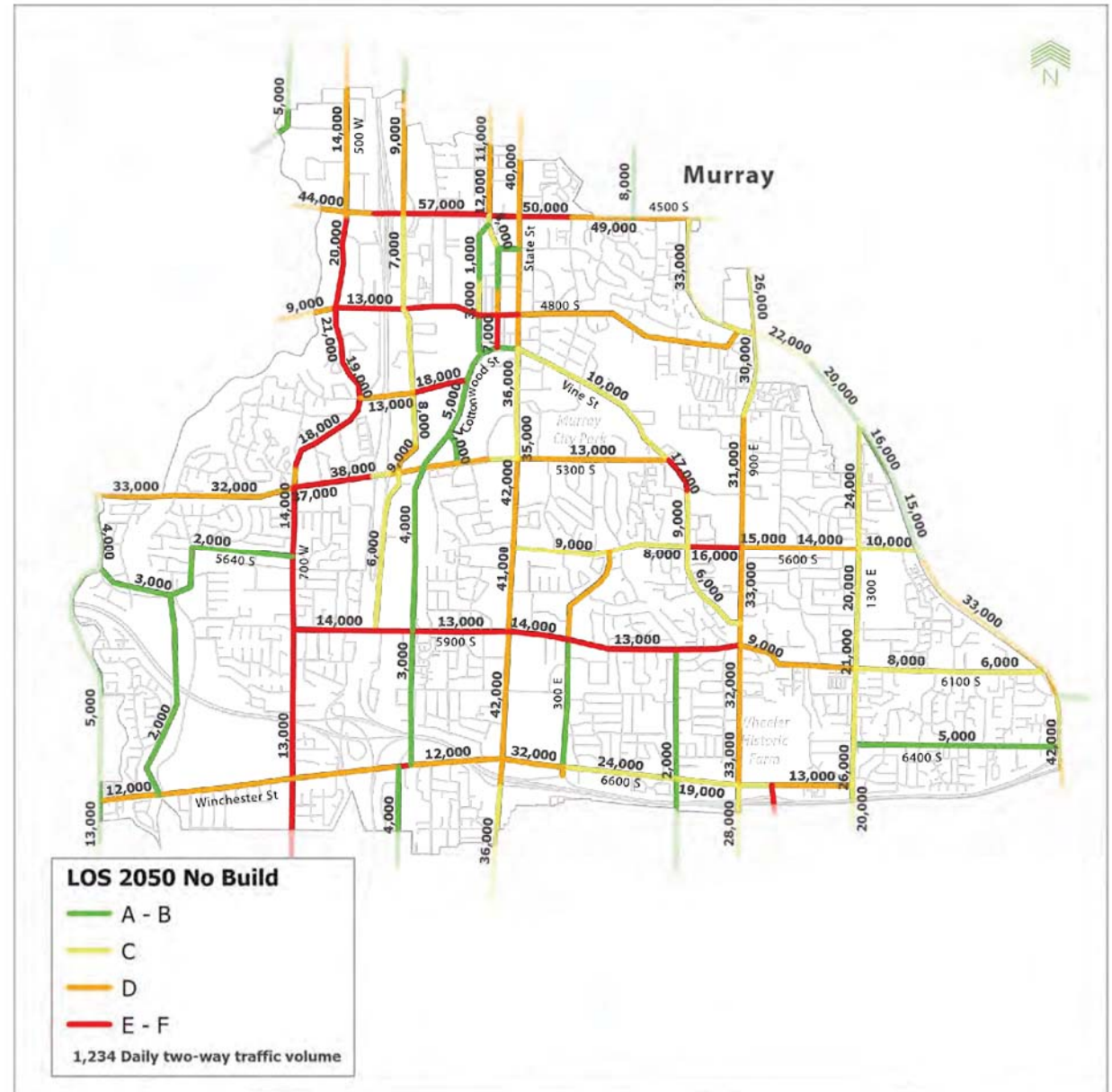


Figure 3-6: 2050 No build level of service

With no improvements by 2050 Murray will experience a lot of congestion with many corridors in gridlock. Figure 3-6 shows future LOS with volumes in a No Build scenario.

This highlights the need for transportation planning to avoid this congested future.



Regional Transportation Plan

Murray is not alone in improving the roadway network. WFRM, in cooperation with UDOT, provides financial assistance for projects included in their RTP. If the roadway is included on the RTP and is owned and operated by UDOT, full financial responsibility falls to UDOT. It is important to include these projects in this Plan as well as coordinate with UDOT to ensure these projects are implemented. If the roadway is on the RTP and not owned by UDOT, Murray may be able to apply for funding through WFRM, in which case, the city will only be responsible to match 6.77% of the total cost of the project. RTP projects within Murray included on the RTP are shown in Figure 3-7, and are listed here by project phase. An interactive map can be viewed on WFRM's website <https://wfrf.org/rtp-2019-adopted/>.

PHASE I (2021-2030)

1. **Cottonwood Street** (4500 S to Vine St)
 - New 3 Lane Road
2. **Vine Street** (900 E to Van Winkle)
 - Operational Improvements

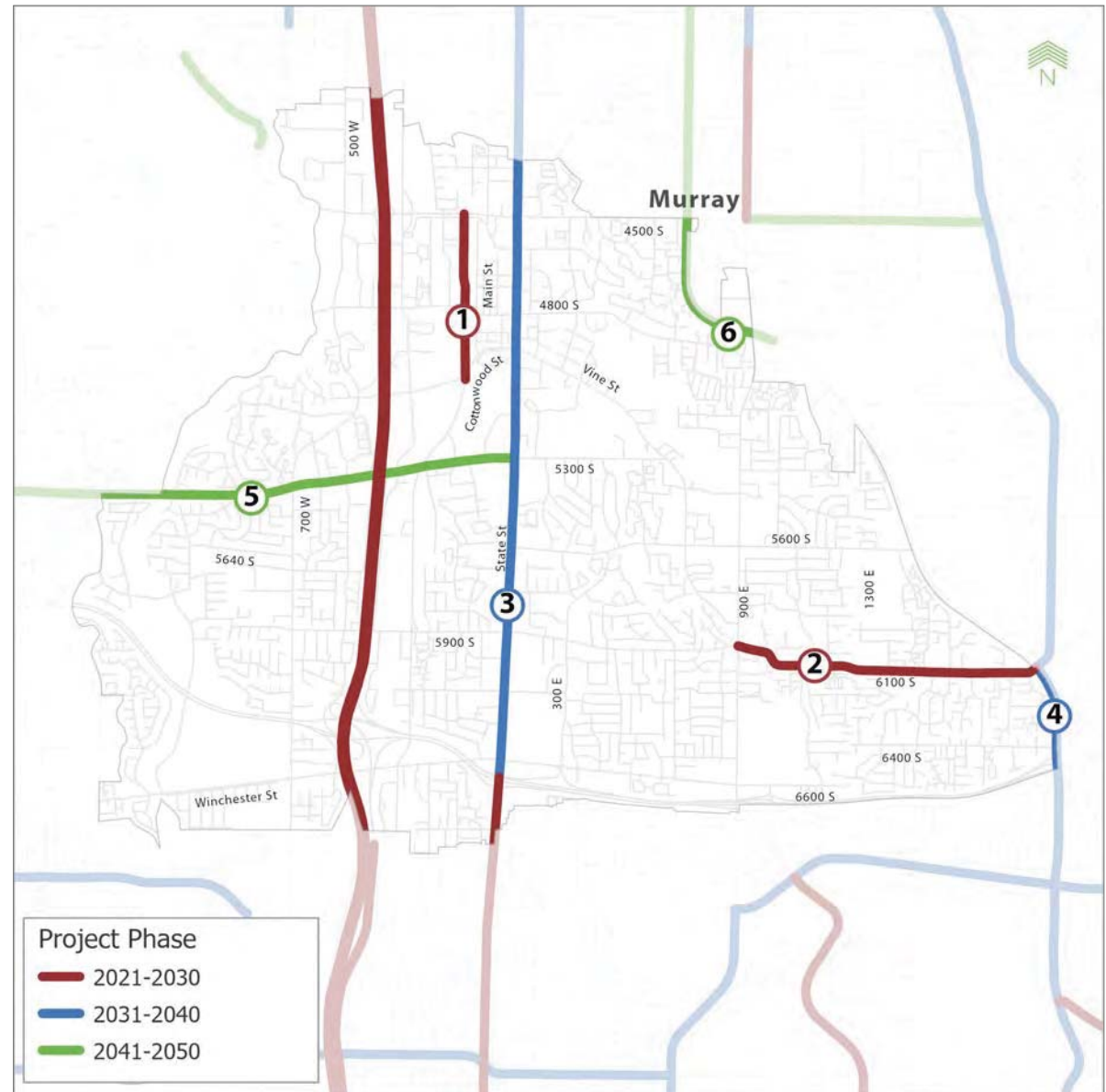
PHASE II (2031-2040)

3. **State Street** (600 S to I-215)
 - Operational Improvements
4. **Highland Drive** (1300 E to Fort Union Blvd)
 - Operational Improvements

PHASE III (2041-2050)

5. **5400 South** (Redwood Rd to State St)
 - Operational Improvements
6. **700 East** (I-80 to Murray Holladay Rd)
 - Operational Improvements

Figure 3-7: Regional Transportation Plan projects



Local Projects

In addition to the RTP projects, City staff input along with travel demand model results were utilized to determine local capacity projects. While many of these are smaller, local projects, they still improve connectivity and transportation options throughout the city and are shown by type in Figure 3-8.

Figure 3-8: Planned project by type

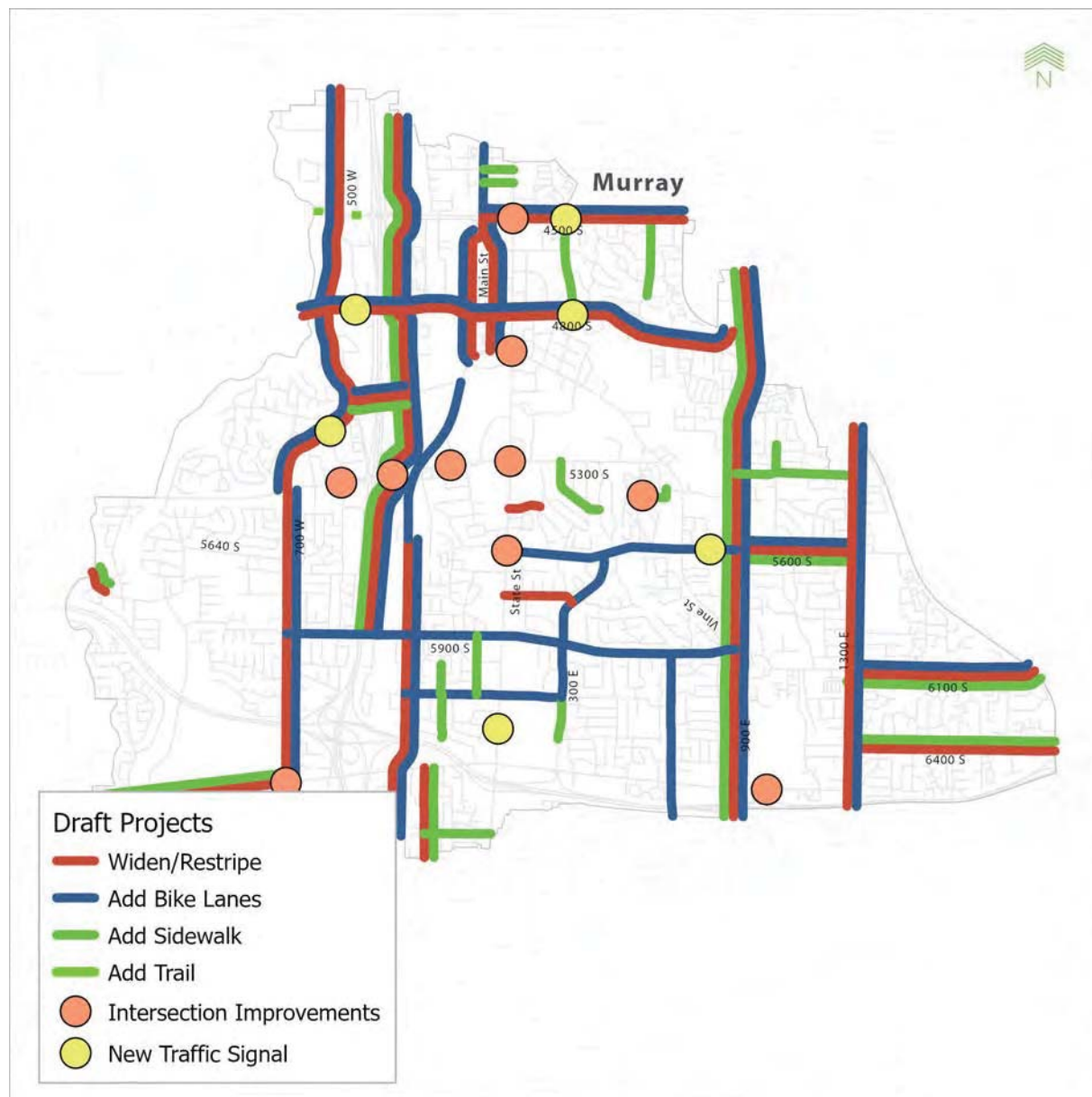


Figure 3-9: Future build LOS

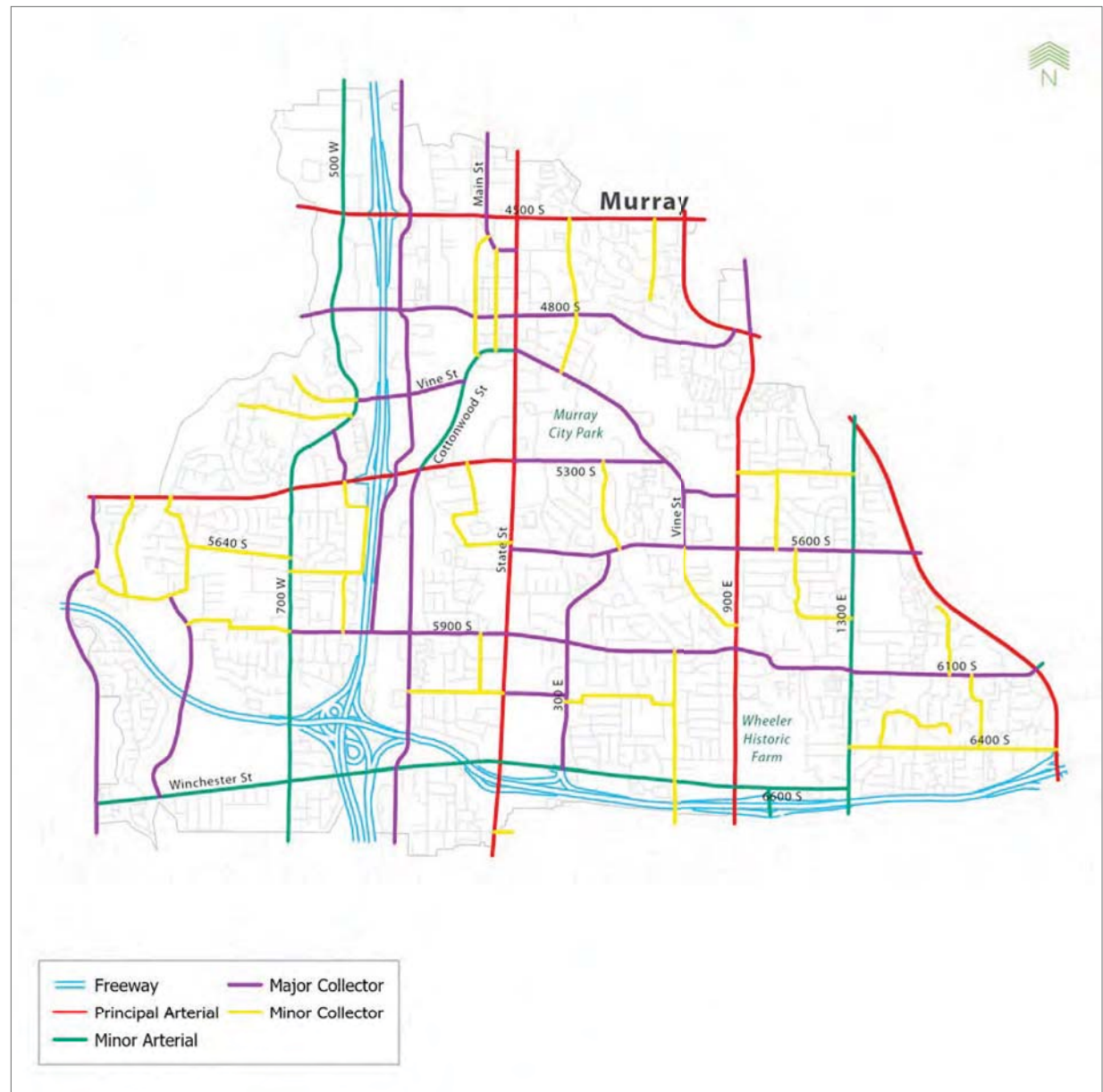


Future Functional Classification

The recommended functionally classified roadway network is illustrated in Figure 3-10. This future functional classification was developed based upon the existing roadway functional classification shown in Figure 3-10 while incorporating other planning efforts. The existing roadway network was refined to serve the updated future land use and traffic forecasts from the travel demand modeling. The recommended network also includes planned projects from WFR's Regional Transportation Plan. These arterial and collector roadways will provide the backbone of the functionally classified transportation network within Murray. Finally, the recommended functional classification was improved to reflect stakeholder and public comments to create a network that will serve existing and future travel demand.

This future functional classification map is a comprehensive image of the Transportation Master Plan. It shows the existing as well as future roads along with their typical size, so that the community knows what is planned for each road within Murray.

Figure 3-10: Future functional classification



Conclusion

The process of refining the travel model to analyze future transportation demand for Murray led to the identification of local projects, which are shown by type in this chapter in Figure 3-9. These projects, combined with the projects from the regional transportation plan (Figure 3-8), provide the improvements needed to address future capacity. These upgrades address all modes and facility types, including

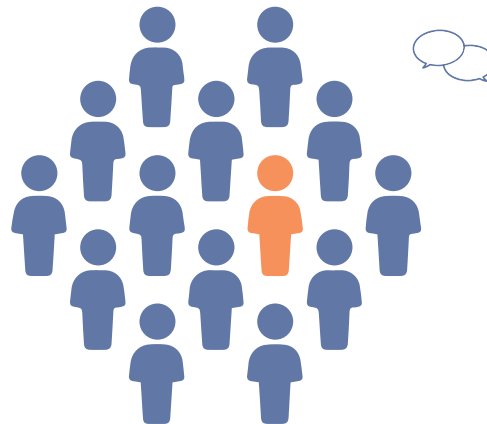
road widening, sidewalk installations, bike lane striping, and intersection improvements. As the City increases its mixed use, high residential areas, the ability for people to use multiple modes of transportation will become more essential. As the demand on the transportation system increases, these recommended projects as designed to keep level of service acceptable through the planning year 2050.



4 PUBLIC OUTREACH



Public Outreach is a significant part of the planning process. This chapter discusses results from the TMP Public Survey, which guided planning decisions and the Capital Facilities Plan.



A focus of this plan was to seek public input. The City reached out to the public through the City website, Murray City social media, and notices mailed in residential utility bills. The project website: murraytransportationplan.com hosted a 12-question survey, that was available for the public starting in June 2020 and was open through mid-September. The City received 370 responses from Murray residents. These respondents provided hundreds of comments and good ideas.

This survey was curated to get feedback about resident’s relationship to the overall transportation system. The results from this on-line public survey are summarized on the subsequent pages and more details can be found in the appendix.

Like many suburban communities, many of Murray survey respondents indicated that they drive alone as their primary mode of transportation as shown in Figure 4-1. While 73% of those surveyed drive alone daily, an additional 24% of respondents drive alone weekly, and only 2% said they never drive alone.

The next most popular mode was walking with 40% of respondents indicating that they walk “daily” and 70% “weekly”. While not as popular as waking, 10% of those surveyed said they bike “daily” and an additional 26% bike “weekly”. After driving alone, or walking/biking, carpooling was the fourth most common mode choice with 9% respondents reporting they carpool “daily” while 26% carpool “weekly”.

The number of survey respondents that indicated that they regularly used transit was substantially lower than for other modes. TRAX and FrontRunner were identified as

Figure 4-1: Number of respondents by date

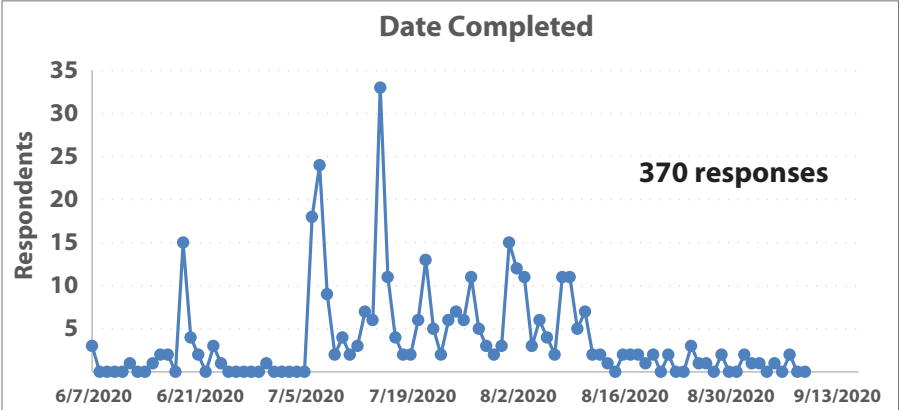
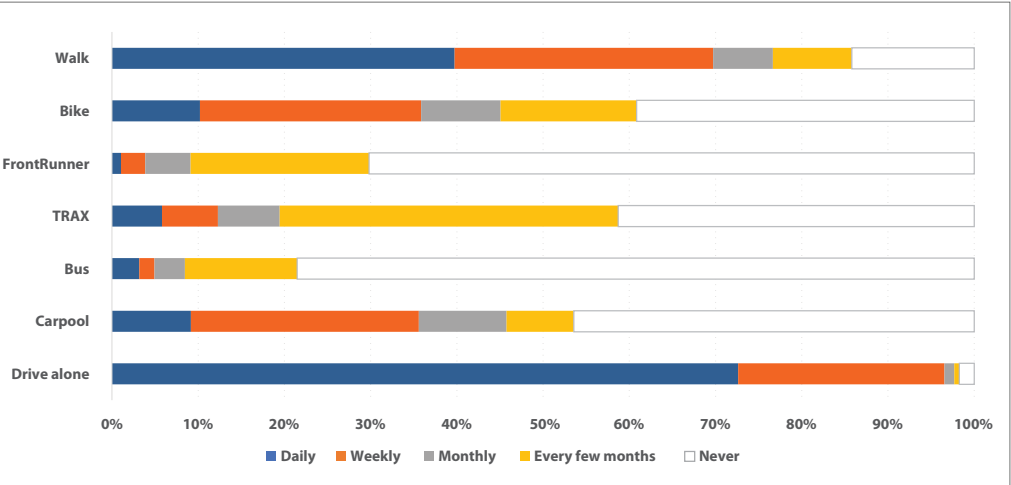


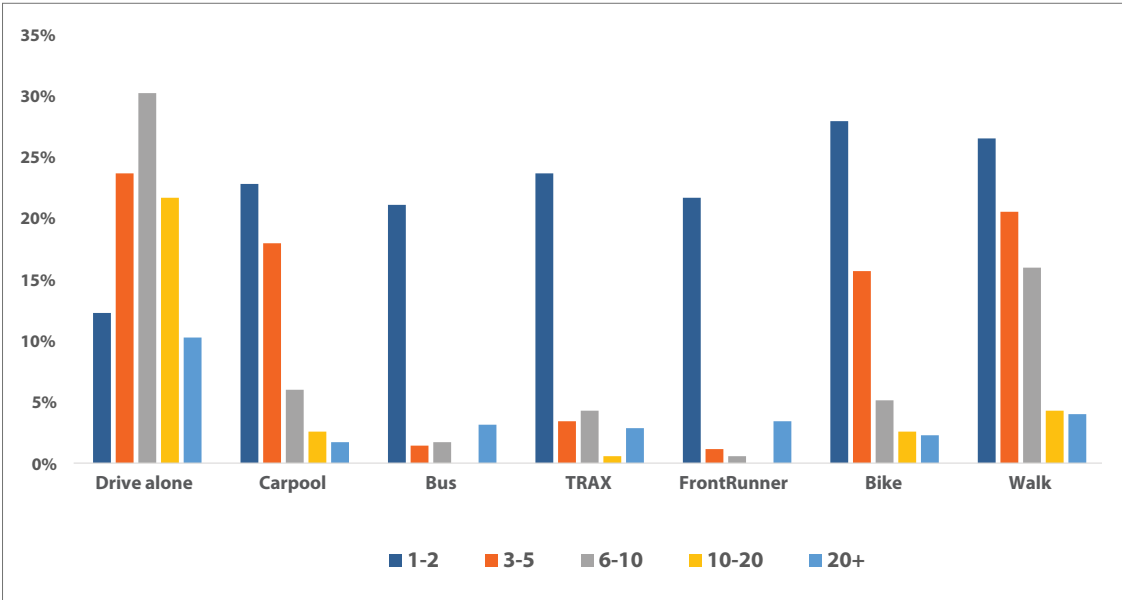
Figure 4-2: How often do you use the following modes of transportation?



the most frequently used transit service. These rail services were most commonly used “every few months,” indicating that rail may be used for events that occur on a semi-frequent basis. While rail transit is semi-frequently used, 79% of survey respondents indicated that they “never” use the bus.

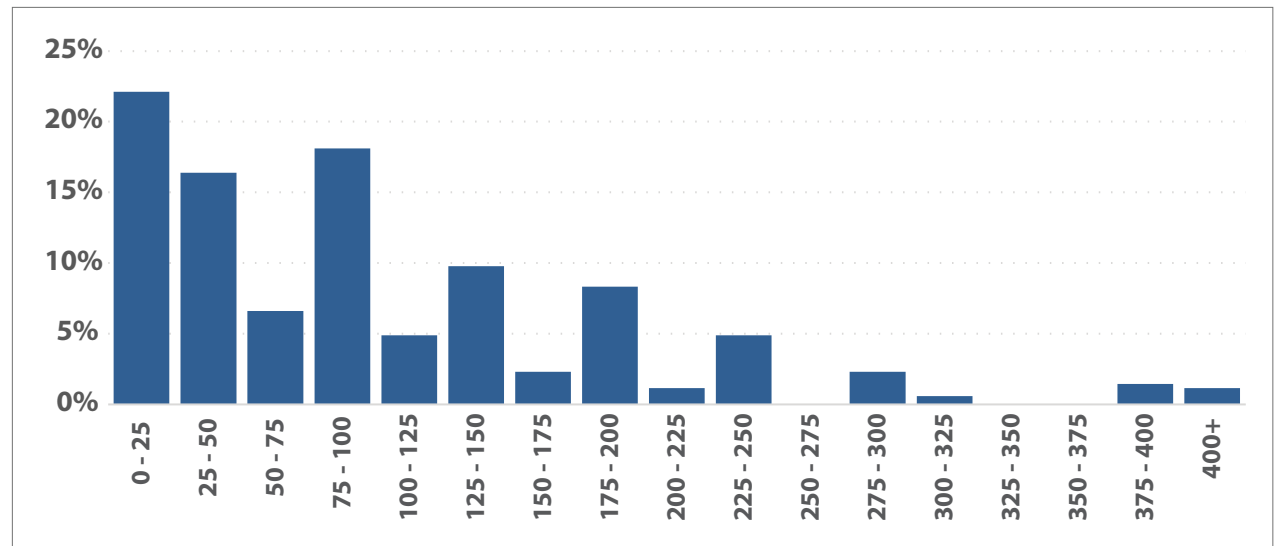
Figure 4-3 offers another perspective about mode choice and frequency of use by asking “how many trips do you make using each mode” (A trip was defined as “beginning in one place and arriving to another”). While the lack of transit trips taken during the week is evident, the number of trips made either by biking or walking stand out, as well. Over 26% of respondents are biking once or twice per week and almost the same amount are walking at least 6 plus times per week. Like other modes of travel, active transportation is reliant upon the transportation system’s available connections to other land uses within the built environment. Just as single occupancy vehicle trips are conducive to areas where there is plenty of parking, a lack of congestion, and high mobility, active transportation trip levels are reflective of existing available facilities that provide high levels of comfort to the user while creating access between multiple origins and destinations.

Figure 4-3: How many trips do you make using each mode per week?



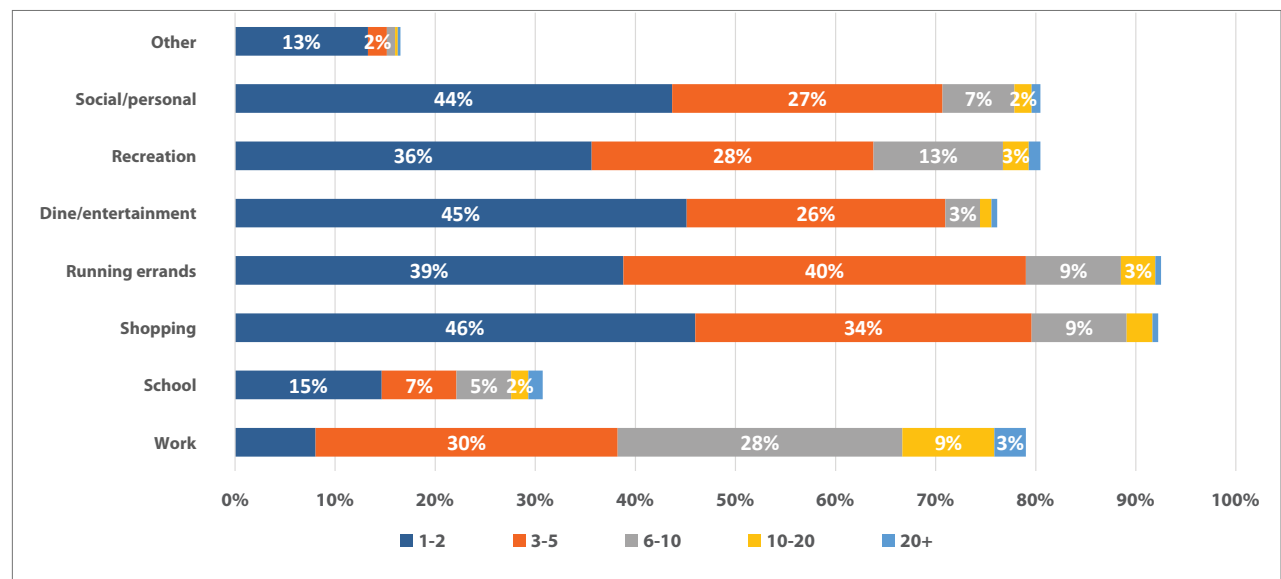
While Murray residents' survey responses indicate they are walking and biking to many destinations, they are still traveling on average 120 miles per week. The survey responses for how far people travel in a week ranged from 5 miles to 800 miles as shown in Figure 4-4. Additionally, these responses reflected travel changes due to corona virus with respondents saying "Now: ~30 Pre-covid: ~100". Respondents that travel the most weekly distance also indicated that they mostly "drive alone".

Figure 4-4: How many miles do you travel in an average week?



Murray residents were also asked the purpose for their travel in an average week. As illustrated in Figure 4-5, "shopping" or "running errands" was the most common reason to make at least one trip with 91% of respondents saying they made one trip for these purposes. "Recreation" and "social/personal", were the next most common reason for making a trip with 79% of respondents making at least one trip for these reasons. "School" and "Other" were the least common reason for making trip with on 31% of survey respondents traveling for school and 18% for other reasons.

Figure 4-5: How many trips do you make for the following purpose per week?



As seen in the graph in Figure 4-6, “air quality” is the major transportation issue concerning Murray residents who responded to the survey. “Traffic congestion” came in second, closely followed by “biking and walking options.” As the city grows, pollution from traffic can be managed and mitigated by installing connected sidewalks and bike lanes, allowing for more multi-modal options which can lead to reduced vehicle congestion and improved air quality.

Figure 4-6: What transportation issues most concern you?

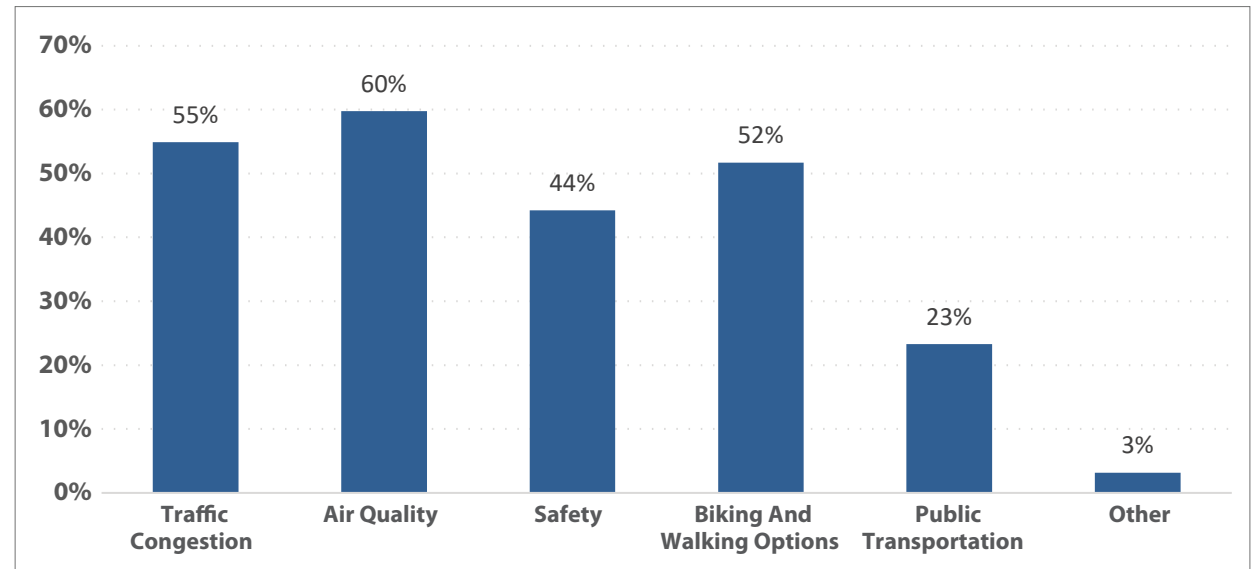
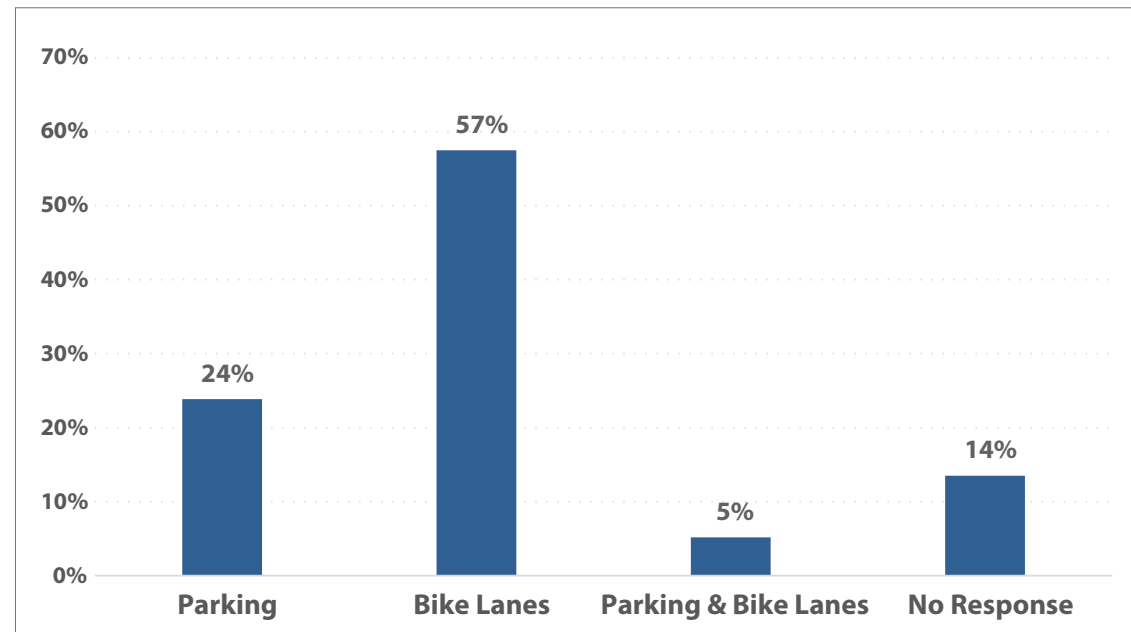


Figure 4-7 shows responses to the question “Should roadway shoulders be used for bike lanes or on-street parking?” According to the survey results most respondents think that road shoulders should be used for bike lanes. Only 24% of people indicated that they should be used for parking. This figure shows that bike lanes should be evaluated on future roadway restriping projects where parking was once the standard approach. As Murray develops, designs, and adopts its future transportation system, the City will have opportunities to create facilities that are inclusive, offer an equitable and holistic vision of right-of-way utilization, and provide access and mobility options that serve all its residents. As shown in this chapter, public outreach and engagement will help identify what is required for a transportation plan to meet the current and future needs of the community.

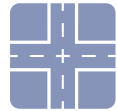
Figure 4-7: Should shoulders be used for bike lanes or parking?



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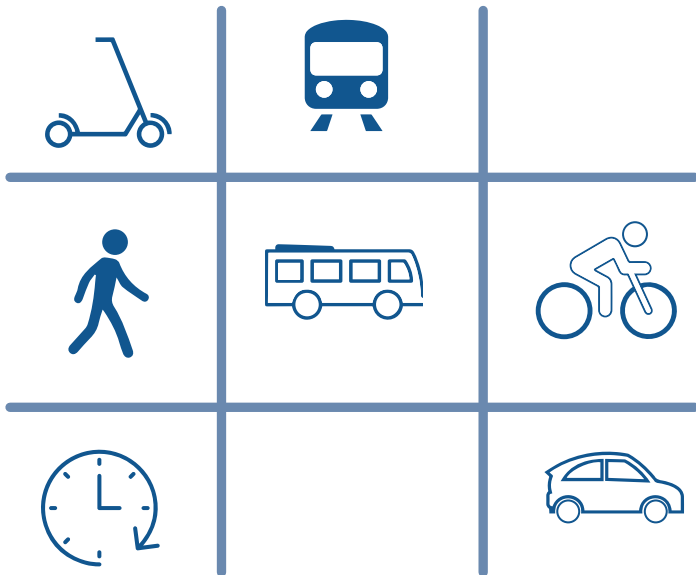
5

HOTSPOTS



and

TRAVEL DEMAND MANAGEMENT



Hotspots are areas of concern. This chapter highlights the 3 that were identified in Murray.

Travel Demand Management (TDM) allows transportation professionals to respond to the increase and decrease of demand placed on roadway networks over certain periods of time. Information relevant to TDM for Murray's roadway network is discussed in this chapter.

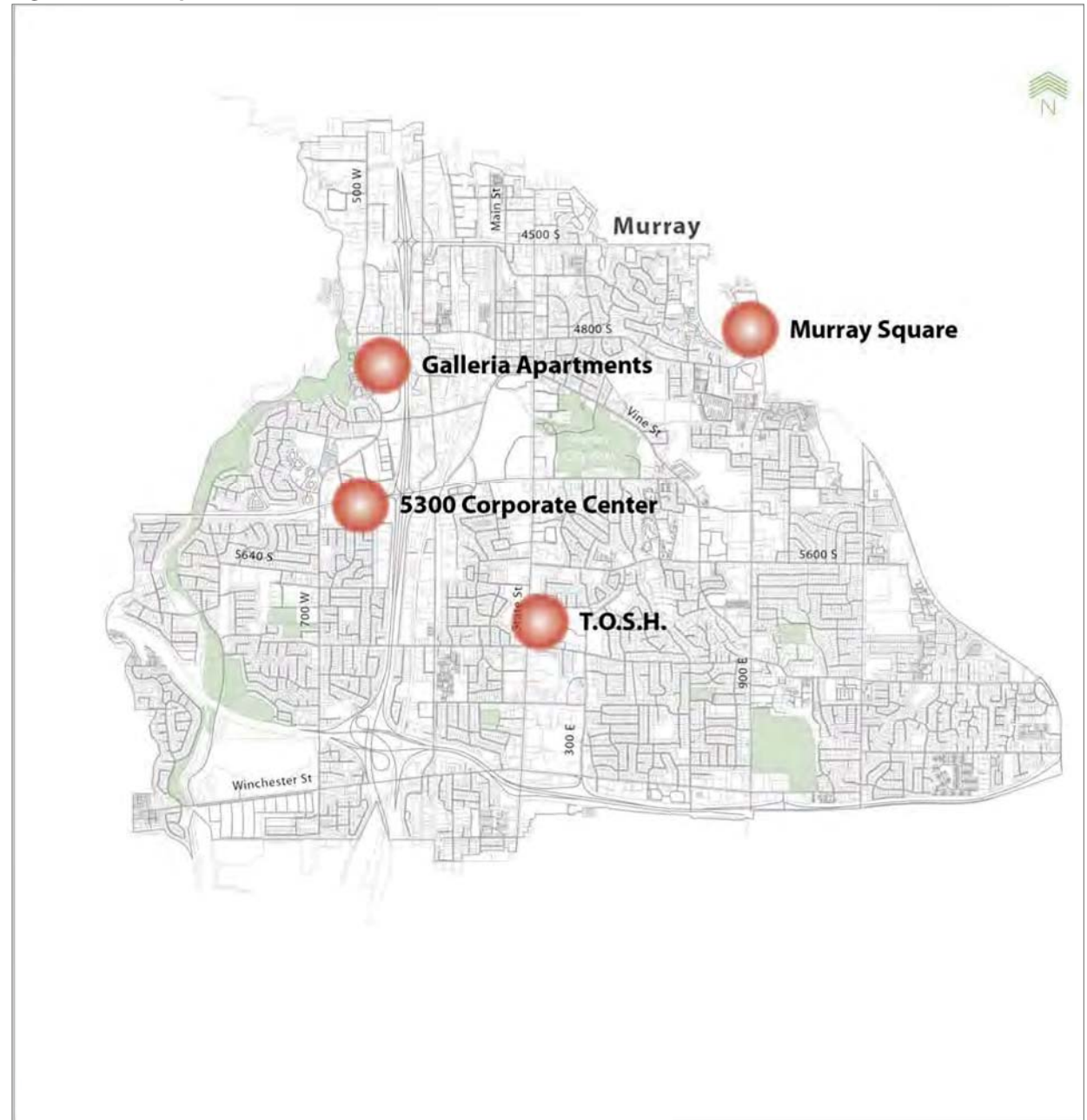
Hotspots



Three locations in Murray were identified as areas of concern in regards to transportation issues. These locations have unique transportation needs, and the primary issues and context are summarized in fact sheets on the subsequent pages. The specific areas are shown in the map in Figure 5-1.

The hotspot fact sheets include recommendations from the transportation analysis completed. The hotspot fact sheets are designed to define the problem, provide some data, and offer insight into possible solutions.

Figure 5-1: Hotspot locations



TOSH State Street Access

The Orthopedic Specialty Hospital (TOSH) provides full orthopedic care within a 28.9-acre campus located off Fashion Boulevard at approximately 5800 South. The TOSH campus was the site of Intermountain Health Care's (IHC) Cottonwood Hospital until 2007 when IHC opened their flagship Intermountain Medical Center Hospital just four blocks north on State Street. Since then, specialty offices and support facilities have continued to expand on the TOSH campus as part of an on-going improvement plan.

Currently, IHC is planning a new orthopedic surgical and recovery center on the north-east corner of the campus. This new surgical center will replace existing surface parking lots and a landscaped field along 5770 South.

As the TOSH campus continues to grow, access to TOSH facilities and the associated traffic circulation in nearby neighborhoods will continue to be a more pressing concern. Currently, the primary access to the campus

are from Hospital Drive and Medical Tower Drive. These roadways connect to Fashion Boulevard, 5770 South, and 5900 South which are functionally classified as collector roadways that provide access to local neighborhoods. However, State Street (US 89) is a major state highway located just west of the campus. Despite the proximity to State Street the TOSH campus currently does not have access to or from this regional roadway.

Rendering of Main entrance of the surgical center (Source: Environments for Health Architecture)



As properties along State Street redevelop, and the TOSH campus continues to grow, Murray City should coordinate with IHC and UDOT to plan for a potential new access point on State Street. This access could be completed by extending Hospital Drive to State Street. This would improve connectivity and access to the TOSH campus potentially reducing traffic on other neighborhood

collector roadways. Since State Street at this location has minimum signal spacing requirements of ½ mile and currently both intersections of 5770 South as well as 5900 South are signalized, this access would likely be unsignalized. However, even unsignalized access to State Street would reduce traffic on more local roadway and should be considered as nearby properties redevelop.

TOSH campus and roadway access



Conclusion:

Murray City should coordinate with IHC and UDOT to plan for a potential extension of Hospital Drive to connect and consider access type to State Street.

Murray Square

Murray Square is a 10.5-acre mixed-use development planned on the old K-mart site located on the westside of 900 East at approximately 4600 South. The site plan for Murray Square includes 421 housing units and 21,000 square feet of commercial space. The residential units will be located in four residential buildings that vary in height with the largest buildings being four and five stories. Murray Square will be developed in two phases with the large residential building constructed in the first phase. The second phase will include the smaller residential building and the commercial space. The residential building is this

phase will be located closer to established land uses while the commercial elements are planned to be situated along the 900 East frontage. The specific size and location of these commercial buildings has not been determined since retail space needs can change based upon the tenet's requirements.

Concept sketch of residential mixed-use for Murray Square

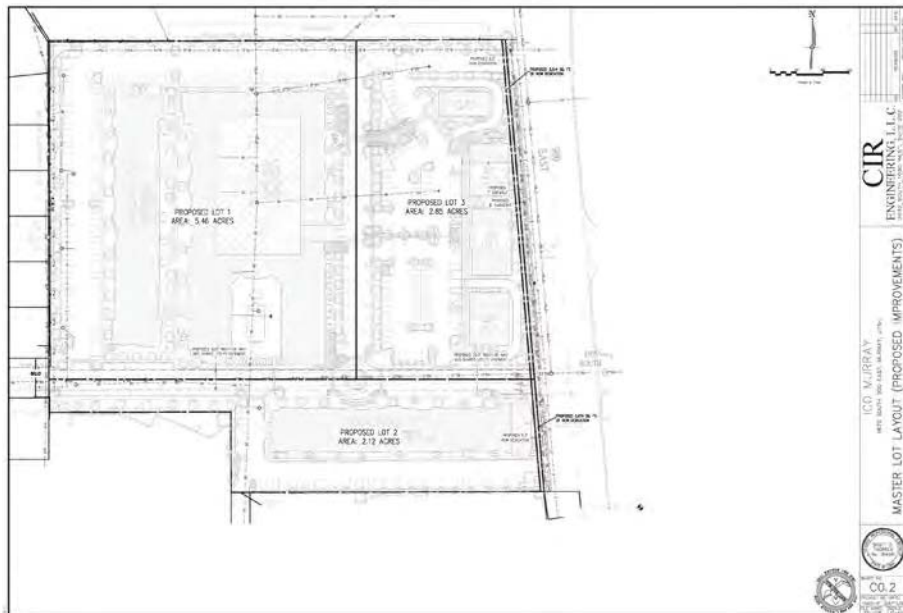


The primary site access will be via 900 East at the existing traffic signal at 4705 South. This access will be supplemented with a second access onto 900 East at the north end of the property as well as connections to 4680 South to west and to the Ivy Place shopping center to the south. These connections are important to provide signalized access to the established Greenvale neighborhood and Ivy Place shopping center.

Even with the planned residential units and commercial space the traffic analysis shows that Murray Square has minimal traffic impacts. This includes at the planned access on 900 East as well as nearby intersections of 4500 South / 900 East and Van Winkle Expressway / 900 East. However, the traffic analysis did recommend improvements at 4705 South that include eastbound and westbound left-turn lanes as shown in the concept layout. This turn lanes help minimize impacts at this traffic signal and improve egress for the development.

For pedestrians, the project frontage on 900 East includes 8' parkstrips to buffer the pedestrian area from the higher traffic volumes on 900 East. The sidewalks on are also planned to be 7' improving pedestrian mobility along the corridor. The access roads throughout the development are designed to feel like public streets with park strips, sidewalks, and on-street parking. These sidewalks provide pedestrian connections throughout the site and to existing neighborhoods providing transportation choices to residents. However, a bicycle crossing at this intersection is important to safely connect people north to south along 900 East.

Conceptual site plan for Murray Square (source CIR Engineering)



Conclusion:

A bicycle trail crossing at this intersection is important to connect people north to south along 900 East.

This will create a safe access and mobility option, and it will ensure that Murray Square is providing active transportation facilities that are convenient and easy to use.

Murray Square is not expected to have a significant impact on motorized vehicle traffic.

Galleria Apartments

The Galleria Apartments is a 26-acre parcel planned as part of a mixed-use, high residential density development along 500 West and Galleria Drive, south of Murray Taylorsville Road. Upon approval, it will provide between 1,200 to 2,600 residential units and 120,000 square feet of commercial space, which will create an estimated 250 jobs. This added density will bring increased traffic along with it.

Currently, 4800 South needs capacity improvements west of Murray Boulevard. By year 2030, Murray Boulevard is expected to need improvements north of 4500 South

and from Germania Avenue to Vine Street. With the 1,200 residential units scenario improvements from College Drive to 4800 South along Murray Boulevard will be required. The impact from these scenarios does not result in any other roadway segments exceeding the level of service D outside of the study area. This includes Vine Street, which will not need improvements due to this development.

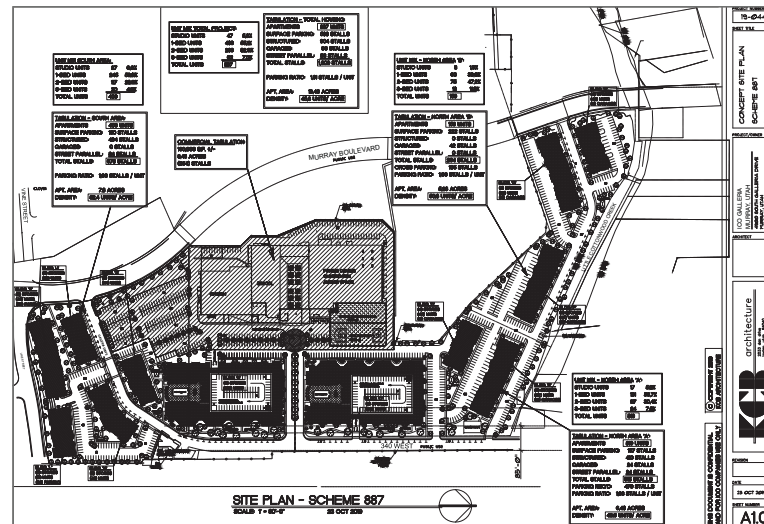
However, the development scenario of 2,600 residential units results in LOS F from Vine Street to 4800 South on Murray Boulevard. Widening Murray Boulevard to 5 lanes

north of Vine Street is needed under every scenario.

Figure 5-2 shows potential traffic growth increases for residential densities of 1,600 units and 2,600 units.

It is likely there will be demand for on street parking. In all scenarios at least 15 acres are needed on a 26-acre parcel for off street surface parking to be compliant with city code requirements or the Institute of Transportation Engineers (ITE) standards. Solutions that reduce on street parking demand should be coordinated with the developer.

Conceptual site plan for Galleria Apartments

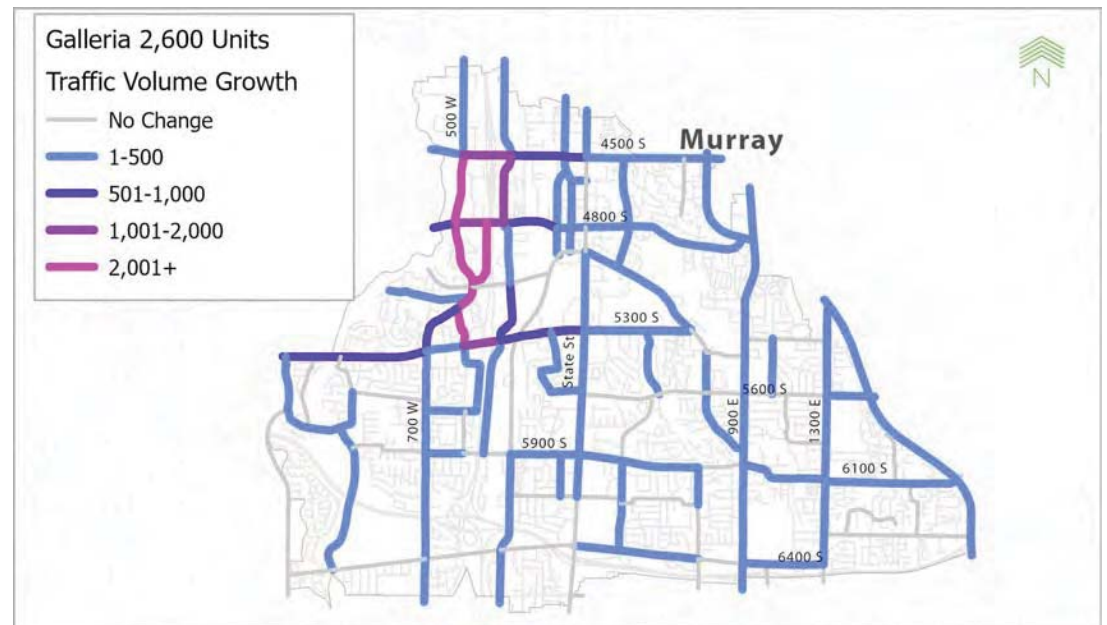
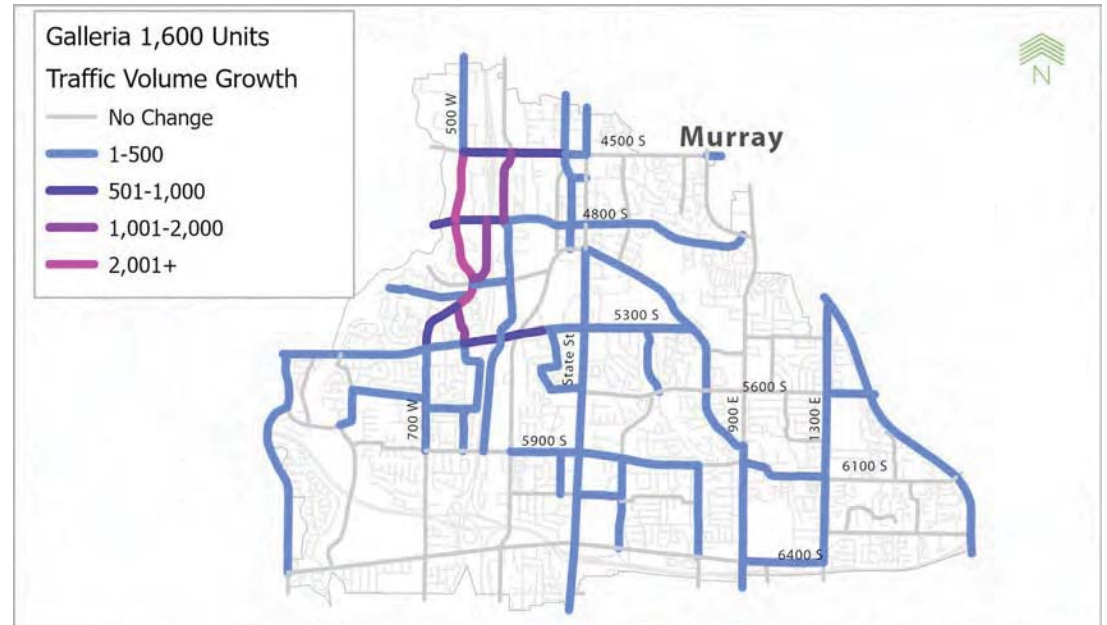


Since this development is mixed-use and near TRAX, it is recommended that active transportation infrastructure be incorporated into the design and the surrounding area, offering people an alternative to driving to get to destinations. Developer agreements that require active transportation facilities will help reduce the burden the development will place on the transportation system. In addition to sidewalks and bike lanes, short-term and long-term bicycle parking should be considered based upon the different uses of the development. Long-term parking is ideal for office and residential spaces, while short-term parking benefits shoppers and other business patrons.

Conclusion:

The Galleria Apartments developer is working with the city to finalize densities and their site plan. The final number of units, while still to be determined, will have an impact on adjacent road systems. This will require a detailed traffic study.

Figure 5-2: Potential traffic volume growth



5300 South Corporate Center

This intersection is located to the west of the 5400 South I-15 interchange and east of Murray Boulevard. To the north, College Drive terminates when it meets Murray Boulevard about one-third of a mile from 5400 South.



This intersection is located next to a large business park accessed by Ascension Way, as well as multiple healthcare facilities and offices, including the regional Intermountain Medical Center, which is one of the largest medical centers in the Salt Lake Valley, with over 450 beds, and covers an area of over 100 acres.

These existing land uses, the heavily used transportation access points that surrounding it, and the design of the intersection itself, make this a hotspot for Murray.

Southbound traffic queuing is problematic and may begin to potentially block upstream traffic at the intersection of Ascension Way, which is a primary access point for the business park. Extending southbound storage capacity on College Dr at the 5300 South intersection may be part of an effective remedy for this intersection. An additional left turn lane would allow more vehicles to

head towards the I-15 intersection during each light cycle, maximizing the utility and increasing the efficiency of potential signal timing options.

Traffic on 5300 South in the westbound lanes that are turning south onto College Drive/Green Street are met with two lanes, however, the inside lane almost immediately becomes a left turn only lane to accommodate vehicles entering the Select Health business center, an area with over 300 surface level parking spaces. Vehicles have about 150 feet to get out of the inside lane if they wish to continue straight and vice versa, creating possible points of conflict.

Intersection improvements, in the general area, could contribute to the alleviation congestion. Locations such as the intersection of Murray Boulevard and College Drive and Green Pine/Germania Avenue and Murray Boulevard could help disperse traffic north of the intersection. Upgrading these intersections also provides an opportunity to design and integrate safe and friendly active transportation facilities in locations

that may currently feel unwelcoming and hazardous to those who chose (or would if safe facilities existed) an alternative mode of transportation to a car.

Both Vine Street and Murray Boulevard have planned active transportation infrastructure improvements on regional plans. A 10 minute bike ride or less can take an average rider from Murray Central Station to other key destinations in the area, such as the previously referenced healthcare facilities and office park. UTA survey data shows that Murray Central Station has a higher than average (7%) of users arriving by bike, and over 50% of users walk to the station. The installation of improved, new, and connected active transportation facilities could potentially get more vehicle drivers out of their cars and using alternative modes.

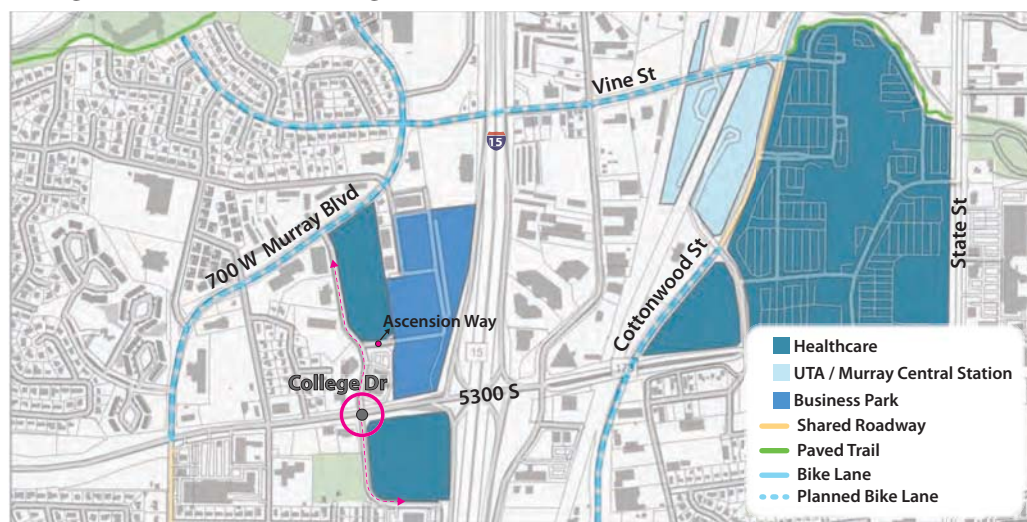
A bus rapid transit (BRT) line is currently being planned along 5300 South, and selecting appropriate and strategic stop locations in this area would make riding transit a more viable option for a greater percentage of the population in the region.

The new Ascension office park and the several healthcare facilities collectively employ hundreds of people. Fostering public, private partnerships (P3) among these businesses and organizations to implement Travel Demand Management (TDM) strategies can help reduce the burden that is placed on the transportation system, including the intersection of College Drive and 5300 South. UDOT's program TravelWise, specifically works at establishing innovative P3 transportation solutions and can be used as a resource to tap.

Conceptual site plan for 5300 South Corporate Center Square (source Murray City)



College Drive and surrounding area



Conclusion:

A mix of transportation strategies, including geometry improvements, active transportation infrastructure, and accommodating transit options, will help create solutions that are resilient and enjoyable for the intersection of College Drive and 5300 South.

Travel Demand Management

Travel Demand Management (TDM) is a complement to traditional roadway infrastructure projects. TDM focuses on understanding how people make their transportation decisions and utilizes this knowledge to encourage travel choices that reduced demand on the transportation system. TDM is a cost-effective option to help plan and design the transportation network to naturally encourage alternatives to driving. TDM strategies can help create a more balanced

transportation system that provides transportation options and choices for all users. These strategies can help Murray residents walk, bike, or use transit reducing the need for roadway capacity improvements.

To understand what factors are important for Murray residents when selecting a travel mode, the community survey also included questions on travel behavior. The first question asked residents which factors are

most important when selecting a travel mode(see Figure 5-3). Overall, travel time was the most important consideration with 83% of respondents identifying it as an important factor when choosing to drive, walk, bike or take transit. Both convenience (70%) and ease of use (66%) were also identified important factors with more than half of the survey respondents identifying them as key factors when selecting a travel mode.

Figure 5-3: What impacts travel mode choice?

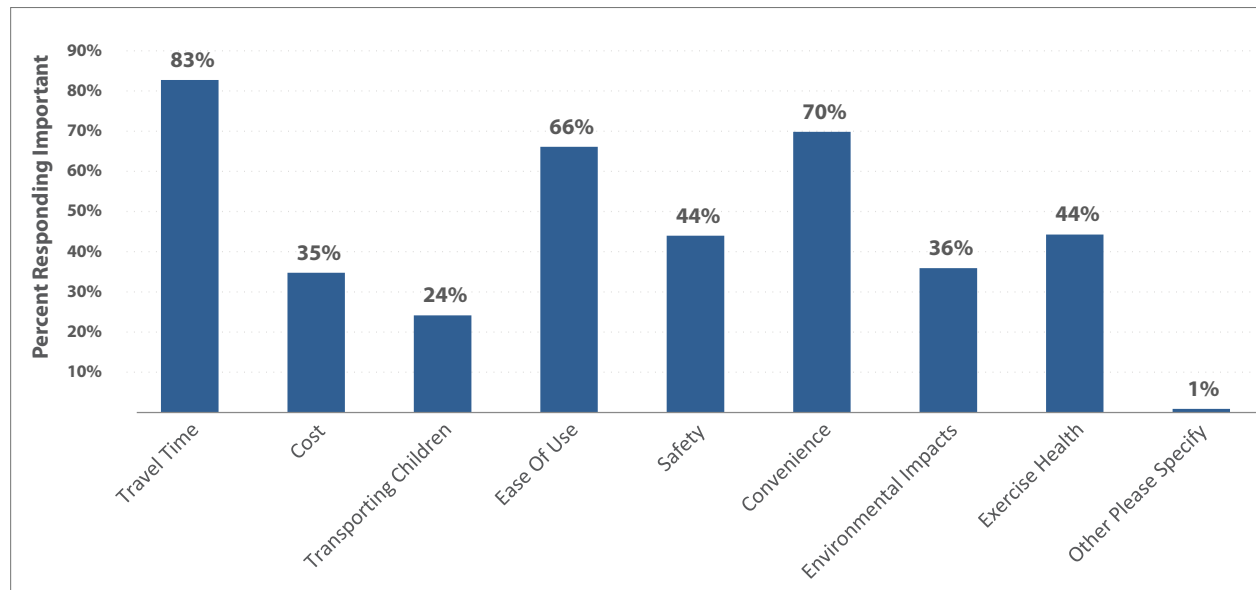
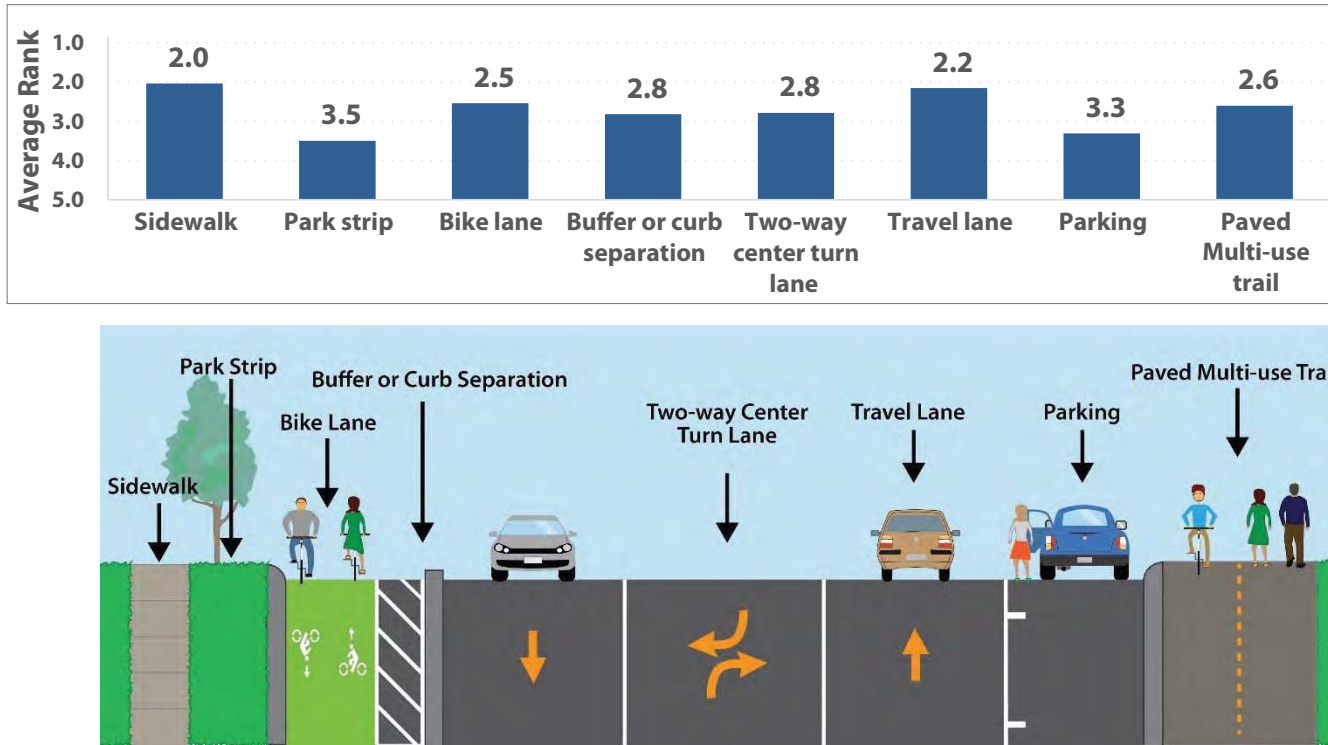


Figure 5-4: Most important cross-section feature



Residents also ranked which elements were most important to them within a typical street right-of-way from most important (1) to least important (5). As illustrated below, residents ranked sidewalks as the most important element with an average rank of 2. This was followed by travel lane (2.2), bike lane (2.5), multi-use trail (2.6), buffer or curb separation (2.8), and two-way center turn lane (2.8). The least important elements were parking (3.3) and park strip (3.5). The relative

importance of these elements was used to identify which roadway elements are included in projects when there is insufficient space to provide all elements. Specifically, Murray City residents are indicating that sidewalks and bike lanes are more important than parking and park strips. This facilitates TDM strategies by providing a greater opportunity for residents to get out of their cars to walk and bike to their destinations.

Figure 5-5: Bike lane projects

Each of these elements that were identified as a priority by Murray residents were evaluated and incorporated into projects identified in the Capital Facilities Plan in chapter 6.

Figure 5-5 shows the location of bike lane projects identified for the Capital Facilities Plan. These projects will increase mobility options and active transportation use. They will create safe, direct, and accessible connections across the city. These recommended bike lane projects will increase connectivity and will advance and improve the effectiveness of TDM strategies within the City.

This map of bike lane projects exemplifies the cohesive planning and continued commitment to keep city wide planning aligned with the transportation goal identified in Murray's 2017 General Plan : *"Provide an efficient and comprehensive multi-modal transportation system that effectively serves residents and integrates with the regional transportation plan for the Wasatch Front."*

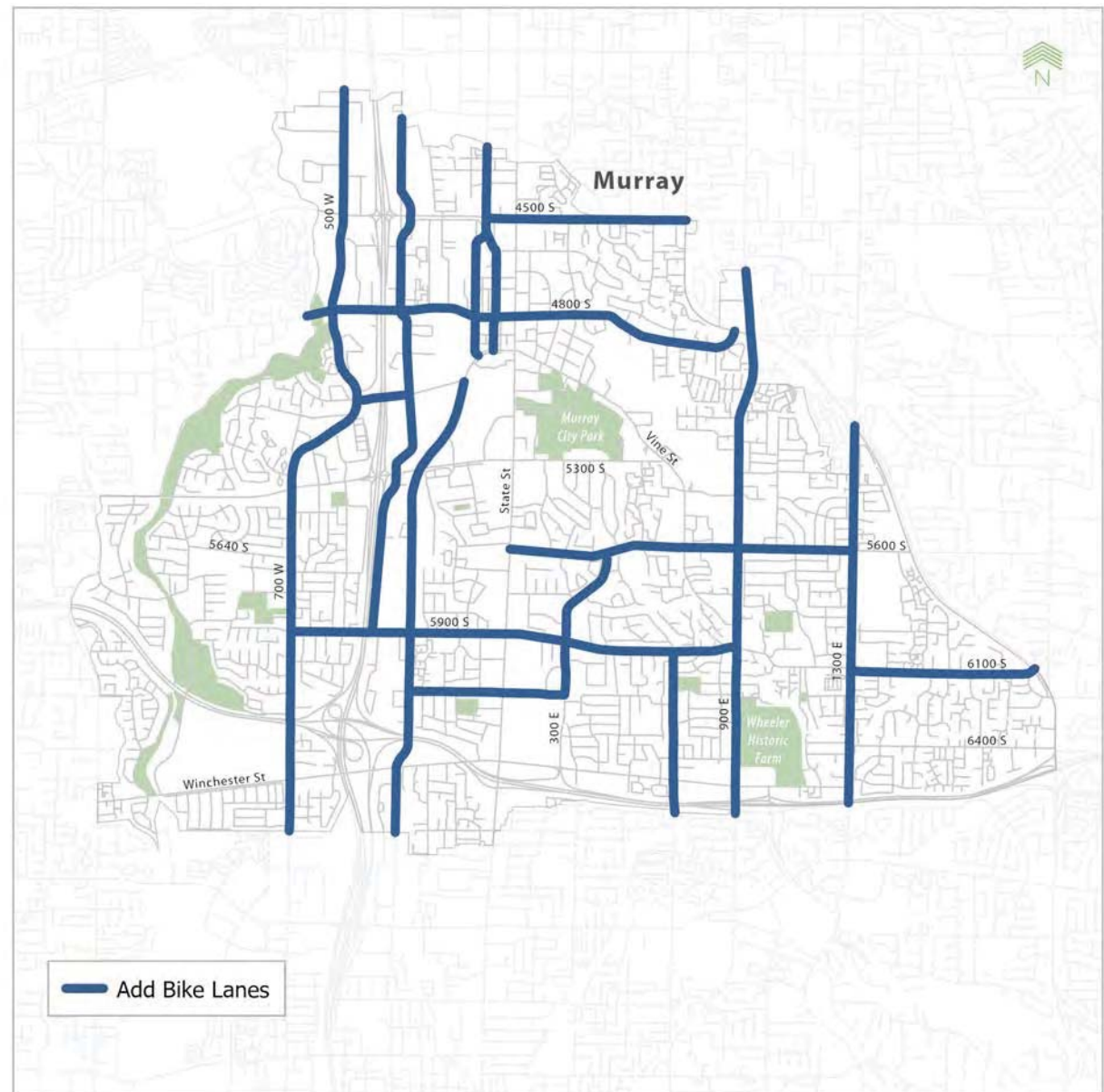
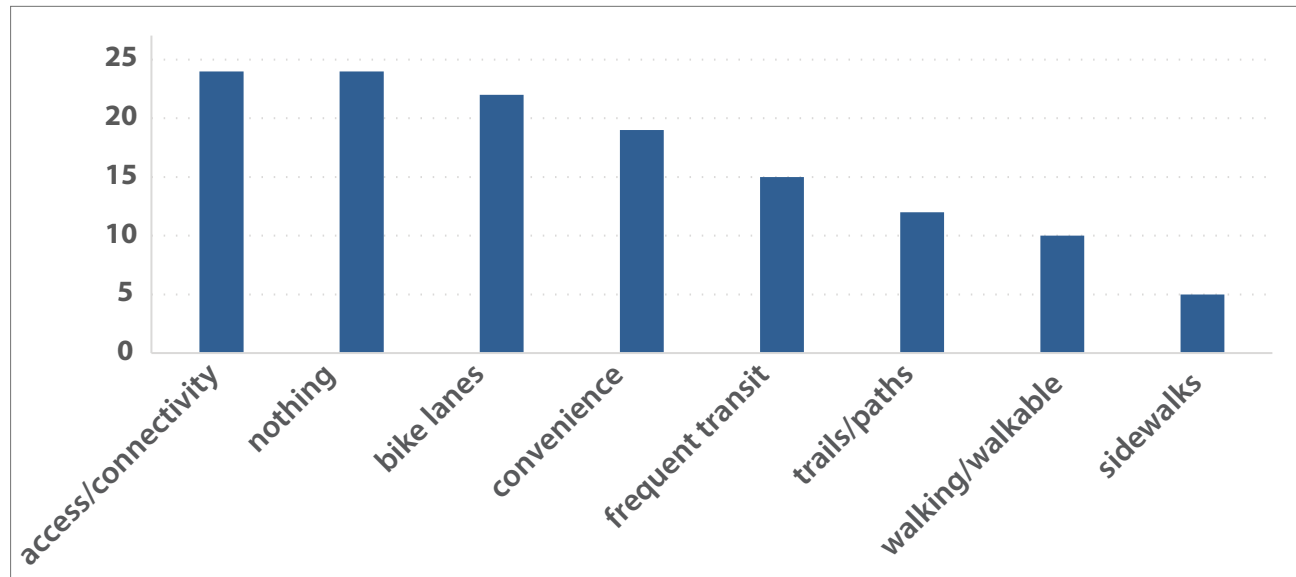


Figure 5-6: What is need to encourage alternative transportation?



Connectivity

Access/connectivity was the most common response, and it is a requirement to achieve both the transportation plan goals, as well as others found in Murray's General Plan. Street connectivity throughout neighborhoods is proven to reduce vehicle miles traveled (VMT), increase response time from emergency services, provide a wider array of access choices within close proximity to more people, and increase sales to local businesses, in return increase local sales tax revenue. As for vehicular accidents, it is safer in general to walk and bike in neighborhoods with better connectivity because more severe crashes occur where there are fewer intersections. When there are fewer

intersections, and access is restricted, vehicles travel at higher speeds, the outcome of which is more intense and serious crashes.

To allow for multiple connections from a neighborhood means more choices for residents when deciding how and where to go. Greater neighborhood connectivity allows for more mobility choices such as walking and biking, which can lead to an increase in the overall health of the community. The CDC (Centers for Disease Control and Prevention) offer community strategies to improve health, and a top recommended instrument of success is utilizing planning and design to connect routes to destinations in ways people can access places through active transportation.

Some of the CDC's suggestions to incorporate connectivity into community plans are considering block length and size, developing a connectivity index and complementing/associated standards, subdivision regulations for connectivity, the encouragement of paths and greenways along creeks, streams, and utility easements, and pedestrian and street connectivity between neighborhoods.

Murray City Code has policy regulations regarding connectivity for existing streets and future developments which include the requirement that "the street and traffic access design of a proposed subdivision development shall promote the purposes and goals of the City's Master Transportation Plan," and

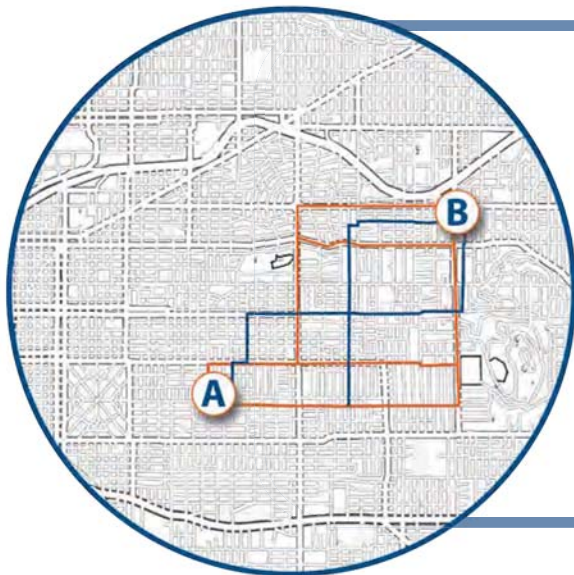
“the street pattern in the subdivision shall be in general conformity with a plan for the most advantageous development of adjoining areas and the entire neighborhood or district,” with “the intent of the city to have streets interconnect with other subdivisions and adjacent properties.”

Murray should continue to stub its streets and utilities on existing roads as development occurs to ensure that these roads and utilities can continue to connect to and

through neighborhoods when future development occurs. This process is one of the essential steps in supporting a well-connected neighborhood.

These travel behavior questions from the public survey, along with travel demand results in Future Conditions were used to identify transportation improvements within Murray. These transportation improvements focus on increasing connections that can encourage walking, biking, and transit

as legitimate alternatives to driving. These connections create a more balanced transportation system by providing practical mobility choices for all users. Ultimately, these improvements will help reduce the need for roadway capacity projects within Murray. A map of all recommend projects is in the next chapter as Figure 6-1.



Connectivity: A transportation system with high connectivity benefits all users and modes. By increasing the amount of continuous direct connections, connectivity increases access and mobility and allows more people to get to more places easier. It removes traffic from busy major roads, reducing air and noise pollution and time spent traveling. It increases safety not only for vehicles, but for pedestrians and bicyclists, too. It contributes to a healthier community because people can travel by foot or bike. In addition, it also provides better access to public transportation. Overall, a well connected road network increases options for residents, increasing livability and quality of life .



6 CAPITAL FACILITIES PLAN

This chapter includes a capital facilities plan with the recommended transportation projects and cost estimates. It also includes a detailed section on funding.

Identified Projects

Based upon the evaluation of existing and future conditions, as well as public input received through the planning process, specific recommendations were developed for each plan element. These recommendations will be used to complete the transportation network, including functionally classified roads, transportation investments, and AT projects.

CAPITAL FACILITIES

A capital facilities plan is designed to show the future transportation investment needed in a community. It enhances existing transportation corridors and plans for spot improvements to provide future residents of the community with a high-quality transportation system.

The capital facilities plan through the year 2050 is provided in this chapter, and is displayed in five parts, first by project type and then by project phase. These include projects for: Bikeways, Intersections, Roadway Widening, Sidewalks and Trails and then by phase for when these project projects are needed.

Table 6-1: Project costs

	Cost	Murray's Share
Total	\$105,974,000	\$38,642,000
PHASE I	\$33,524,000	\$15,019,000
PHASE II	\$39,860,000	\$7,641,000
PHASE III	\$32,590,000	\$15,982,000

Figure 6-1: Capital Facilities Plan projects

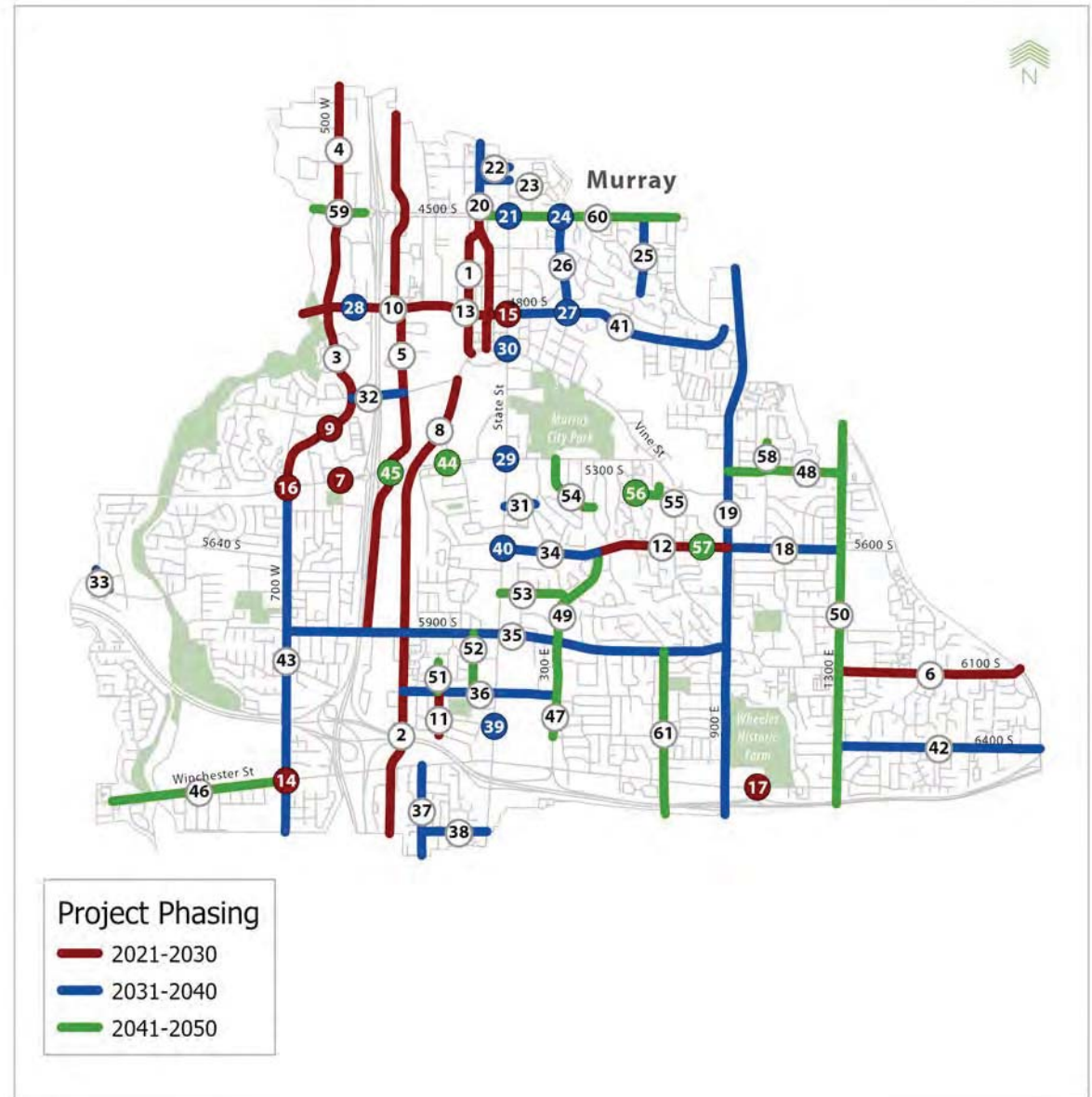


Figure 6-2: Phase I projects

Phase I covers years 2021 to 2030 and includes 14 total projects.

Figure 6-2 is a map of the projects and Table 6-2 is the full project list, including all project types.



Table 6-2: Phase I project list

Phase	#	Project	Location	Type	Funding	Total Cost	Murray City Total
2021-2030	1	Hanauer / Box Elder Street	Vine Street to 4500 South	New Construction / Widening with Bike Lanes	Murray City/WFRC	\$10,100,000	\$684,000
	2	Cottonwood Street	South City Limit to 5600 South	Widen: 2 to 3 Lanes with Bike Lanes	Murray City	\$6,500,000	\$6,500,000
	3	Murray Boulevard / 500 West	5400 South to 4500 South	Widen: 3 to 5 Lanes with Bike Lanes	Murray City	\$7,280,000	\$7,280,000
	4	500 West	4500 South to North City Limit	Restripe/Widen: 2 to 3 Lanes with Bike Lanes	Murray City	\$1,587,000	\$1,587,000
	5	Commerce Drive	Central Ave to 5900 South	Restripe/Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks	Murray City	\$1,059,000	\$1,059,000
	6	Vine Street	1300 East to Vanwinkle	Widen: 2 to 3 Lanes with Bike Lanes / Sidewalks	Murray City/WFRC	\$5,676,000	\$386,000
	7	5300 South / College Drive	5300 South / College Drive	Intersection Improvements	Murray City/CMAQ	\$2,400,000	\$550,000
	8	Cottonwood Street	5600 South to Vine Street	Restripe with Bike Lanes	Murray City	\$310,000	\$310,000
	9	Murray Blvd / College Drive	Murray Blvd / College Drive	New Traffic Signal	Murray City	\$430,000	\$430,000
	10	4800 South	West City Limit to 200 West	Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$88,000	\$88,000
	11	Cedar Street	Clay Park Dr to 6100 South	Add Sidewalk	Murray City	\$413,000	\$413,000
	12	5600 South	Fashion Blvd to 900 East	Restripe with Bike Lanes	Murray City	\$96,000	\$96,000
	13	4800 South	200 West to State Street	Mill/Overlay with Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$443,000	\$443,000
	14	700 West / Winchester Street	700 West / Winchester Street	Intersection Improvements	Murray City/CMAQ	\$2,258,000	\$153,000
	15	4800 South/State Street	4800 South/State Street	Intersection Improvements	Murray City	\$750,000	\$750,000
	16	5400 South/700 W	5400 South/700 W	East/West Dual Left Turns	Murray City	\$750,000	\$750,000
	17	6600 South / Union Park Ave	6600 South / Union Park Ave	Intersection Improvements	Murray City	\$674,000	\$674,000
PHASE I Total						41,064,000	22,403,000

Figure 6-3: Phase II projects

Phase II covers years 2031 to 2040 and includes 24 total projects.

Figure 6-3 is a map of the projects and Table 6-3 is the full project list, including all project types.

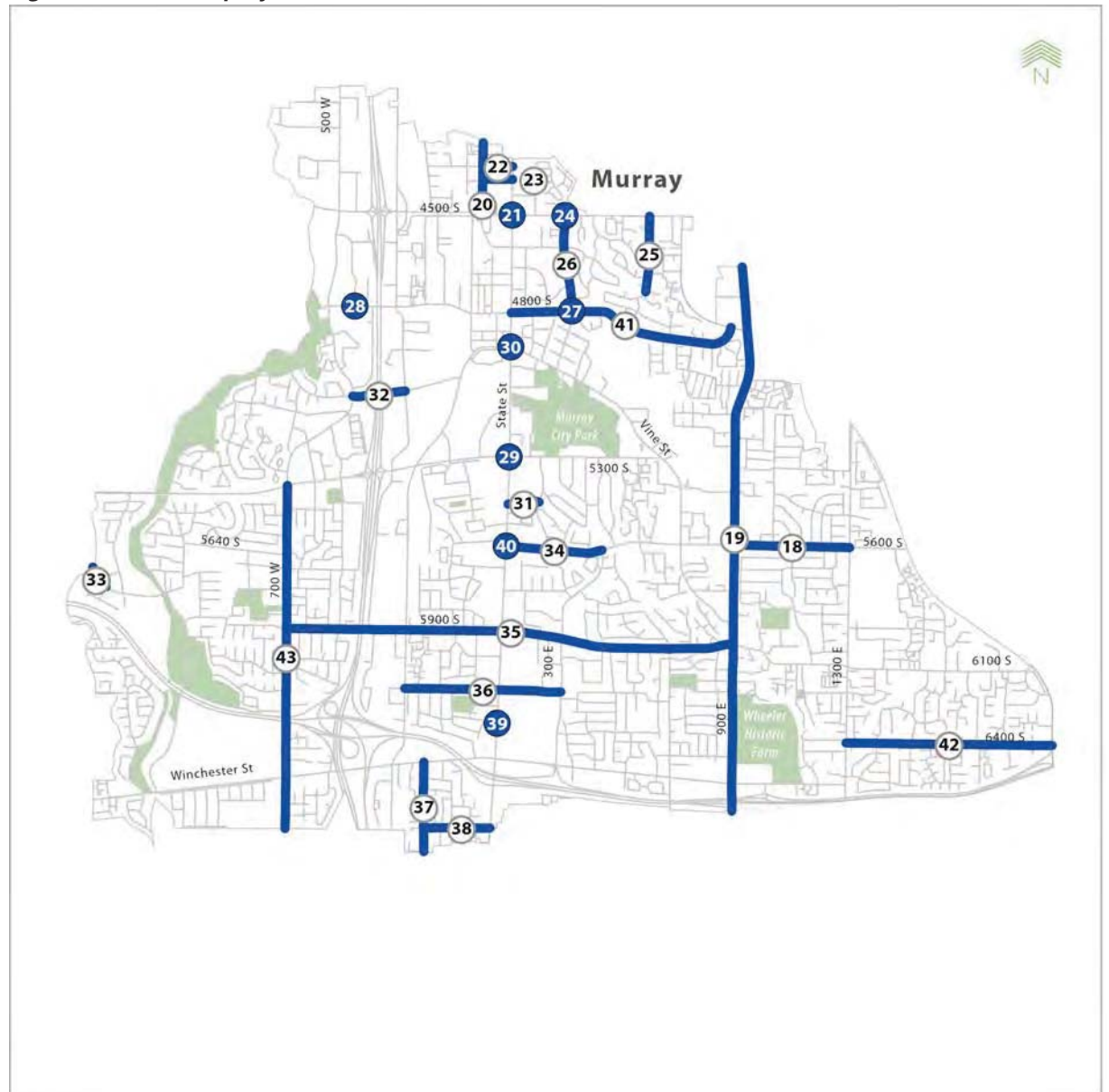


Table 6-3: Phase II project list

Phase	#	Project	Location	Type	Funding	Total Cost	Murray City Total
2031-2040	18	5600 South	900 East to 1300 East	Widening with Bike Lanes / Sidewalks	Murray City	\$6,957,000	\$555,000
	19	900 East	South City Limit to North City Limit	Restripe/Minor Widening with Bike Lanes / Sidewalks	UDOT	\$10,721,000	\$-
	20	Main Street	4500 South to North City Limit	Restripe with Bike Lanes / Minor Widening	Murray City	\$505,000	\$505,000
	21	4500 South / State Street	4500 South / State Street	Intersection Improvements	UDOT	\$1,303,000	\$-
	22	Fireclay Ave	Main Street to State Street	Add Sidewalk	Murray City	\$292,000	\$292,000
	23	Edison Street	Main Street to State Street	Add Sidewalk	Murray City	\$123,000	\$123,000
	24	4500 South / Atwood Blvd	4500 South / Atwood Blvd	New Traffic Signal	UDOT	\$1,300,000	\$-
	25	600 East	4700 South to 4500 South	Add Sidewalk	Murray City	\$699,000	\$699,000
	26	Atwood Boulevard	4800 South to 4500 South	Add Sidewalk	Murray City	\$223,000	\$223,000
	27	4800 South / Atwood Blvd	4800 South / Atwood Blvd	New Traffic Signal	Murray City	\$430,000	\$430,000
	28	4800 South / Cherry Street	4800 South / Cherry Street	New Traffic Signal	Murray City	\$430,000	\$430,000
	29	5300 South / State Street	5300 South / State Street	Intersection Improvements	UDOT	\$8,600,000	\$-
	30	Vine Street / State Street	Vine Street / State Street	Intersection Improvements	UDOT	\$1,047,000	\$-
	31	5460 South	State Street to 235 East	Widen: 2 Lanes with Parking	Murray City	\$796,000	\$796,000
	32	Vine Street	Murray Boulevard to Commerce Drive	Restripe: 2 to 3 Lanes with Bike Lanes and Sidewalks / Minor Widening	Murray City	\$512,000	\$512,000
	33	Bullion Street	1300 West to 1250 West	Widen: 2 Lanes with Sidewalk	Murray City	\$975,000	\$975,000
	34	5600 South	State Street to Fashion Blvd	Restripe with Bike Lanes	Murray City	\$141,000	\$141,000
	35	5900 South	700 West to 900 East	Restripe with Bike Lanes	Murray City	\$429,000	\$429,000
	36	6100 South	300 West to Fashion Boulevard	Restripe with Bike Lanes	Murray City	\$60,000	\$60,000
	37	Jefferson Street	Lenora Joe Cove to Winchester St	Widen with Sidewalks	Murray City	\$608,000	\$608,000
	38	Lester Avenue	Jefferson St to State St	Add Sidewalk	Murray City	\$1,366,000	\$1,366,000
	39	6200 South / State Street	6200 South / State Street	New Traffic Signal	Murray City	\$750,000	\$750,000
	40	5900 South / State Street	5900 South / State Street	Intersection Improvements	UDOT	\$2,416,000	\$-
	41	4800 South	State Street to 700 East	Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$297,000	\$297,000
	42	6400 South	1300 to Van Winkle Expressway	Widen with Sidewalks	Murray City	\$3,824,000	\$3,824,000
	43	700 West	South City Limit to 5400 South	Restripe: 2 to 3 Lanes with Bike Lanes	Murray City	\$985,000	\$985,000
PHASE II Total						45,789,000	14,000,000

Figure 6-4: Phase III projects

Phase III covers years 2041 to 2050 and includes 21 total projects.

Figure 6-4 is a map of the projects and Table 6-4 is the full project list, including all project types.

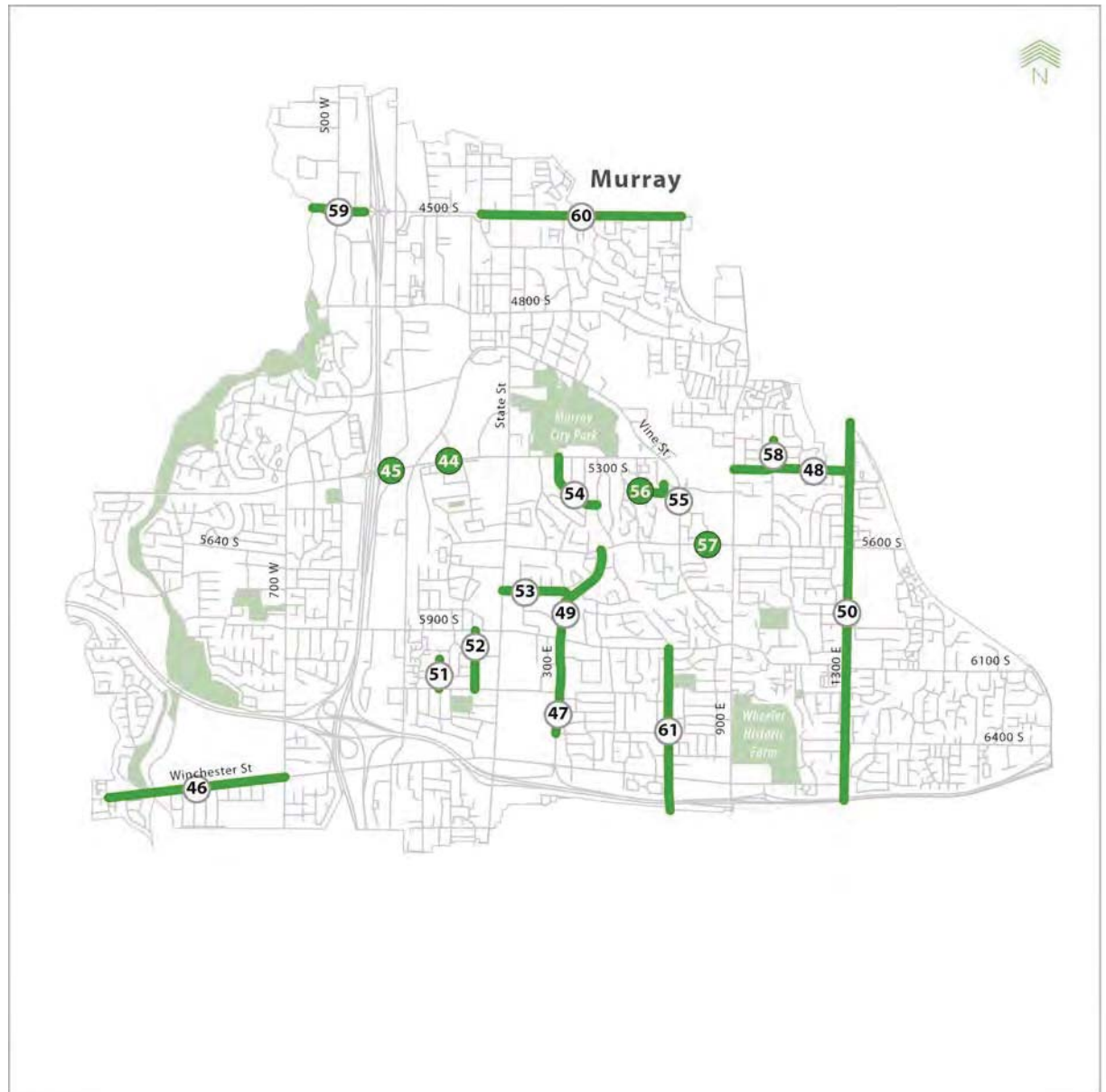


Table 6-4: Phase III project list

Phase	#	Project	Location	Type	Funding	Total Cost	Murray City Total
2041-2050	44	5300 South / Woodrow Street	5300 South / Woodrow Street	Intersection Improvements	UDOT	\$1,349,000	\$-
	45	5300 South / Commerce Drive	5300 South / Commerce Drive	Intersection Improvements	UDOT	\$8,600,000	\$-
	46	Winchester Street	1200 West to 700 West	Widen: 2 to 3 Lanes with Sidewalks	Murray City	\$3,831,000	\$3,831,000
	47	Fashion Boulevard	6300 South to 6200 South	Add Sidewalk	Murray City	\$162,000	\$162,000
	48	5290 South	900 East to 1300 East	Add Sidewalk	Murray City	\$324,000	\$324,000
	49	Fashion Blvd	6100 South to 5600 South	Restripe with Bike Lanes	Murray City	\$262,000	\$262,000
	50	1300 East	I-215 to 5290 South	Widen/Restripe with Bike Lanes	Murray City	\$2,356,000	\$2,356,000
	51	115 West	6100 South to 6000 South	Add Sidewalk	Murray City	\$274,000	\$274,000
	52	Main Street	6100 South to 5900 South	Add Sidewalk	Murray City	\$223,000	\$223,000
	53	5770 South	State Street to Fashion Blvd	Restripe: 2 to 3 Lanes	Murray City	\$94,000	\$94,000
	54	Alpine Drive	Avalon Dr to 5300 South	Add Sidewalk	Murray City	\$344,000	\$344,000
	55	5400 South / 630 East	560 East to Woodoak Ln	Add Sidewalk	Murray City	\$313,000	\$313,000
	56	5400 South / 550 East	5400 South / 550 East	Intersection Improvements	Murray City	\$498,000	\$498,000
	57	5600 South / 800 East	5600 South / 800 East	New HAWK Traffic Signal	Murray City	\$1,587,000	\$1,587,000
	58	1045 East	5290 South to 5150 South	Add Sidewalk	Murray City	\$143,000	\$143,000
	59	4500 South	Jordan River to I-15	Add Trail	UDOT	\$115,000	\$-
	60	4500 South	Main Street to 700 East	Widen with Bike Lanes	UDOT	\$6,544,000	\$-
	61	725 East	South City Limit to 5900 South	Restripe with Bike Lanes	Murray City	\$88,000	\$88,000
	PHASE III Total					27,107,000	10,499,000

The complete project list for the Murray Transportation Master Plan includes widening projects, new roads, intersection improvements, transit, and active transportation facilities. This list is extensive with 61 projects and ensures that Murray residents will have a future transportation network that is well functioning and stable.

Figure 6-5: Bike lane projects

While project phasing is central to a capital improvements plan, Murray's mix of widening projects, new roads, intersection improvements, sidewalks, and bike lane facilities contains many project types. To understand how these projects fit together, Figure 6-5 through 6-10 summarizes all projects by type, providing a large-scale view of the planned transportation improvements within the City. This provides for an easy understanding of what transportation improvements are expected.

Bike lane projects represent important connections within the community and are highly important to Murray residents.

There are 23 bike lane projects planned for Murray, 10 of which are in phase I.

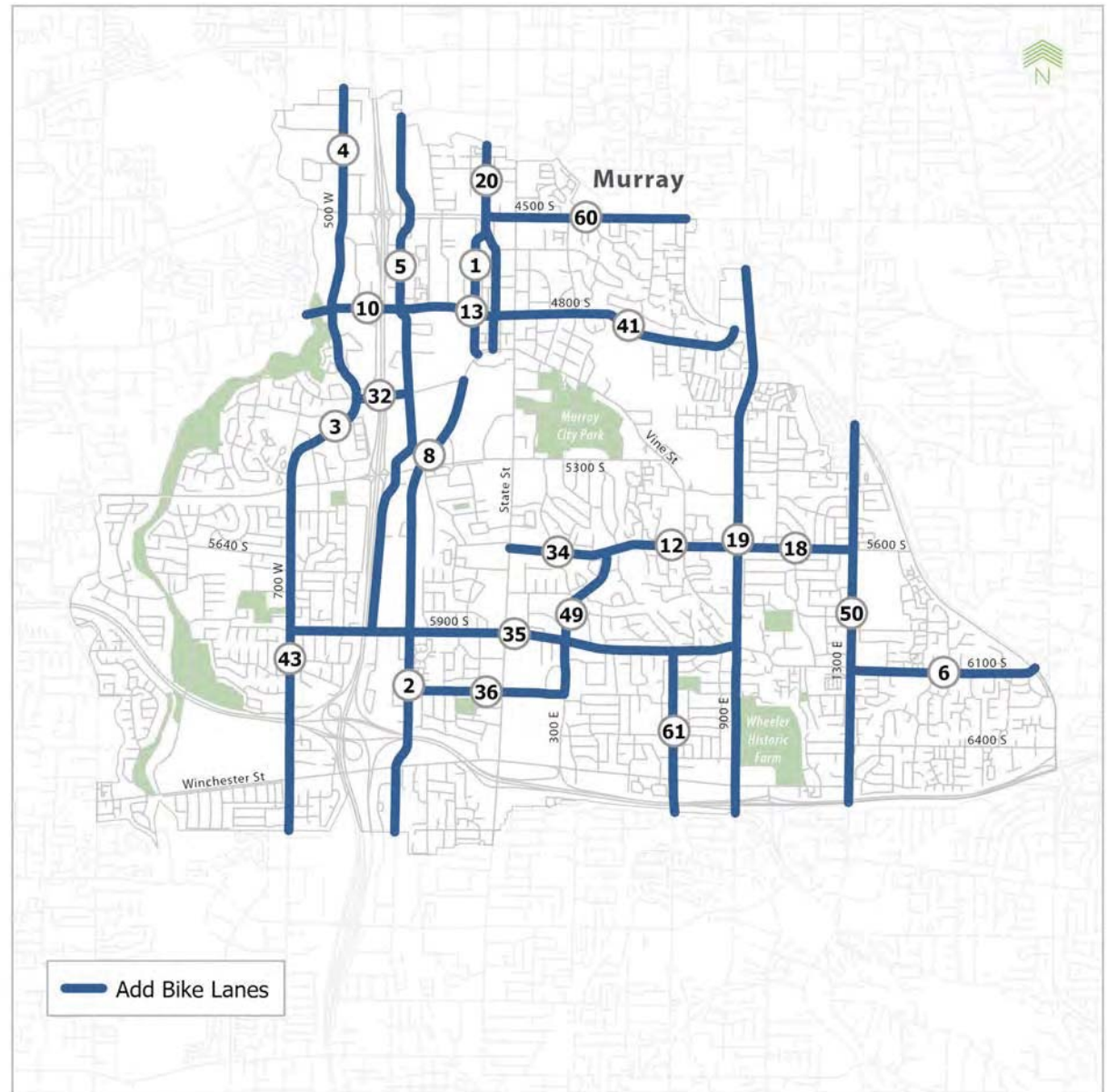


Figure 6-6: Intersection improvement projects

This Plan includes several types of intersection projects, including adding turn lanes, installing signals, constructing HAWK signals, etc.

There are 16 intersection projects planned, including 3 in phase I.

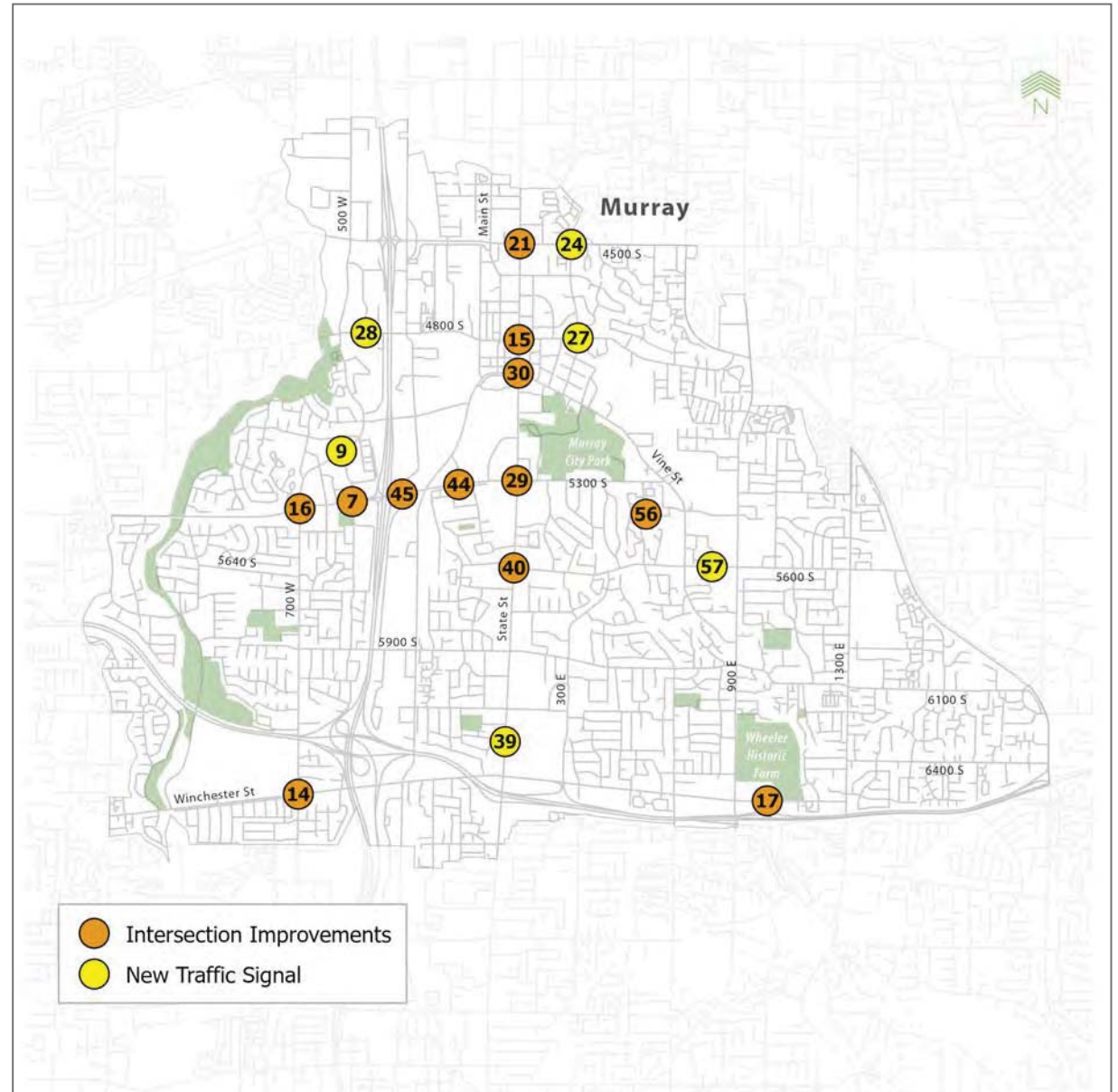


Figure 6-7: Widening and restriping projects

Roadway widening and restriping projects provide a big benefit to the overall transportation system.

This plan identifies 21 projects needed over the next 30 years.



Figure 6-8: Sidewalk projects

Sidewalks provide human-level connections that are important to Murray residents, and not to be overlooked. A total of 21 sidewalk projects are included in all phases of this plan.



Figure 6-9: All projects by phase

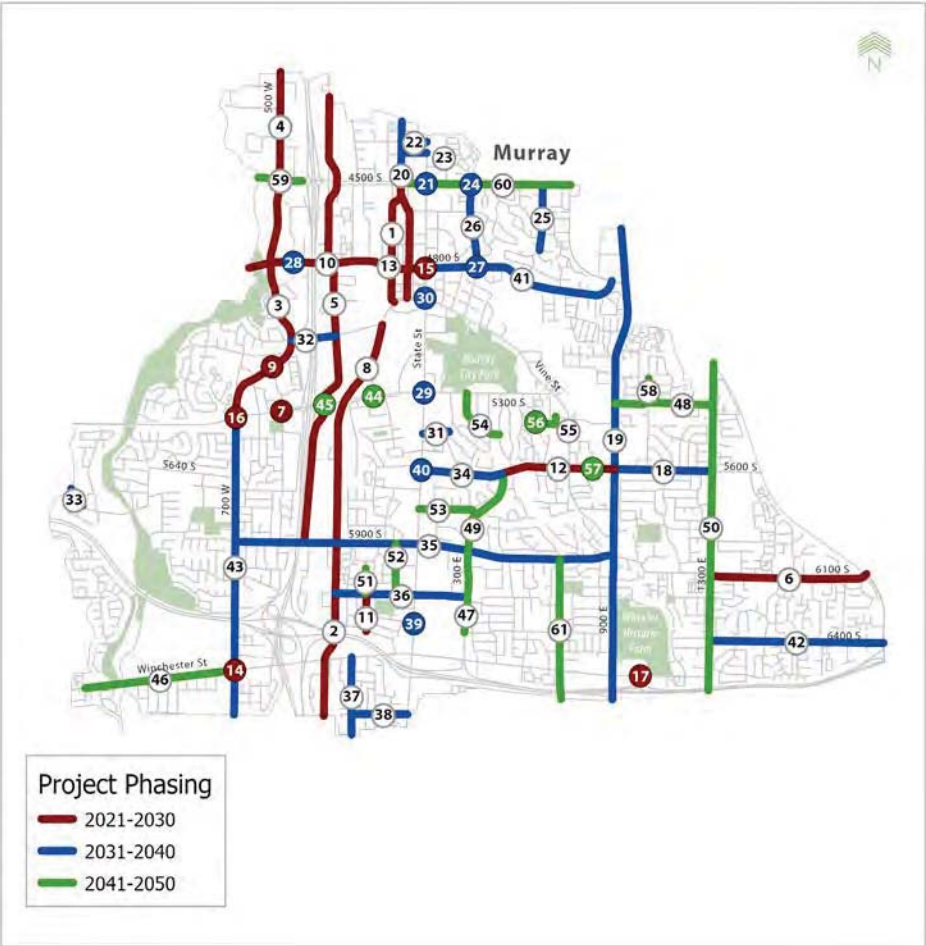
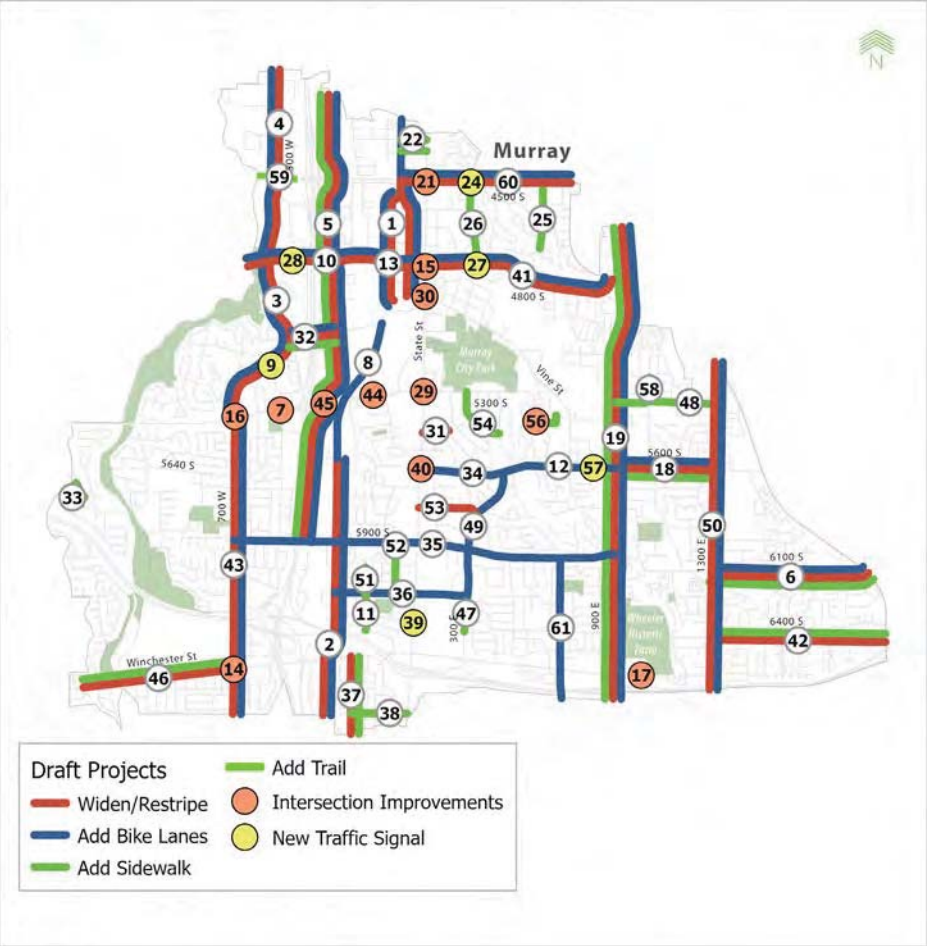


Figure 6-10: All projects by type



Funding

All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as a result of new development.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and WFRC. The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. Murray will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Murray recommends improvements to be built. The following paragraphs further describe the various transportation

funding sources available to the City.

Federal Funding

Federal monies are available to cities and counties through the federal-aid program. UDOT administers the funds. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher, as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic

preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- » Congestion Relief – spot improvement projects intended to improve Levels of Service and/ or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas
- » Mode Choice – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles
- » Air Quality Improvements – projects showing demonstrable air quality benefits
- » Safety – improvements to vehicular, pedestrian, and bicyclist safety

The Better Utilizing Investments to Leverage Development (BUILD) grant program, provides opportunities for investment in road, rail, transit, and port projects. The BUILD

grant program replaced the TIGER program as of 2018 and can provide capital funding directly to any public entity, including municipalities, counties, MPOs, and others in contrast to traditional Federal funding that goes to mostly State DOTs and transit agencies. BUILD grants are intended to fund multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. Potential projects within Murray include 900 East that provides regional mobility, and multi-modal improvements for the greater Wasatch Front. BUILD grants are competitively awarded, with only 91 awarded projects out of 851 applications in 2018. The U.S. DOT has allocated \$1 billion in fiscal year 2020 for these grants. Source: <https://www.transportation.gov/BUILDgrants>

State/County Funding

The distribution of State Class B and C Program funds is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. 75 percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As many of the roads in the city fall under UDOT jurisdiction, it is in the in-

terests of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting that the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, 30 percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

Salt Lake County collects a 0.25% percent sales tax to fund transit and local and regional transportation projects. After the tax is collected, 20% is in control of county to distribute, 40% goes to UTA, and the remaining 40% is distributed to each city equally.

In 2005, the State Senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill enabled cities and counties to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire.

UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process, found at the following link www.udot.utah.gov/public/ucon and also provided in the appendix of this report.

City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate rights-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the sur-

rounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City-budgeted general funds to address roadway improvements, which are not impact fee eligible, is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of

the SAA may be initiated by the municipality by a resolution declaring public health, convenience, and necessity to require the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing must be held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Interfund Loans

Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

Developer Dedications & Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or exactions of the developer are greater than the impact fee liability, the City must reimburse the developer the difference.

Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructures and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

It is recommended that Murray perform an impact fee study to evaluate the effectiveness.

APPENDIX



Travel Demand Management Memo

The Wasatch Front Travel Demand Model, version 8.3.1 was used for the purposes of generating 2030 and 2050 forecasts for the Murray Transportation Master Plan. The following sections document the modeling process, including model revisions, methods and forecasts.

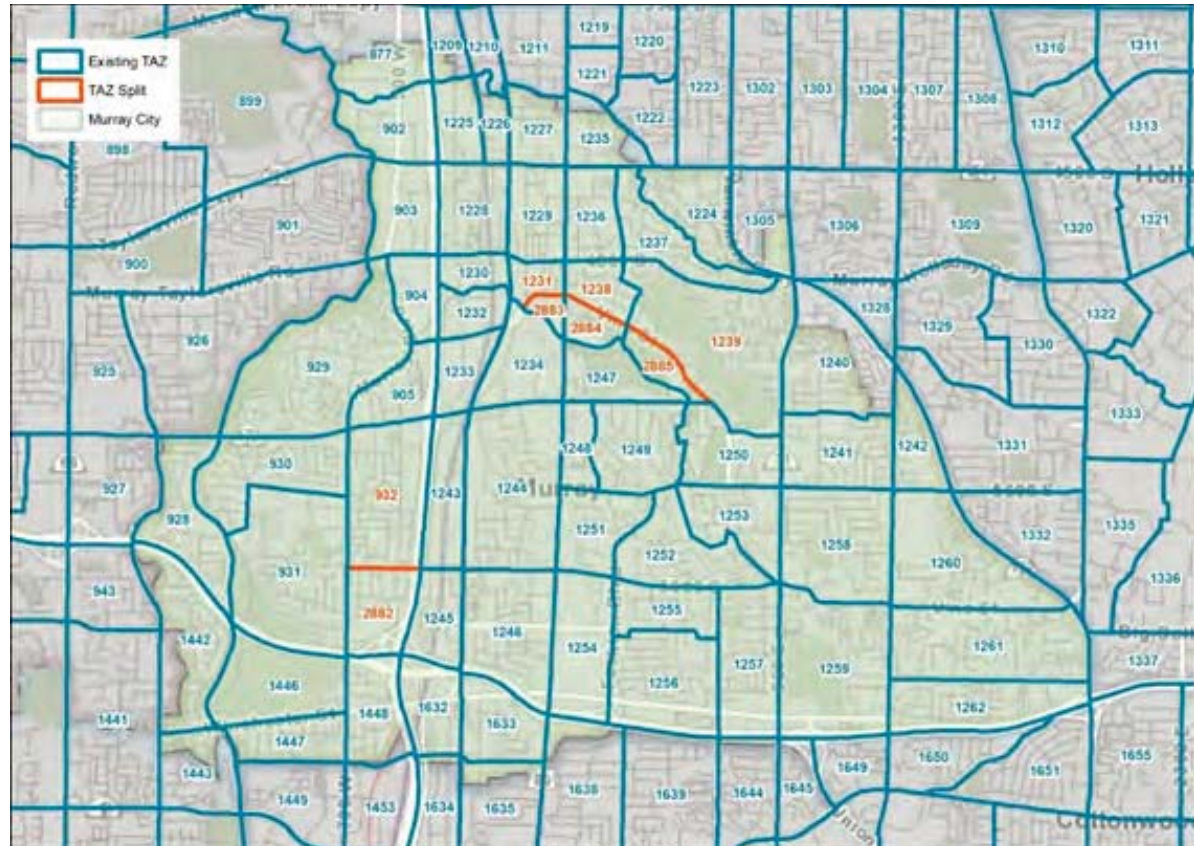
Model Revisions

Model revisions were made in an effort to refine the model to better capture existing travel patterns and thus generate better forecasts. Revisions were made to traffic analysis zones (TAZ), socioeconomic (SE) inputs, and model networks. The following sub-sections outline these revisions.

TAZ Splits

TAZ splits were performed within the city to better capture geographic breaks in land uses and to enable appropriate loading of traffic from land uses onto the highway network. Figure 1 shows the TAZ splits that were performed. A total of four zones were split into a resulting eight TAZs. The first TAZ split was made to zone 932 along 5900 South and resulted in new zone 2882. The remaining three zones (1231, 1238, and 1239) were split along Vine street and resulted in zone 2883, 2884, and 2885.

Figure 1: TAZ splits



SE Revisions

For the purposes of the 2019 base year and the 2030 and 2050 forecast year model runs, SE inputs were revised to better match existing conditions and planned development. Additionally, to accommodate the TAZ splits detailed above the SE data for the impacted zones had to get redistributed in the new TAZ structure. Existing land use, SE growth, new TAZ geometries and developable lands were all used to inform the reallocation of the data. Table 1, Table 2 and Table 3 show the original and reallocated SE data by TAZ for 2019, 2030 and 2050.

Table 1: 2019 Socioeconomic revisions

2019 Existing				2019 Revised		
TAZ #	Households	Population	Employment	Households	Population	Employment
1209	2	6	925	-	-	925
1225	1	6	393	-	-	393
1233	4	10	1,203	-	-	1,203
1234	1	2	9,984	-	-	9,984
1243	6	16	1,152	-	-	1,152
1446	7	11	1	-	-	21
932	752	2,115	3,887	502	1,410	3,692
2882	-	-	-	167	463	194
1231	645	1,301	933	13	26	373
2883	-	-	-	632	1,275	560
1238	401	931	1,215	300	698	486
2884	-	-	-	100	233	729
1239	1,189	2,399	1,147	1,165	2,351	1,032
2885	-	-	-	24	48	115
*New TAZ						

Table 2: 2030 Socioeconomic revisions

2030 Existing				2030 Revised		
TAZ #	Households	Population	Employment	Households	Population	Employment
904	379	899	395	1,279	2,699	395
905	30	74	3,478	30	74	3,978
1305	491	1,139	681	841	1,839	681
932	759	2,023	4,038	506	1,348	3,836
2882	-	-	-	253	674	202
1231	681	1,325	1,024	14	26	410
2883	-	-	-	667	1,298	614
1238	459	1,058	1,315	344	793	526
2884	-	-	-	115	264	789
1239	1,290	2,658	1,187	1,264	2,605	1,068
2885	-	-	-	26	53	119
*New TAZ						

Table 3: 2050 Socioeconomic revisions

2050 Existing				2050 Revised		
TAZ #	Households	Population	Employment	Households	Population	Employment
904	440	988	504	1,340	2,788	504
905	34	78	3,598	34	78	4,100
1305	576	1,276	562	924	1,975	562
932	769	1,928	4,077	513	1,286	3,873
2882	-	-	-	256	643	204
1231	762	1,494	1,275	15	30	510
2883	-	-	-	746	1,464	765
1238	687	1,606	1,238	515	1,204	495
2884	-	-	-	172	401	743
1239	1,449	3,012	1,155	1,420	2,952	1,040
2885	-	-	-	29	60	116
*New TAZ						

Modeled Network

Network revisions were completed to better represent existing and future no-build conditions. Figure 2 below shows the revised 2019 network used for this analysis. Revisions included additional centroid connectors necessary to accommodate the new split TAZs, and the incorporation of Murray Parkway Avenue, Bullion Street, and 5640 South.

The pink lines shown are centroid connectors. When building a model, each (TAZ) has a central point, or centroid. The centroid connectors are links that connect the centroids to the transportation network.

Figure 2: 2019 Revised network by lanes

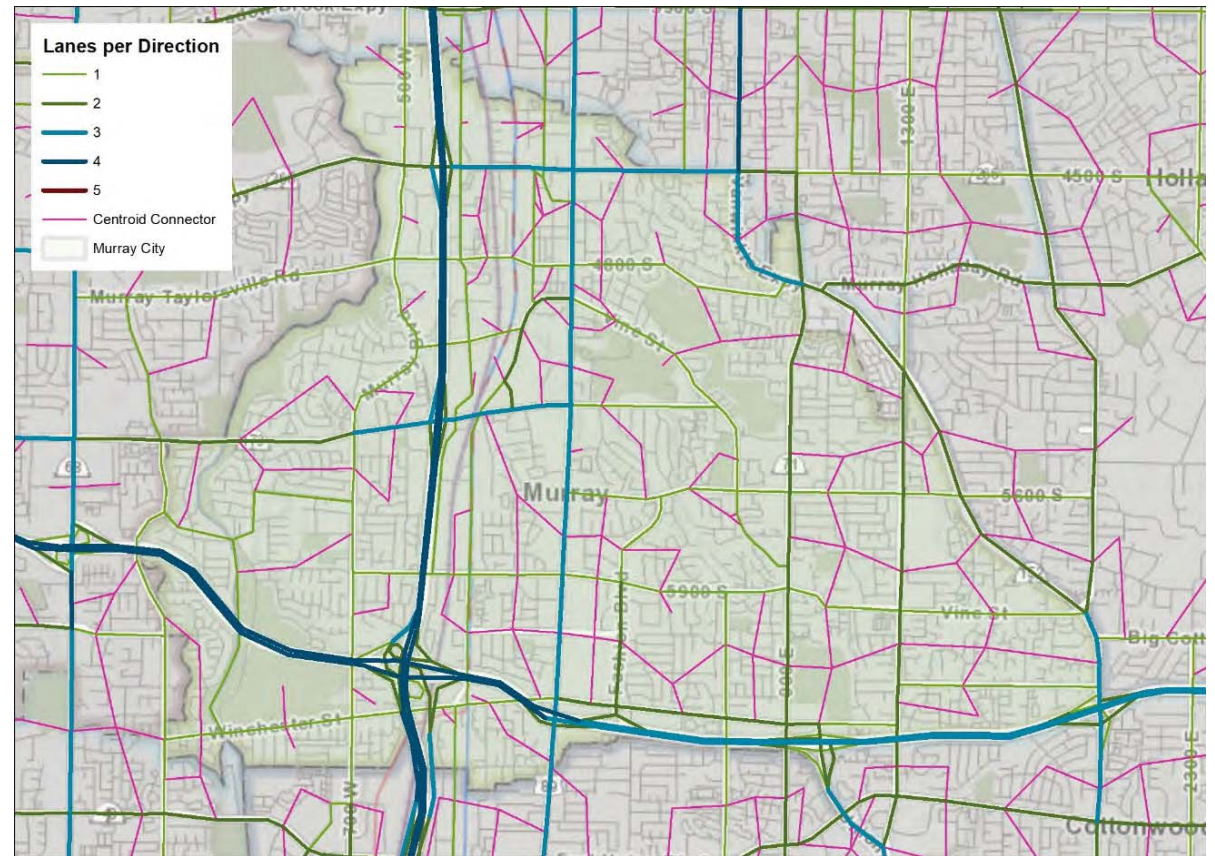


Table 4: Roadway Classification

Murray Roadway Classification	Use		Dimensions		Volume
	Trip Length (Miles)	Design Speed (MPH)	Lane Width (Feet)	Number of Lanes	AADT in Thousands
Freeway	>5	>65	12	6 - 8	80
Expressway	>5	55 - 65	12	5 - 6	75
Major Arterial	1 - 2	45 - 55	12	6	15 - 50
Minor Arterial	>1	40 - 45	12	3 - 5	10 - 25
Major Collector	1	30 - 40	12	2 - 5	3.5 - 10
Minor Collector	1	25 - 35	11 - 12	2 - 3	1.5 - 3.5
Local Street	<1	20 - 30	10 - 12	2	<1.5

Figure 3 shows the revised network for both the no build 2030 and 2050 forecast years. In addition to the changes carried over from the 2019 network revisions, the two-way couplet planned for Box Elder Street and Hanauer Street was incorporated.

Figure 3: 2030 and 2050 No build revised modeled network by lanes

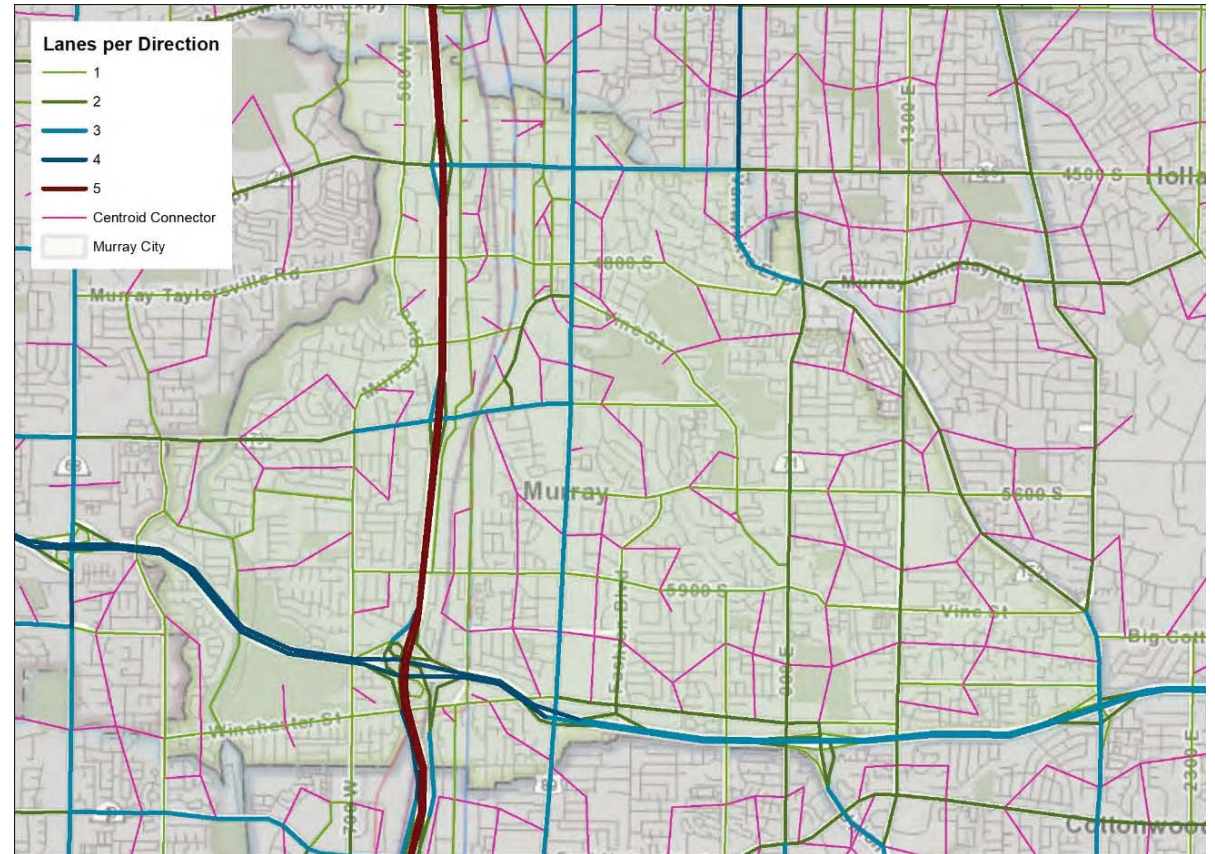
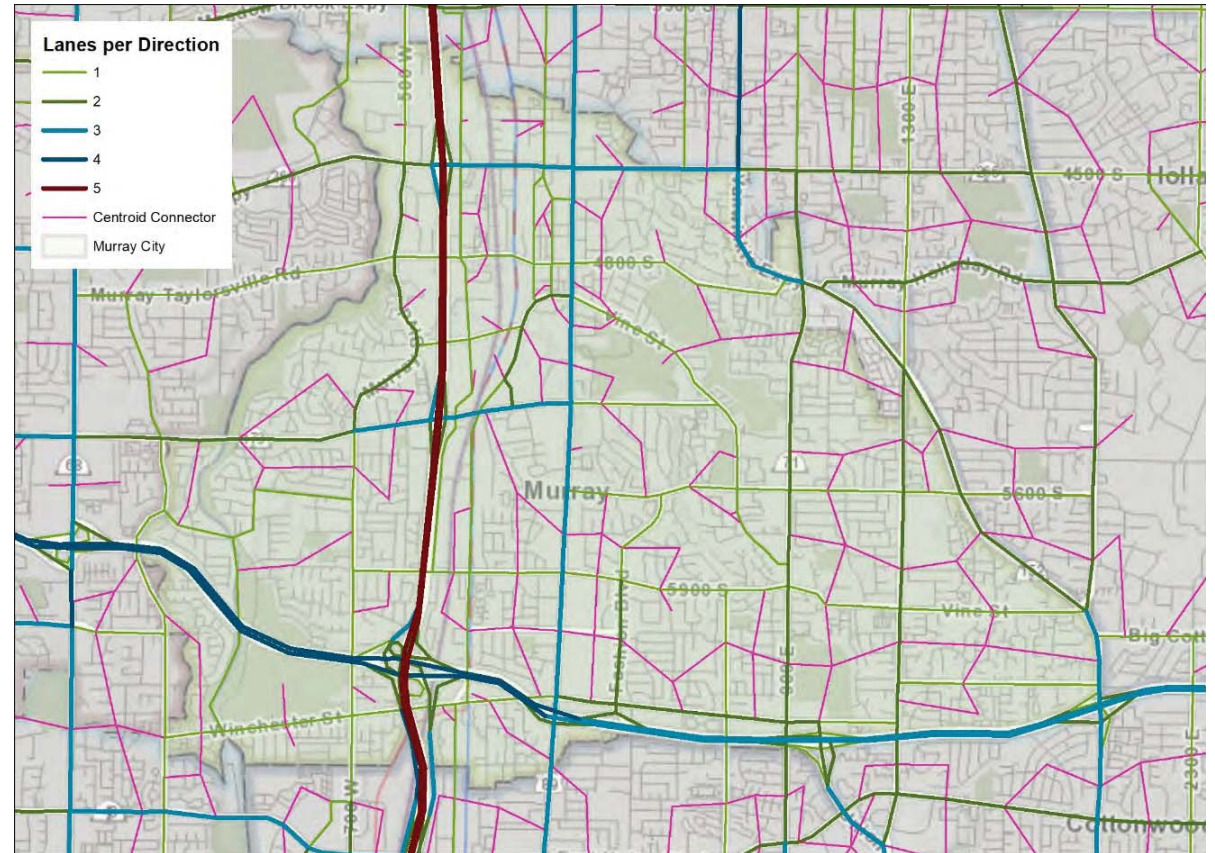


Figure 4 shows the 2030 and 2050 build network for the Murray Transportation plan. Since the model only represents through lanes, widening projects from 2 to 3-lanes will not show as a difference between the build and no build networks. The major difference represented in the build model network is the widening of 500 West/Murray Boulevard from 3 to 5-lanes, which is represented as having 2 through lanes per direction in the build network.

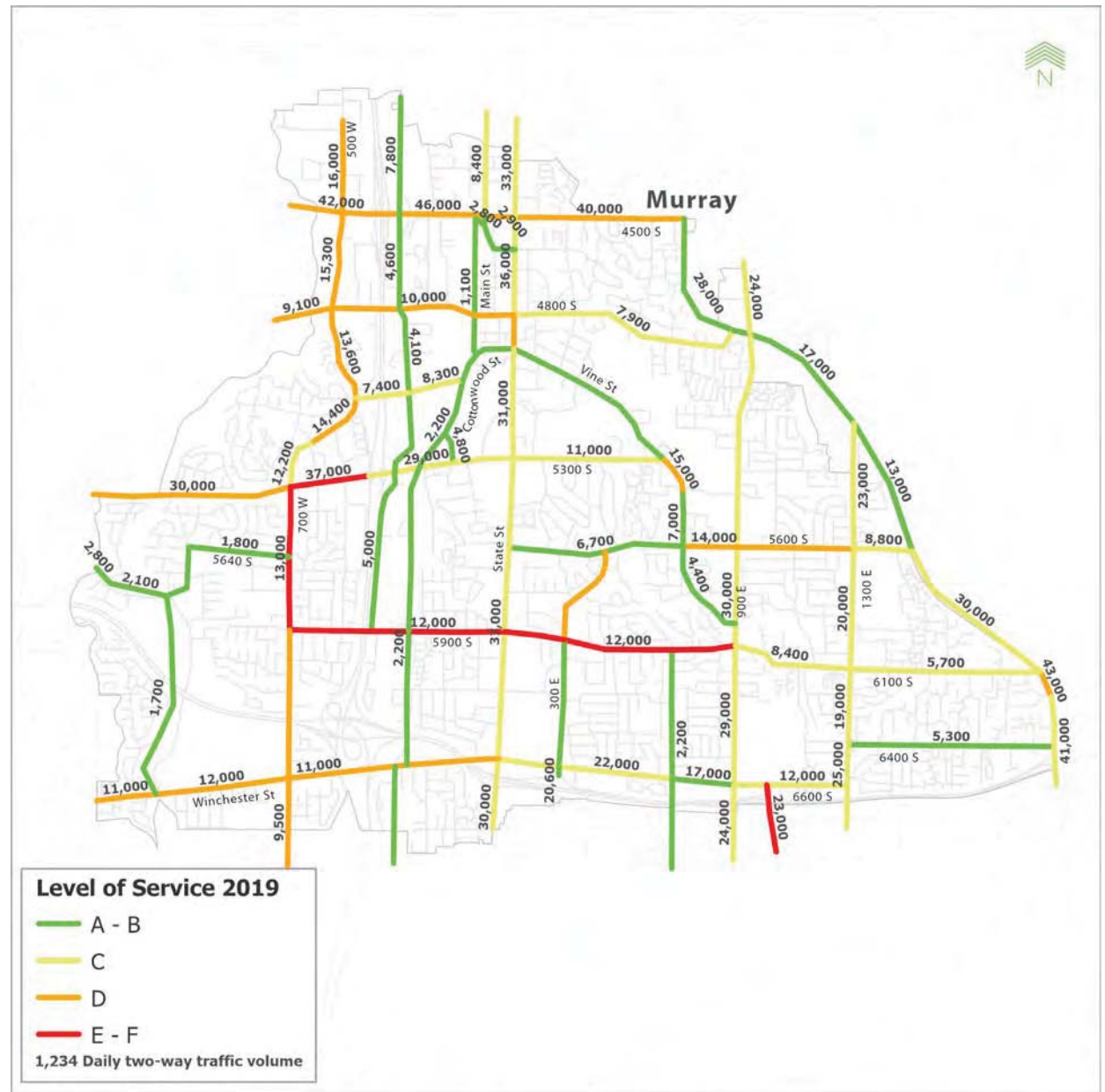
Figure 4: 2030 and 2050 Build revised modeled network by lanes



Model Results

The years of 2019, 2030 and 2050 were modeled using the above described inputs. Travel demand forecasts were produced for the forecast years using a correction factor developed from the 2019 model outputs and actual UDOT traffic data. Additionally, a level of service analysis was performed for each model year to assess existing and forecasted conditions.

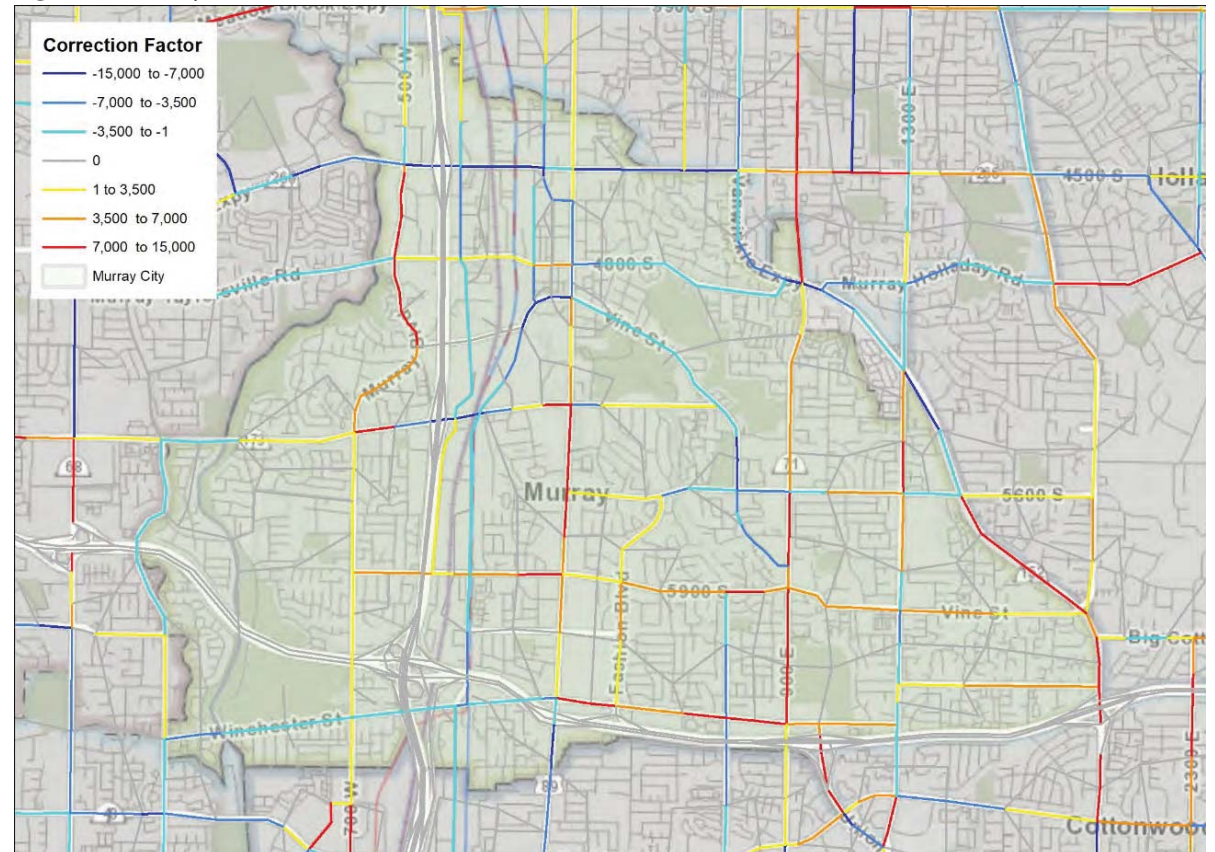
Figure 5: Existing 2019 level of service



Base-Year Correction

A base-year correction was developed to produce more accurate travel forecasts. The correction was created by subtracting traffic counts by the 2019 modeled volumes shown in Figure 5. For this purpose, UDOT 2017 Traffic on Utah Highways data, UDOT ATSPM data, and traffic counts from the city were used. The correction was then applied to the modeled volumes, with the assumption being that similar discrepancies will persist through the difference forecast years of the model. Figure 6 shows the base-year corrections applied to generate the 2030 and 2050 forecasts.

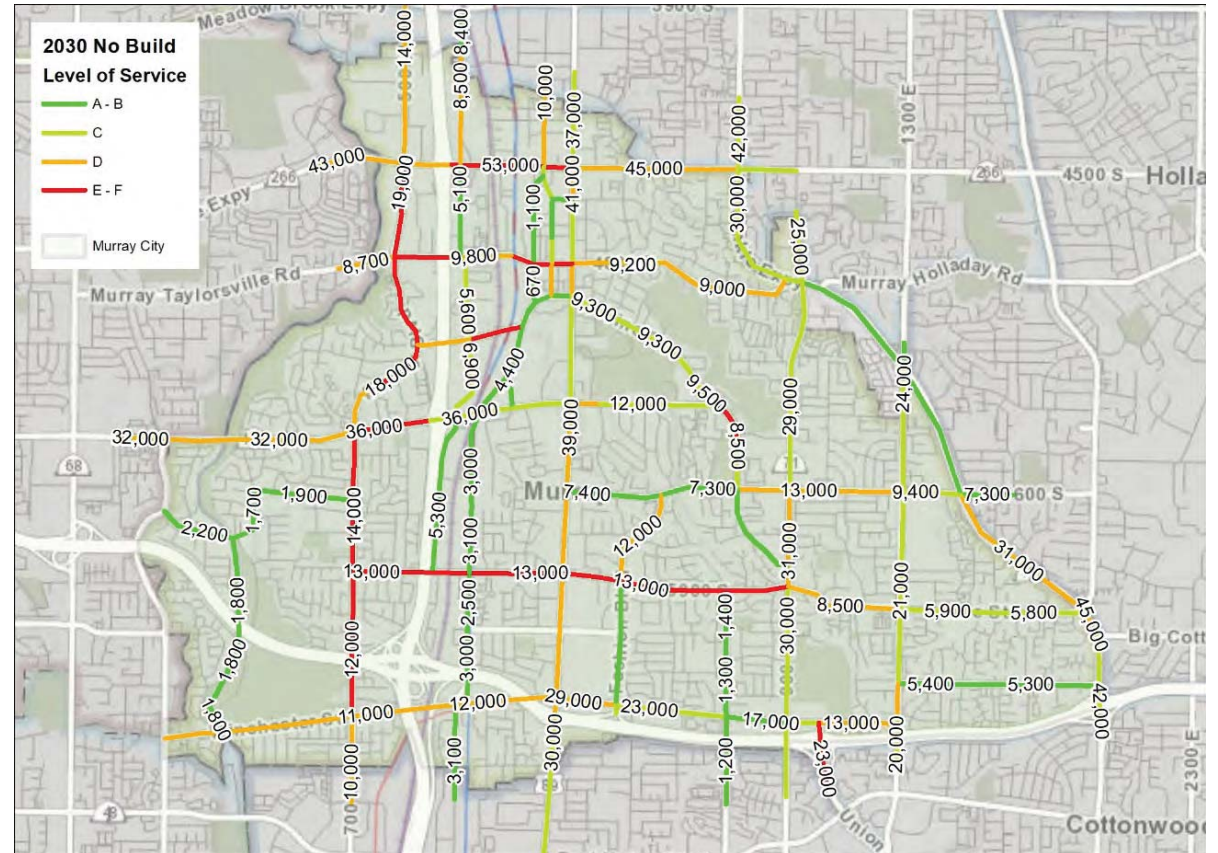
Figure 6: Base-year correction



Model Forecasts

Model forecasts were produced for 2030 and 2050 for both no build and build conditions. The same underlying adjusted volumes were used for both build and no build conditions, with the difference being the capacities assigned to different road segments. All planned capacity improvements for the two forecast years involved center turn lanes, and since the model only captures through-lanes, a single volume set was able to be used for both the build and no build conditions. Figure 7 and Figure 8 show the 2030 and 2050 no build volumes and level of service respectively.

Figure 7: 2030 No build level of service



2050 No Build Level of Service

- A - B
- C
- D
- E - F

Murray City

Murray Taylorville Rd

Murray Holladay Rd

Murray Holladay Rd

4500 S Holladay Rd

Big Cottonwood

Cottonwood

2300 E

1300 E

266

68

700

12,000

1,900

2,500

2,200

33,000

32,000

37,000

15,000

14,000

13,000

12,000

4,100

3,600

3,800

5,600

4,100

4,100

36,000

42,000

41,000

13,000

9,400

9,200

14,000

31,000

34,000

33,000

28,000

25,000

13,000

5,300

44,000

48,000

33,000

5,700

7,600

8,400

20,000

20,000

16,000

20,000

9,600

9,700

10,000

45,000

44,000

40,000

11,000

1,400

950

13,000

19,000

20,000

8,600

8,700

14,000

57,000

49,000

33,000

44,000

26,000

Table 5 shows the capacity adding projects from the transportation master plan which were incorporated into the build level of service analysis. This is a subset of the complete project list, which includes a number of projects that do not provide capacity improvements.

<i>Table 5: TMP capacity adding projects</i>			
#	Project	Location	Type
2	Cottonwood Street	South City Limit to 5600 South	Widen: 2 to 3 Lanes with Bike Lanes
3	Murray Boulevard / 500 West	5400 South to 4500 South	Widen: 3 to 5 Lanes
5	500 West	4500 South to North City Limit	Restripe / Widen: 2 to 3 Lanes with Bike Lanes
7	Commerce Drive	Central Avenue to 5900 South	Restripe / Widen: 2 to 3 Lanes with Bike Lanes + Sidewalks
8	Vine Street	1600 East to 1800 East	Widen: 2 to 3 Lanes with Bike Lanes + Sidewalks
20	4800 South	West City Limit to 700 East	Restripe: 2 to 3 Lanes
22	Vine Street	Murray Boulevard to Commerce Drive	Restripe / Widen: 2 to 3 Lanes with Bike Lanes
30	Winchester Street	1200 West to 700 West	Widen: 2 to 3 Lanes with Sidewalks
45	5770 South	State Street to Fashion Boulevard	Restripe: 2 to 3 Lanes

Figure-9 shows the 2030 build LOS. This LOS is expected if capacity adding projects from Table-5 are completed.

Figure 9: 2030 Build level of service

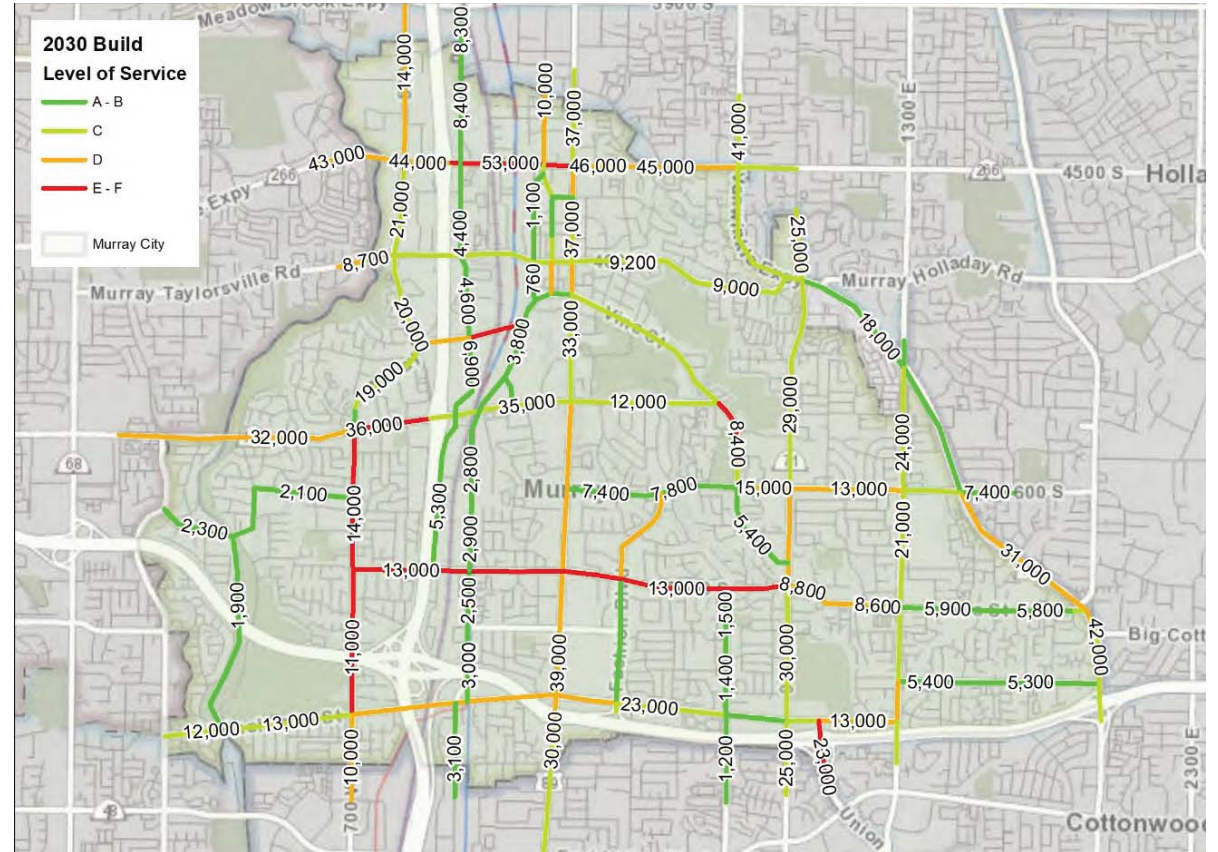
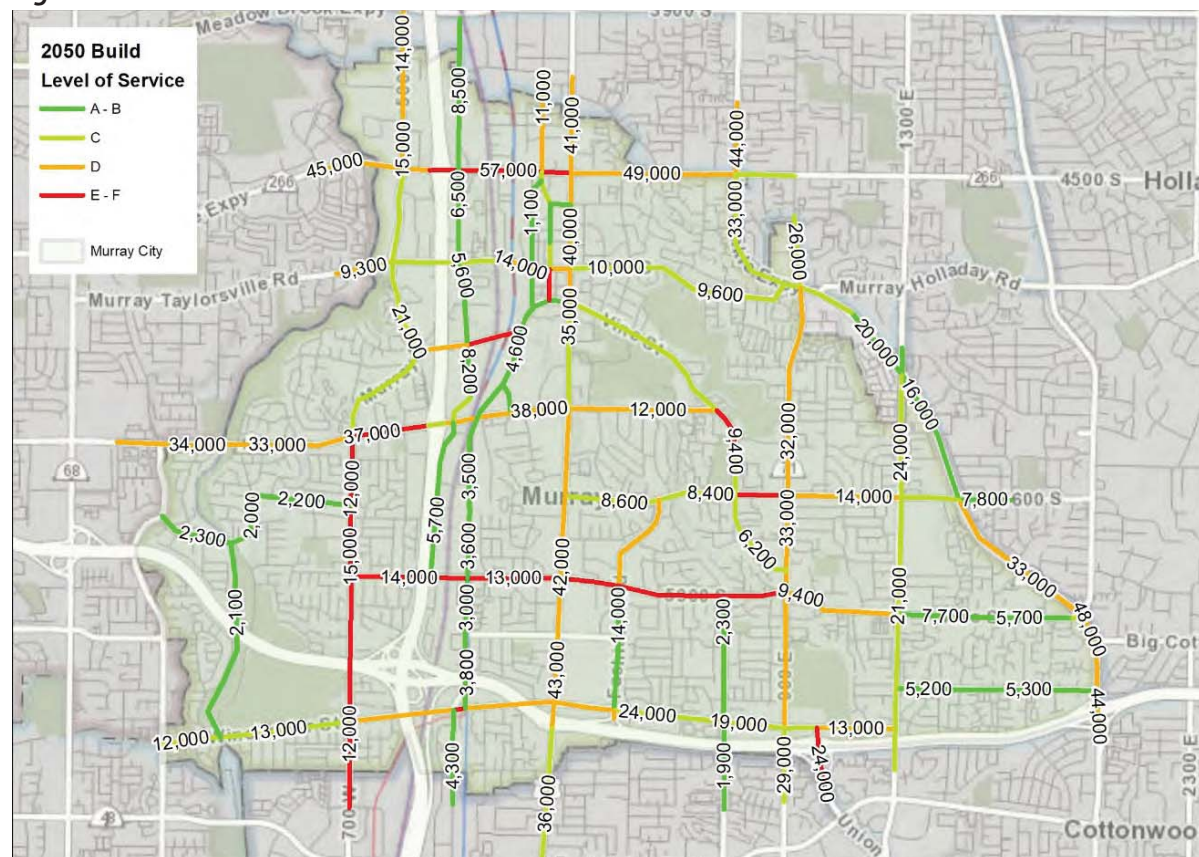


Figure-10 shows the 2030 build LOS. This LOS is expected if capacity adding projects from Table-5 are completed.

Figure 10: 2050 Build level of service



Murray City Access Management Standards

Purpose

Access Management is to serve as a standard to ensure efficient and safe travel on Murray City streets while at the same time providing access for developmental use such as businesses and residences. In general access management provides for the least amount of access and greatest mobility on a freeway or arterial and the most amount of access and least mobility on local streets. This document will describe the standards across all functional roadway classifications located within Murray City.

Roadway Classifications

Transportation facilities are separated into classifications based upon use, roadway geometry and traffic volume. Table 6 below is adapted from the 2020 Murray Transportation Plan and defines the functional classification of the roadways contained within Murray City.

Table 6: Classification characteristics

Roadway Classification	Use		Dimensions		Volume
	Trip Length (Miles)	Design Speed (MPH)	Lane Width (Feet)	Number of Lanes	Average Daily Trips (ADT in Thousands)
Freeway	>5	>65	12	6-8	80
Expressway	>5	55-65	12	5-6	75
Major Arterial	1-2	45-55	12	6	15-50
Minor Arterial	>1	40-45	12	3-5	10-25
Major Collector	1	30-40	12	2-5	3.5-10
Minor Collector	1	25-35	11-12	2-3	1.5-3.5
Local Street	<1	20-30	10-12	2	<1.5

Access Management for Freeways, Expressways and Major Arterials:

The Utah Department of Transportation (UDOT) is responsible for the maintenance and design of interstates and state highways within these classifications. Any access proposed will be subject to review and approval by UDOT. Refer to UDOT's Access Management Plan (R930-6) for access management within these roadways.

Access Management for Minor Arterials, Collectors and Local Streets:

Murray City roadways are composed of minor arterials, major/minor collectors and local (neighborhood) streets. As mentioned previously in this document, the higher the order of classification of roadway, the more limited the access. Guidelines for these streets are developed in concert with Murray City Code, the UDOT Access Management Plan (R930-6), and general traffic engineering principles. In general, the following requirements should be incorporated into development plans and coordinated with Murray City Planners and Engineers. At the determination of the City Engineer, a traffic study may be required to determine impacts and mitigation of new or modified access points on the roadway system.

Typically, a Traffic Impact Study (TIS) is required for any proposed development that generates 100 or more peak hour trips.

Access Requirements

Access Spacing:

Table 7 summarizes the minimum spacing for signals, streets and driveways for each roadway classification and is adapted from UDOT's access management guidelines. These distances were derived for the maximum amount of traffic flow while maintaining access. Uniform signal spacing allows for maximum progression of traffic along a corridor, signal spacing less than the minimums shown may result in poor progression and increased delays due to drivers encountering red signals. Minimum street spacing is measured from edge to edge and not on the centerlines.

Table 7: Access spacing requirements

Roadway Classification	Minimum Signal Spacing (Feet)	Minimum Street Spacing (Feet)	Minimum Driveway Spacing (Feet)	Minimum Spacing Crossroad to Drive Access
Minor Arterial	2640	660	300	100
Major Collector	1320	330	150	85
Minor Collector	1320	250	85	50
Local Street	N/A	250	N/A	20

Arterial Connections:

For a drive access on a collector or local street that connects to arterial roadway, the minimum spacing from the arterial roadway to the drive access is 100 feet measured from the point of intersection of the right-of-way lines.

Sight Distance:

Access designs must meet AASHTO sight distance guidelines. Objects that obstruct or limit sight distance such as advertising signs, business signs, street signs, structures, fences, walls, trees, and plantings must be designed, placed, and maintained to meet minimum sight distance requirements for vehicles.

Sight distance is a function of roadway speed and control type. In general, the less restrictive the control and the higher the cross-street speeds, the larger the sight distance triangle must be. Ensuring that sight distance triangles are enforced and maintained obstruction free for street intersections and drive approaches is essential for safe roadway operations.

The figures and tables included in this document are derived from the AASHTO publication “A Policy on Geometric Design of Highways and Streets”. Each entry in the table and figures refers to the posted speed limit of the roadway and it is assumed that the design speed, which corresponds to AASHTO’s recommendations, is 5 mph higher than the posted speed limit. Access to Collector or Arterial streets whether with a driveway or connecting street should include sight distance triangle analyses as part of the application process. See below for sight distance examples.

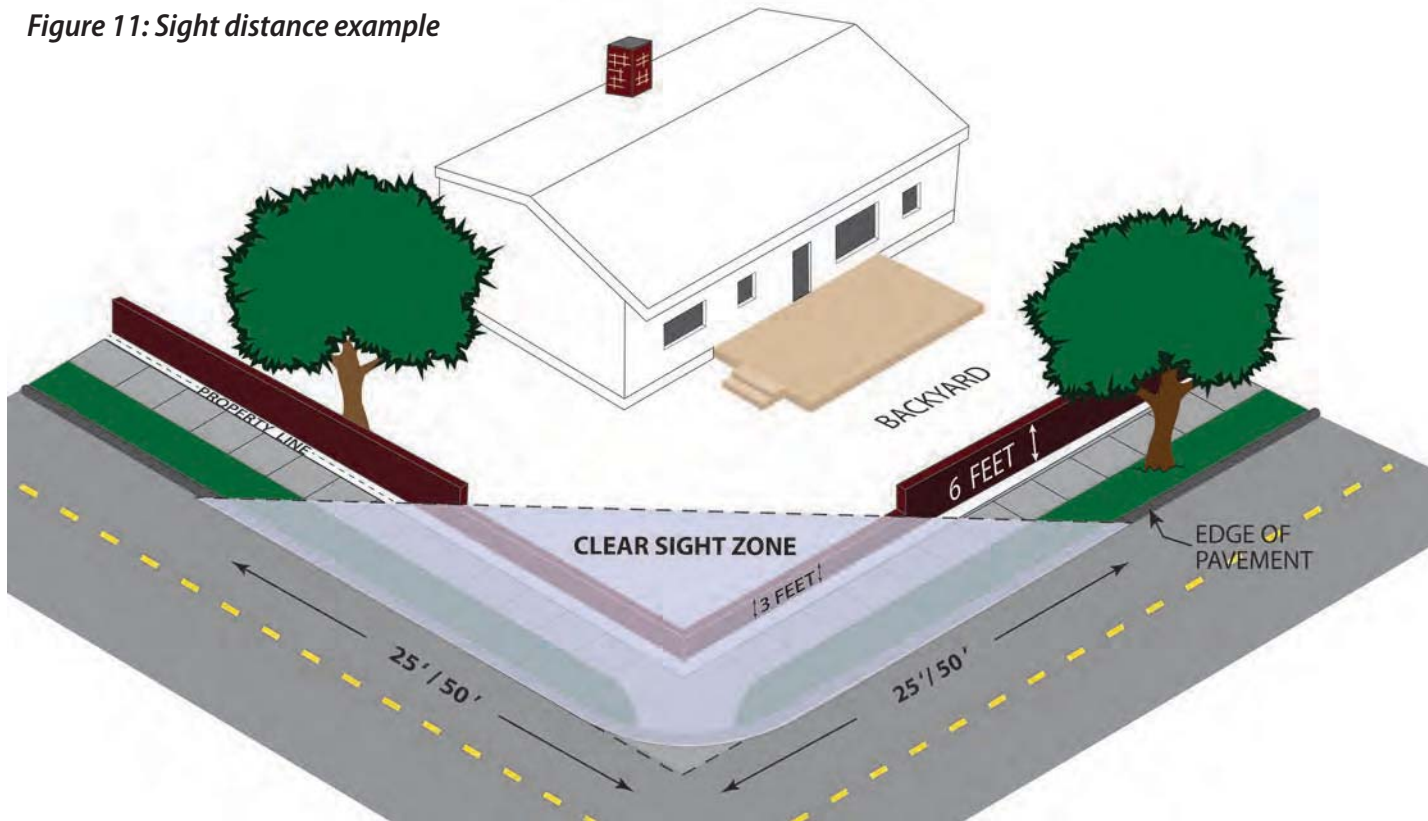
Table 8: Sight triangle distance

Control Type	Cross Street Posted Speed (mph)	Sight Distance Length (Feet)
Uncontrolled	25	140
Yield/Stop	25	335
Yield/Stop	30	390
Yield/Stop	35	445
Yield/Stop	50	610

* Sight triangle distance recommendations are for optimal conditions and are subject to change with road geometry

Street corners that include backyards must also include fence corner cuts to ensure unobstructed views of cross traffic. Local cross streets should include 25' corner cuts and all other cross streets should include 50' corner cuts. The corner cuts should be established to follow the standards in the following figure. The state minimum is 50' corner cuts, or an AASHTO recommended sight triangle, which is determined by an engineer. A clear sight zone should be a 25' triangle measured from the back of walk or 50' triangle measured from lip of gutter/ edge of pavement.

Figure 11: Sight distance example



Signing:

All signs that serve the public (coordinate markers, stop signs, yield signs, etc.) must conform to the current MUTCD standards.

Railroads:

No access may be located within 250 feet of an at-grade railroad crossing. Access distances may be greater depending on roadway geometry and access category spacing. Refer to UDOT rule R930-5 and R930-6 for additional information.

Driveways:

Driveway access in Murray City is controlled by permit through the Public Services Division. Businesses, multi-family residential developments and new construction must complete the Excavation/Encroachment Permit Application available through the Murray City Engineering Division. Additional Planning and Engineering level approvals may also be required for new developments and Non-Residential driveway access changes. Residents in existing single-family residential lots may apply for the Street Improvement Permit through Murray City Engineering to modify an existing or construct a new driveway. Table 9 summarizes Murray City Code regarding the location and widths of driveways for each property utilization.

Table 9: Access requirements

Lot Use	Driveway Width		Driveway Spacing (feet)
	Min (Feet)	Max (Feet)	
Single Family Residential	12	30	Two driveways (max.) per property – 35 foot spacing for circular drives
Multi-Family Residential	20	30	85 - 300
Non-Residential (Any access not included above)	25	50	85 - 300

A minimum distance of 5 feet from the property line is required for all driveways unless a reciprocal easement is provided. When appropriate, it is desired for shared or combined driveways within a lot or multiple lots to promote circulation and minimize conflict points and impacts to arterial or collector streets.

Local and Collector Street Corners:

For Single Family corner lots on a local road, the distance from the crossroad to the driveway must be a minimum of 20 feet measured from the point of intersection of the right-of-way lines. However, it is encouraged to locate driveways to the opposite side of the property away from the corner.

For Single Family corner lots on a collector road, the distance from the crossroad to the driveway must be a minimum of 50 feet measured from the point of intersection of the right-of-way lines.

For Multi-Family and Non-Residential uses with an ADT<100, the distance from the crossroad to the driveway access must be a minimum of 50 feet measured from the point of intersection of the right-of-way lines.

For Multi-Family and Non-Residential uses with an ADT>100, the distance from the crossroad to the driveway access must a minimum of 85 feet measured from point of intersection of the right-of-way lines.

Sight Distance Example 1

Control Type	-	STOP
Cross Street Functional Class	-	Minor Collector
Cross Street Pavement Width	-	36'
Cross Street Posted Speed Limit	-	30 mph
Cross Street Lanes	-	2
Cross Street Lane Width	-	12'
Vehicle Offset from Road CL	-	6'
Sight Distance Value (from Table 3)	-	390'
Clear Zone Length (measured to middle of planter strip)		
Left	-	122'
Right	-	92'

Figure 12: Sight distance example of minor collector

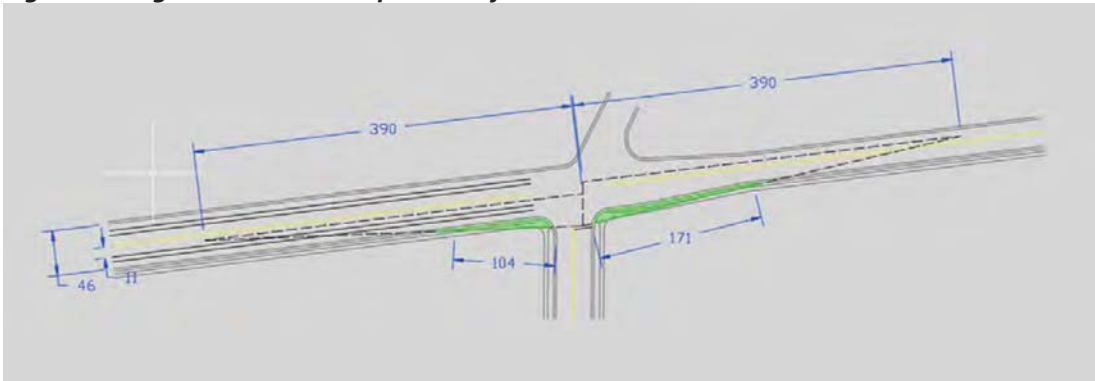


* Sight triangle distance recommendations are for optimal conditions and are subject to change with road geometry

Sight Distance Example 2

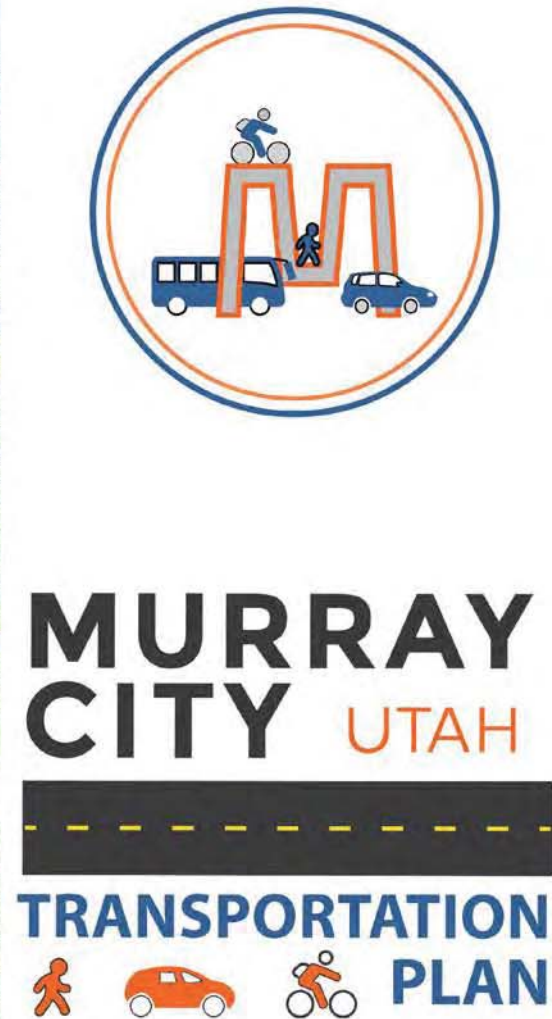
Control Type	-	STOP
Cross Street Functional Class	-	Major Collector
Cross Street Pavement Width	-	46'
Cross Street Posted Speed Limit	-	30 mph
Cross Street Lanes	-	2
Cross Street Lane Width	-	11'
Vehicle Offset from Road CL	-	5.5'
Sight Distance Value (from Table 3)	-	390'
Clear Zone Length (measured to middle of planter strip)		
Left	-	104'
Right	-	171'

Figure 13: Sight distance example of major collector



* Sight triangle distance recommendations are for optimal conditions and are subject to change with road geometry

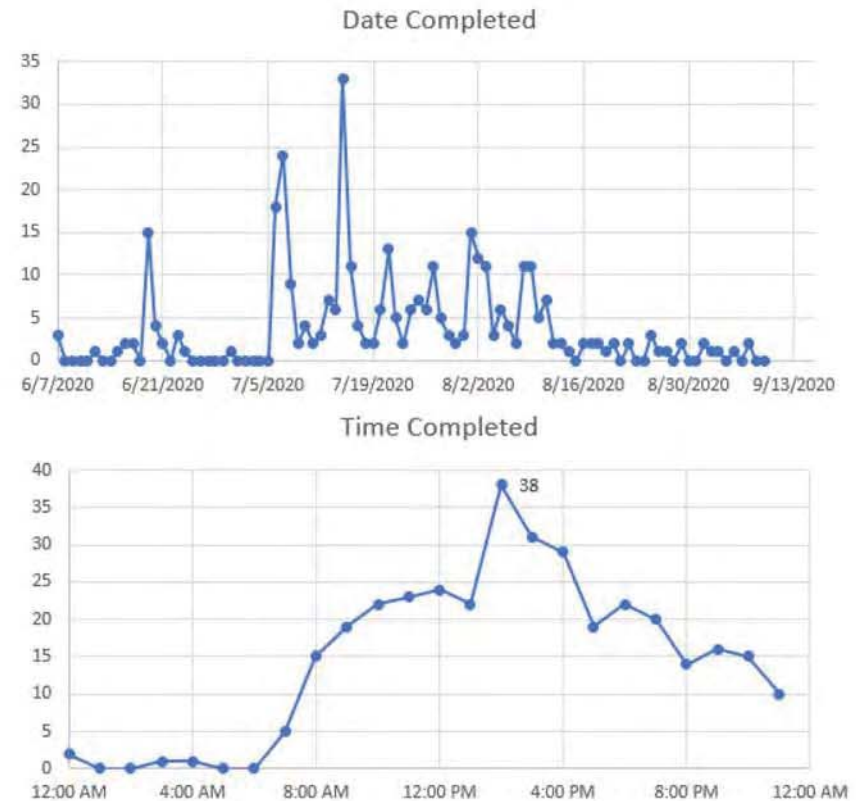
Survey Results





Number of Surveys

- 348 completed surveys
 - 35 June
 - 196 July
 - 110 August
 - 7 September (On-going)
 - 33 completed on July 15 alone
- The most surveys completed between 2:00 and 3:00 PM





Survey

How many miles do you travel in an average week?

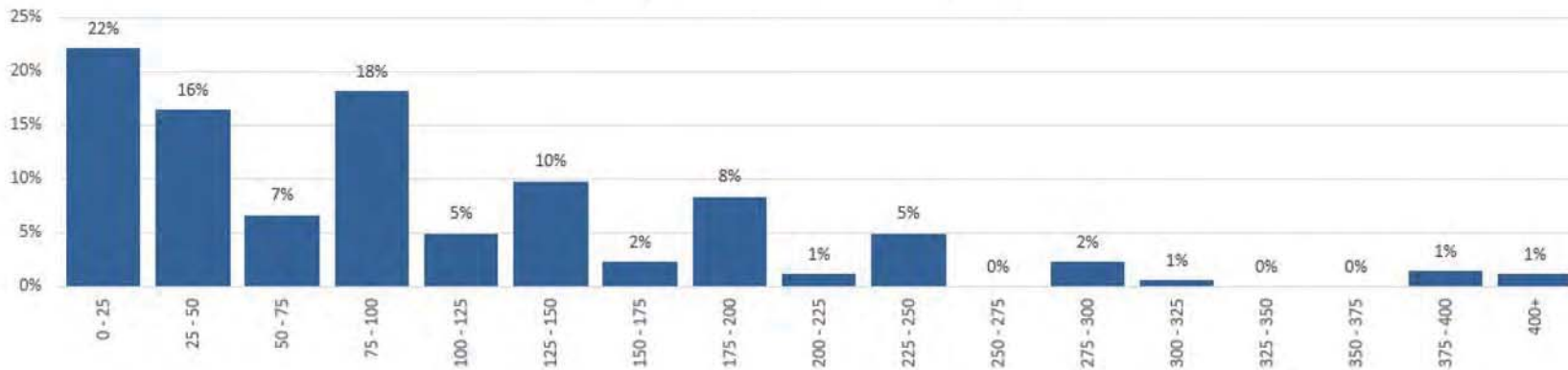
120 miles on average

5 miles lowest response

800 miles highest

Some responses changed by time period "Now: ~30 Pre-COVID-19: ~100"

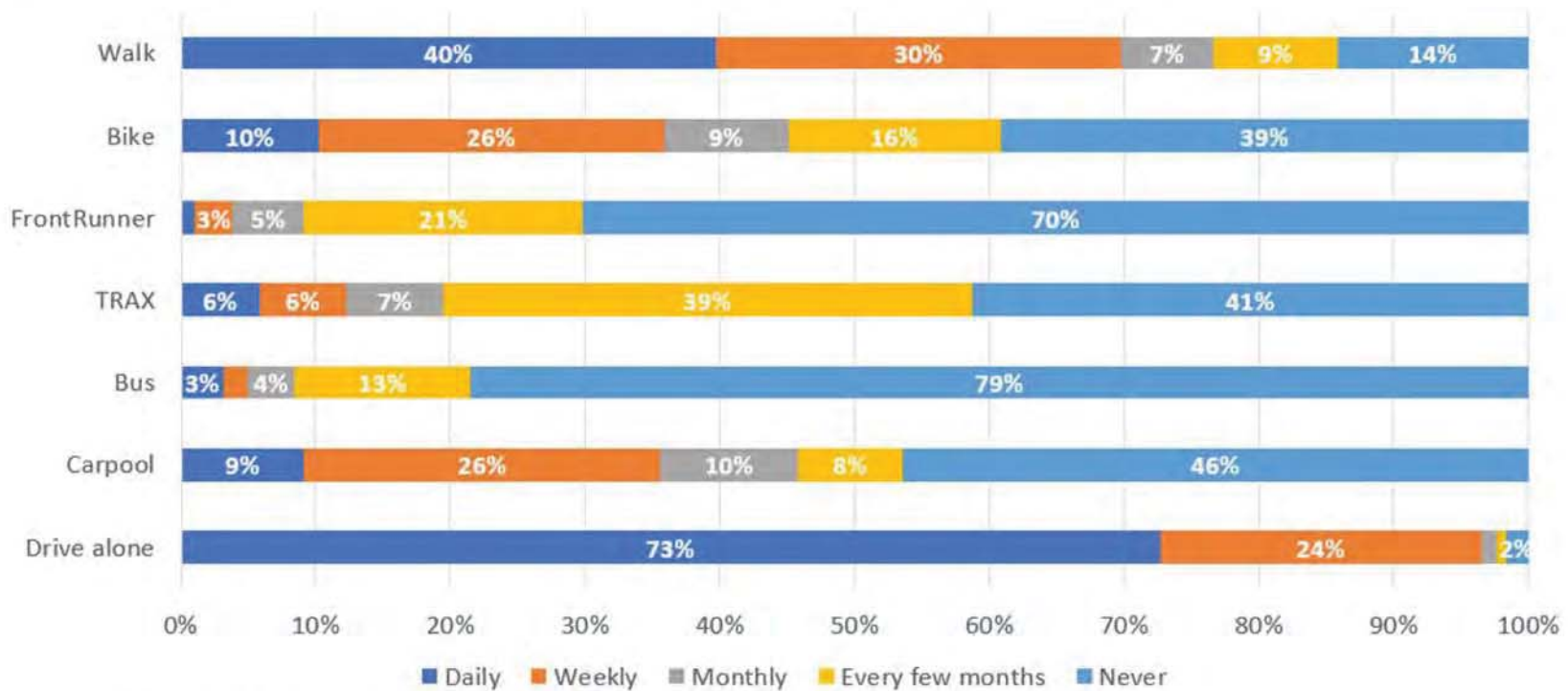
Average Weekly Travel Distance (miles)



Survey



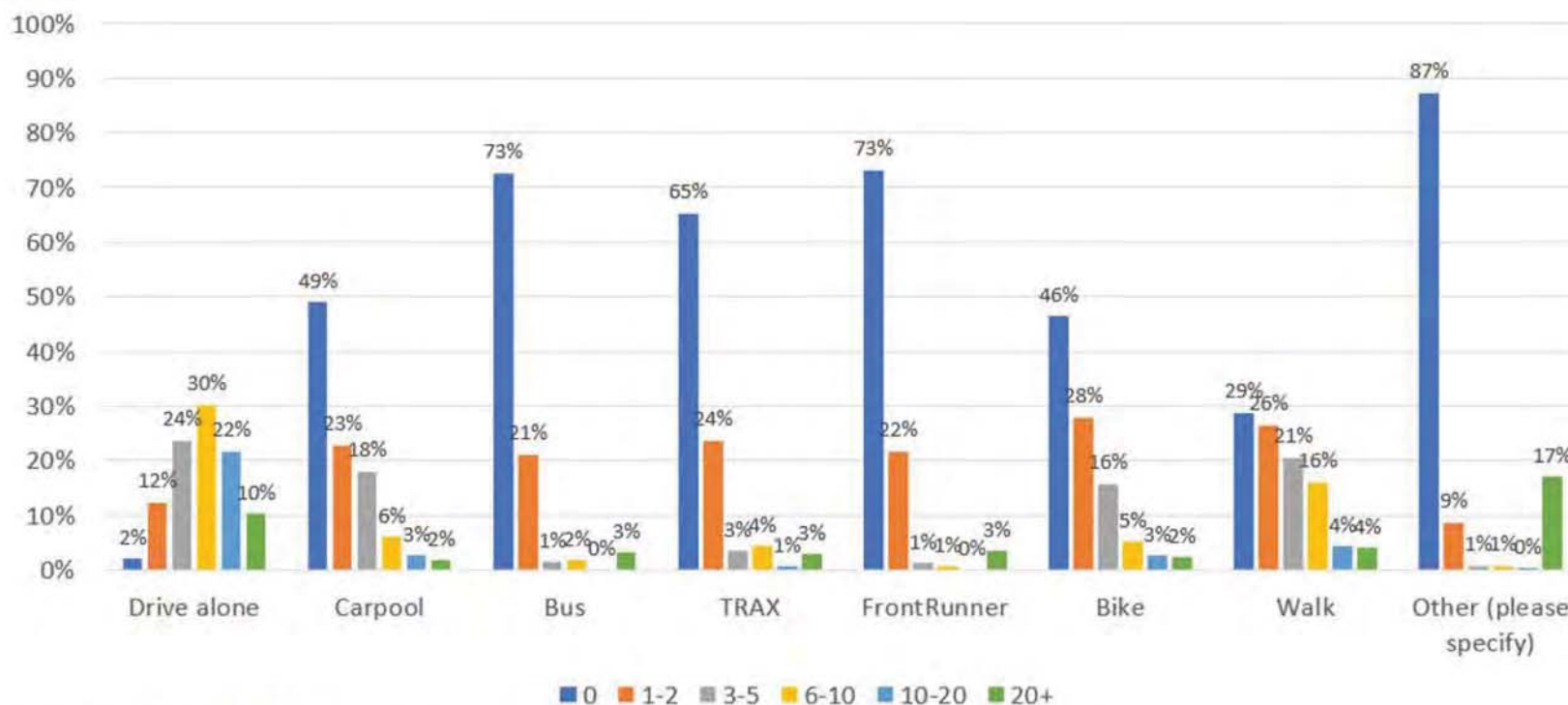
How often do you use the following modes of transportation?



Survey



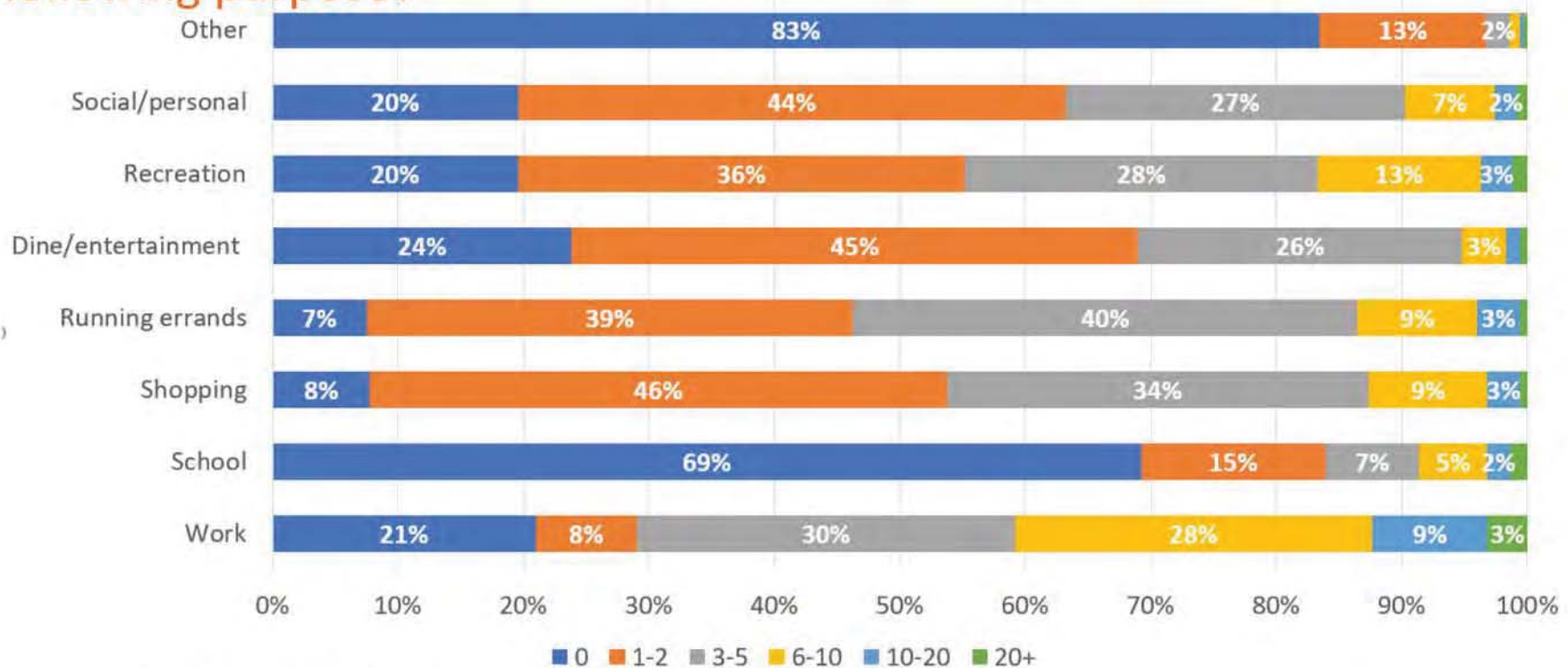
In an average week, how many trips do you make using each mode?



Survey



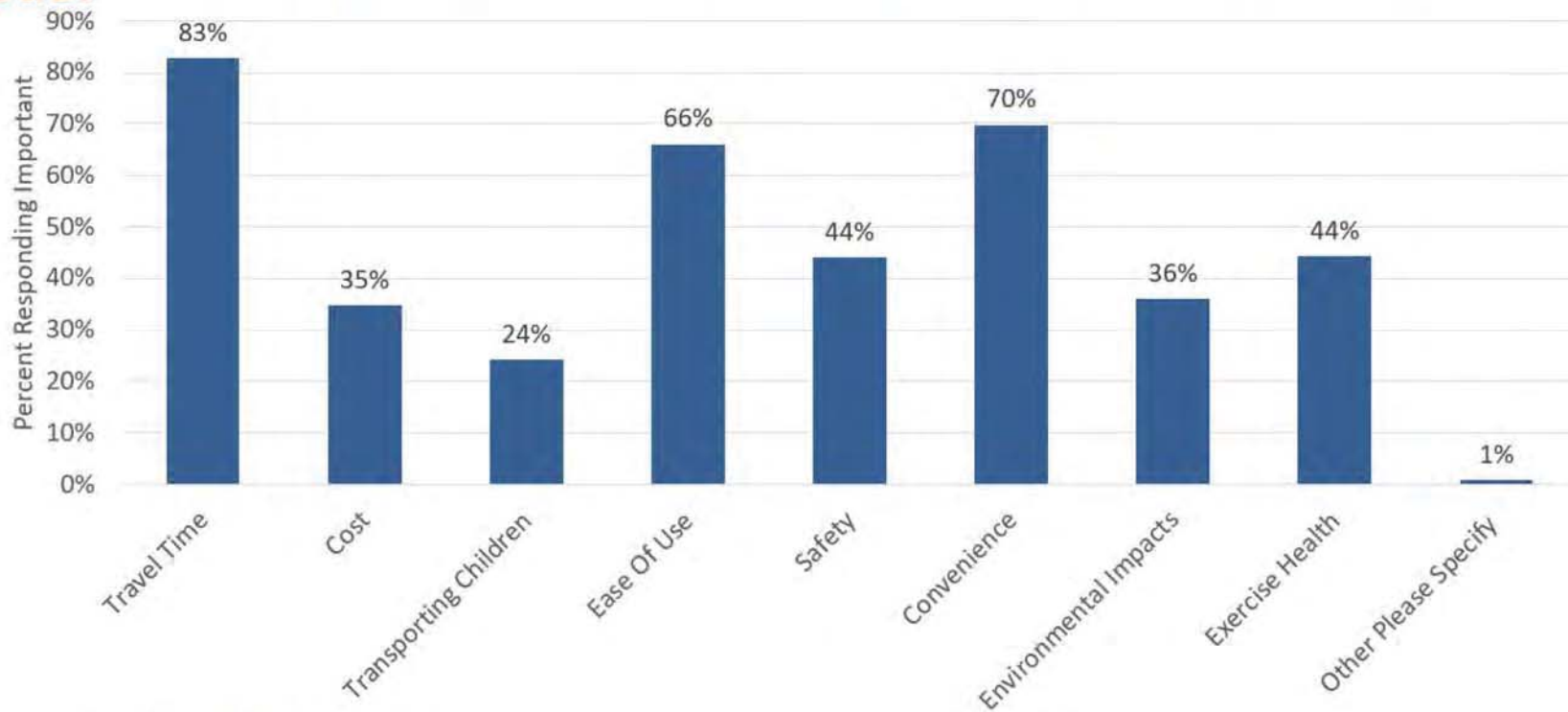
In an average week, how many trips do you make for the following purpose?



Survey

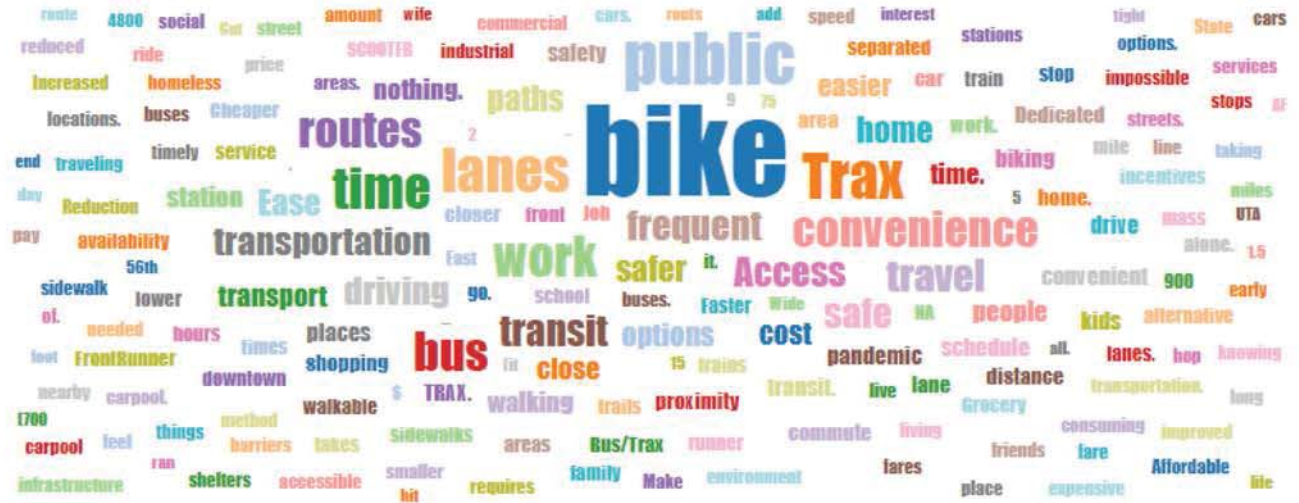


What factors are most important to you when selecting a travel mode?





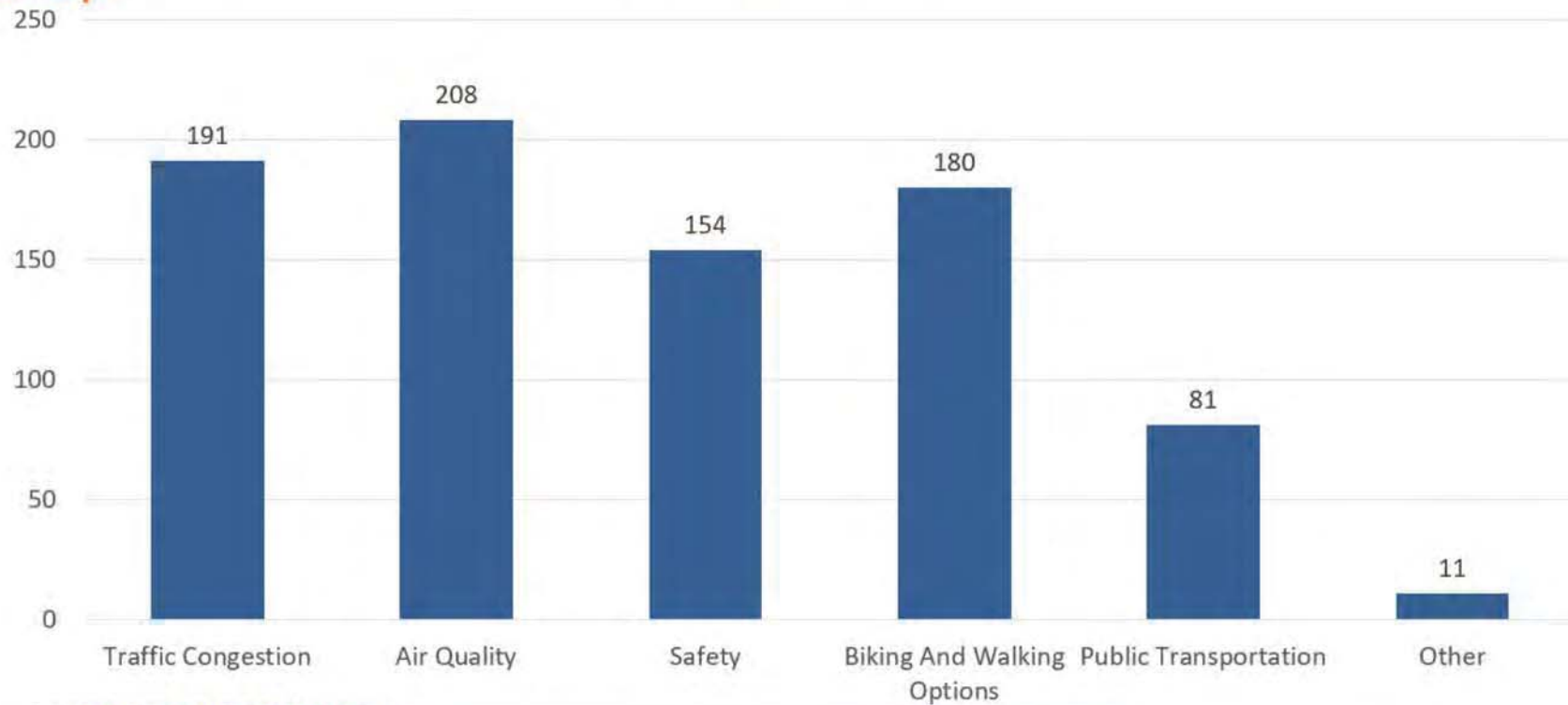
- “Better proximity to public transportation and better frequency”
- “Better ‘last mile’ at my work destination”
- “Improved bike lane connectivity”
- “Better access to bus routes, walkable destinations, bike paths and places to leave my bike”
- “Cheaper Trax fares”
- “Earlier and later services”



Survey



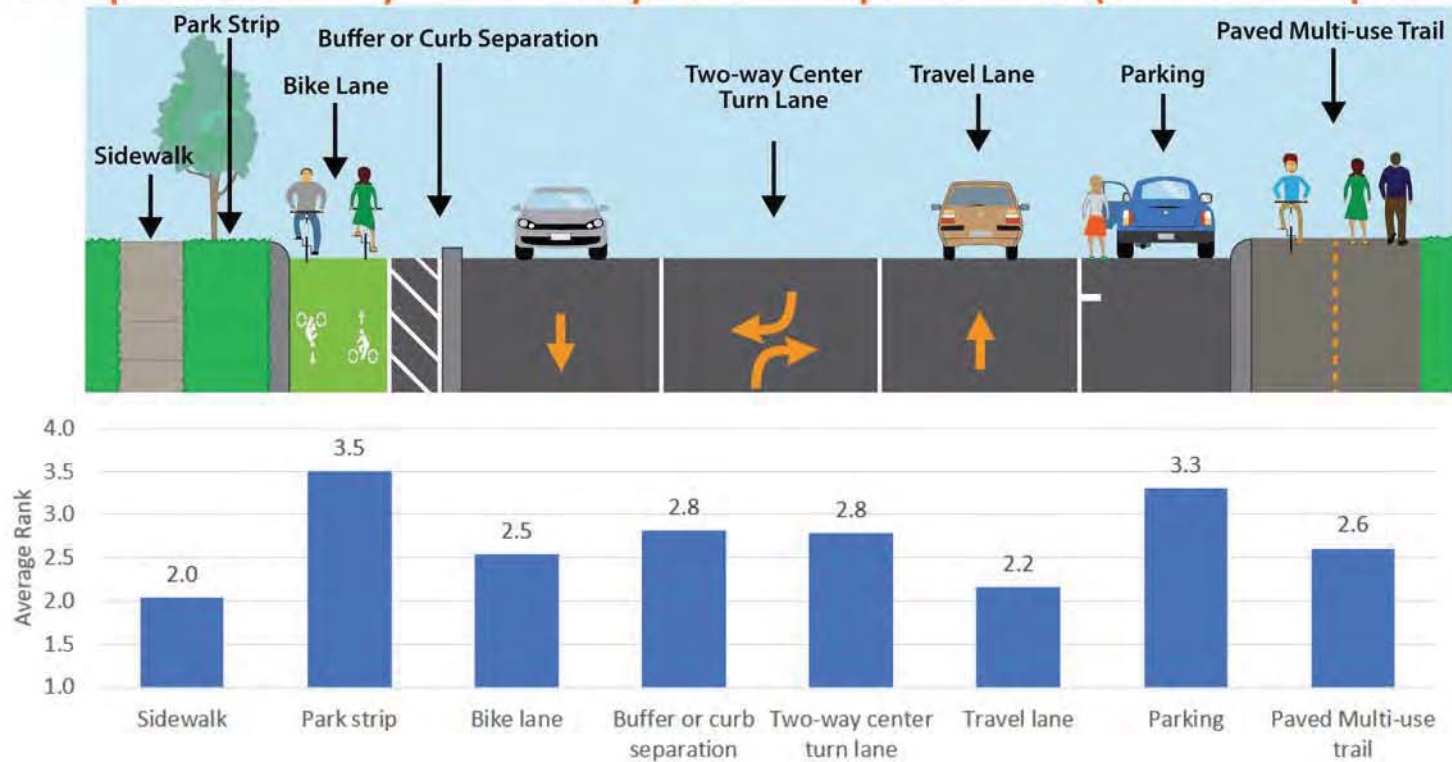
What transportation issues are you most concerned within Murray?



Survey



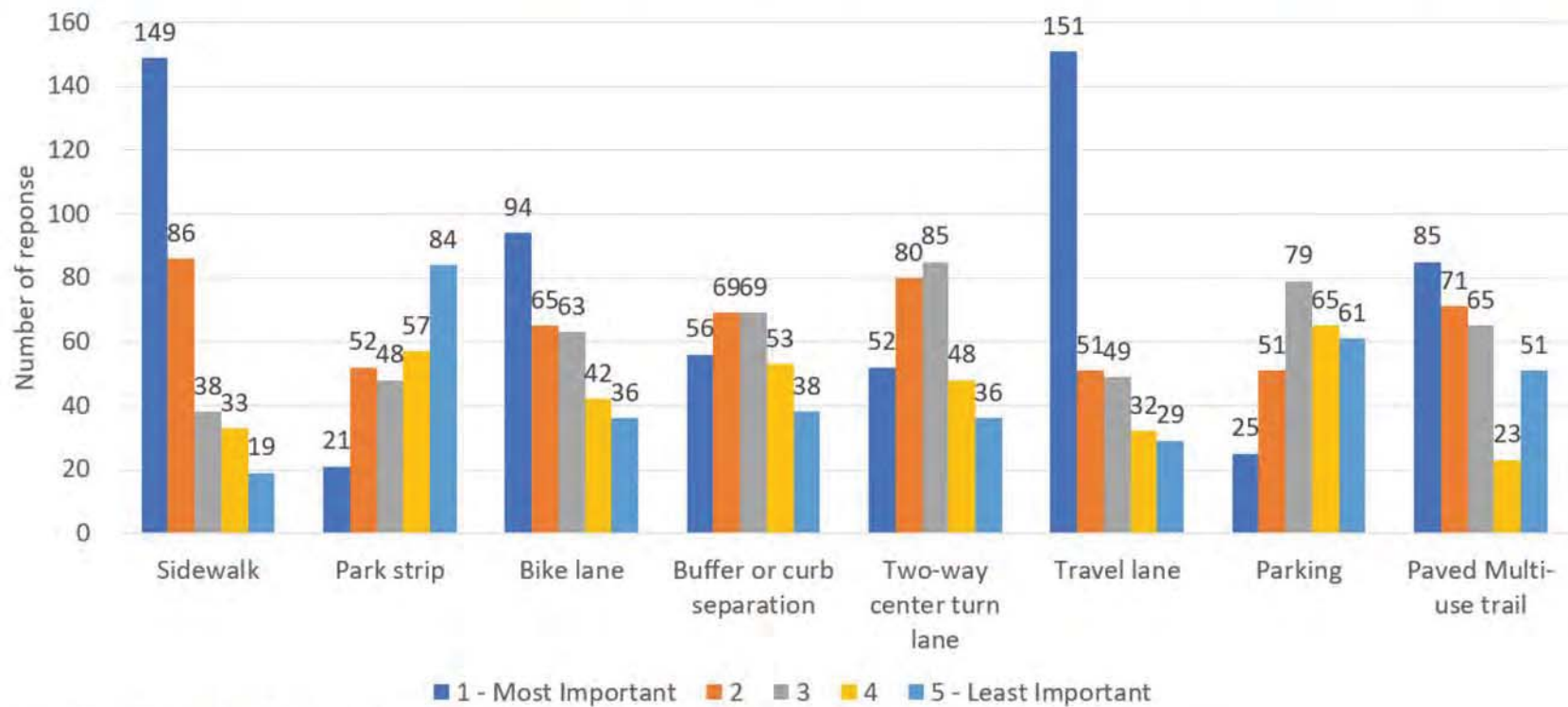
Rank the top 5 roadway realms by their importance (1 most important)



Survey



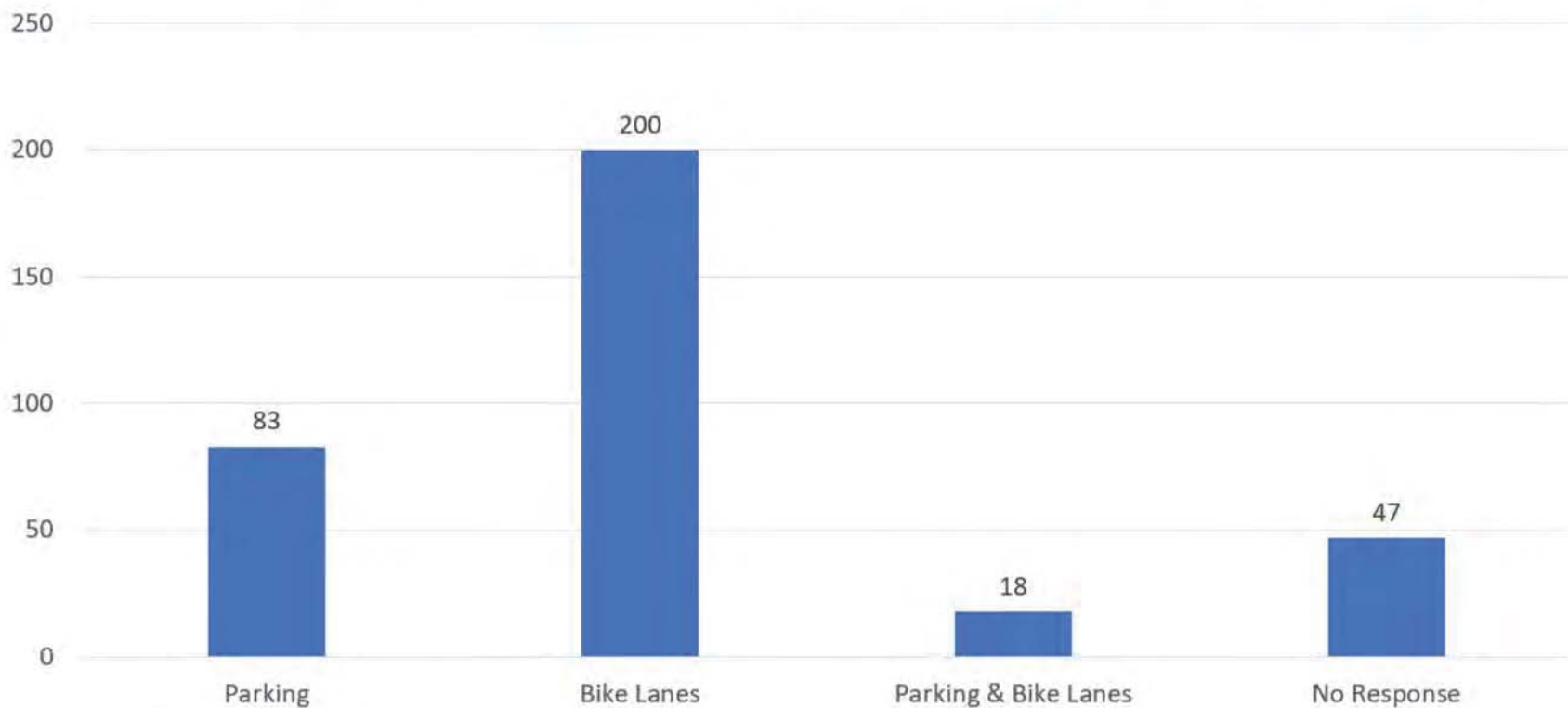
Rank the top 5 roadway realms by their importance (1 most important)



Survey



Should roadway shoulders be used for bike lanes or on-street parking?





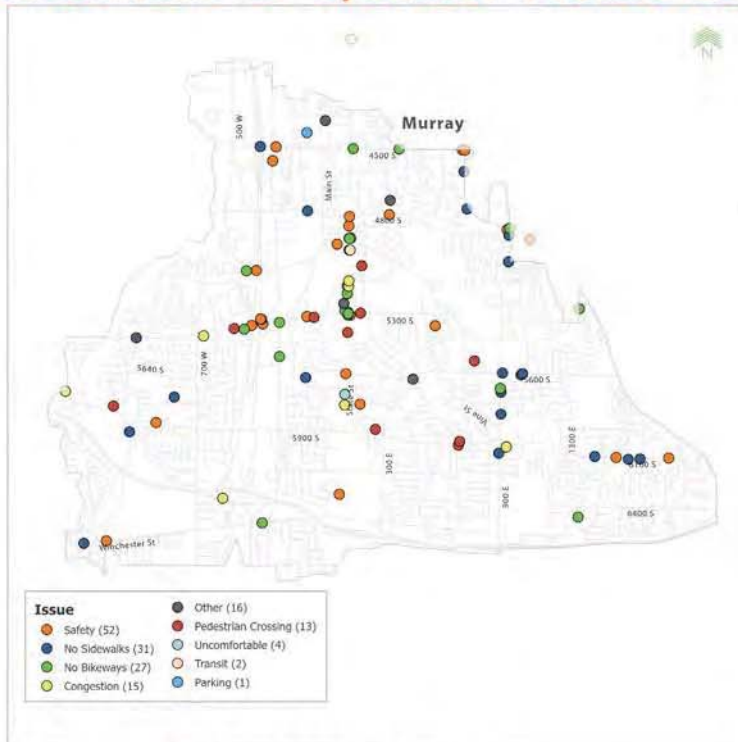
- “More walkable community, better enforcement of speeding and school zones”
- “Better lit and painted bicycle lanes (with ample buffer space) and pedestrian pathways”
- “Wider sidewalks. More bike lanes. Multi-use paved trails for skating”
- “Bike connections to transit, East-side BRT/TRAX, more bike infrastructure, street trees, traffic calming”





Survey

Are there areas in Murray that you feel are unsafe for vehicles, pedestrians or cyclists? Please describe this transportation issue.

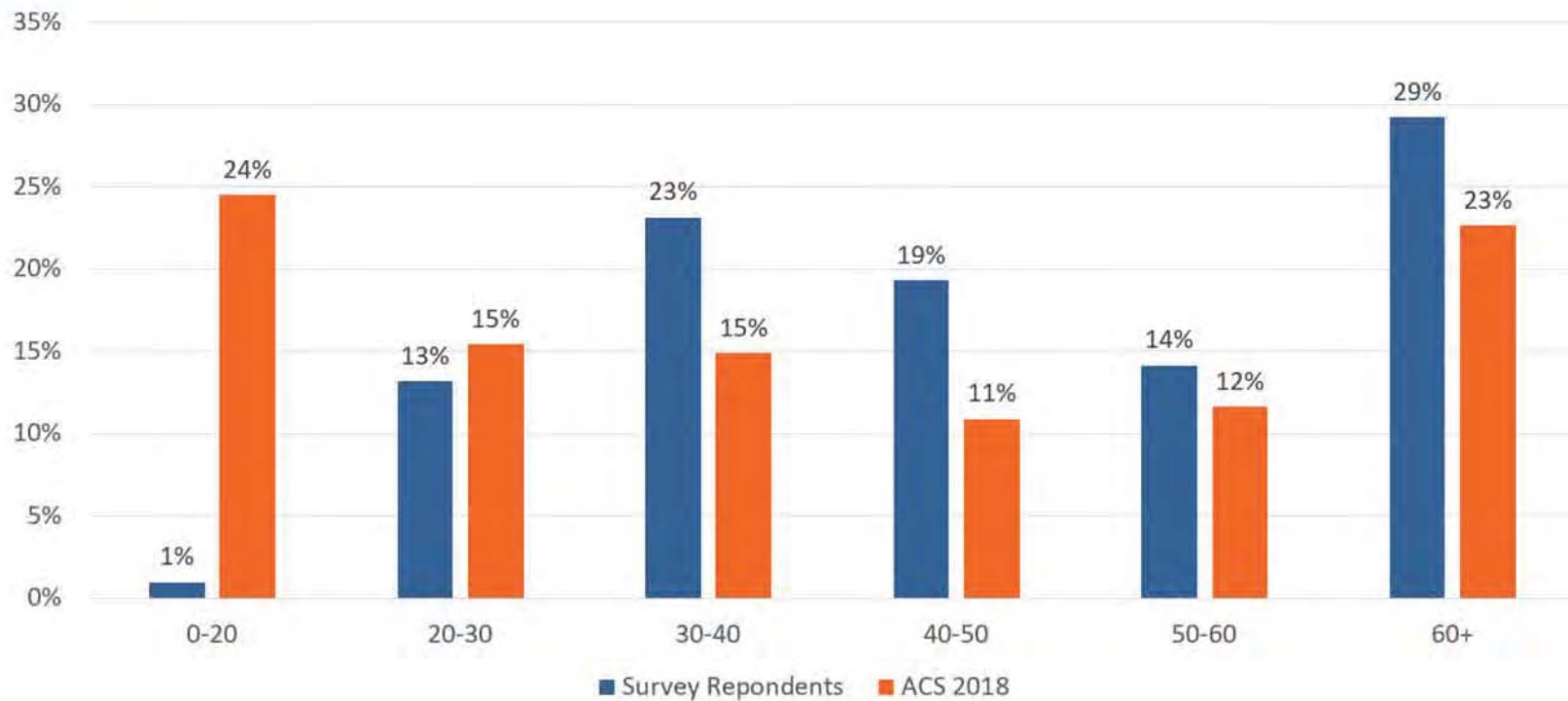


- “Dangerous merge lane on to I-15 freeway northbound at 5300 South”
- “Low visibility hill, faster speed limit, no sidewalk seems to be where I see the most accidents”
- “Lack of sidewalks makes it unsafe to reach bus stops”
- “No bike lane or safe way to get from 48th to 9th east ”
- “6900-6100 South State Street at Fashion Place Mall is a traffic nightmare”
- “It would also be helpful to have a bike/pedestrian lane on Murray Parkway Ave. where the road crosses I-215.”

Survey



What is your age?



Standards and Specifications (continued)

Crosswalk Guidelines and Standards

Engineering Study

An Engineering Study is required for new crosswalks. The objective is to determine where marked pedestrian crosswalks are appropriate, where marking or signing is ineffective and when additional treatments should be applied. An engineering study should be completed to determine the need of any marked crosswalk and should, at a minimum include the following information:

- Roadway geometry
- Motorist sight distance
- Traffic and pedestrian volume data
- Site characteristics and observations
- Posted speed limits, design speed, average speed and 85th percentile speed
- Crash history

Crosswalks should be avoided in locations with the following characteristics:

- Inadequate stopping sight distance for motorists
- Inadequate visibility for pedestrians
- Heavy truck traffic
- High vehicle turning movements
- High vehicular speeds
- Inadequate lighting

Crosswalk Installation Criteria

Mid-Block Locations

- Adequate stopping sight distance for design speed of the roadway must be achieved
- 20 or more pedestrian crossings in a one hour time frame or
- 15 or more elderly and/or child pedestrian crossings per hour or
- 60 or more pedestrian crossings in a 4 hour time period or
- A pedestrian destination such as a school, park, retail shops, office building or trail
- Mid-block crosswalks should not be installed within a reasonable distance of an established crossing or signalized intersection (600 feet).
- Mid-block crosswalk spacing should be at least 600 feet. In very urban, heavy pedestrian areas of the City, mid-block crosswalk spacing may be reduced to 300 feet
- Mid-block crosswalks must be signed and striped as per MUTCD requirements
- For higher speed and higher volume roads, a center island refuge and/or pedestrian activated flasher system (RRFB) or (HAWK) should be considered

Signalized Intersections

- Crosswalks should be installed on every approach that has pedestrian indications
- Crosswalks should not be signed at signals
- Crosswalk striping should be parallel with stop bars
- Crosswalk striping should be straight and run from pedestrian ramp to pedestrian ramp



Standards and Specifications (continued)

Crosswalk Guidelines and Standards

Unsignalized Intersections

- 10 or more pedestrian crossings in a one hour time frame
- Crosswalks should only be used at the stop controlled approaches to the intersections
- Crosswalks should not be signed at unsignalized intersections

Crosswalks should be evaluated and installed as per the Manual on Uniform Traffic Control Devices (MUTCD)

School Crosswalks

- School crosswalk locations should be evaluated and installed as per Part 7 of the Utah Manual on Uniform Traffic Control Devices

Standards

- Manual on Uniform Traffic Control Devices (MUTCD)
- Utah Manual on Uniform Traffic Control Devices
- AASHTO A Policy on Geometric Design of Highways and Streets
- AASHTO Guide for the Development of Bicycle Facilities

References

- NCITE. *Guidance for the Installation of Pedestrian Crossing Facilities*, January 2009
- Federal Highway Administration. *Manual on Uniform Traffic Control Devices for Streets and Highways*. Washington D.C., 2009
- Virginia Department of Transportation. *Guidelines for the Installation of Marked Crosswalks*, May 2007
- City of Boulder Colorado. *Pedestrian Crossing Treatment Installation Guidelines*, November 2011

The Planning Commission met on Thursday, May 20, 2021, at 6:30 p.m. for a meeting held electronically in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Planning Commission Chair determined that conducting a meeting with an anchor location presented substantial risk to the health and safety of those who may be present at the anchor location because physical distancing measures may be difficult to maintain in the Murray City Council Chambers.

The public was able to view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/Murraycityutah/>. Anyone who wanted to make a comment on an agenda item at the meeting registered at: <https://tinyurl.com/pc052021> or submitted comments via email at planningcommission@murray.utah.gov.

Present: Maren Patterson, Chair
Ned Hacker, Vice Chair
Travis Nay
Sue Wilson
Lisa Milkavich
Jake Pehrson
Jared Hall, Planning Division Manager
Susan Nixon, Associate Planner
Zachary Smallwood, Associate Planner
Briant Farnsworth, Deputy City Attorney
Citizens
Excused: Jeremy Lowry

The Staff Review meeting was held from 6:00 p.m. to 6:30 p.m. The Planning Commission members briefly reviewed the applications on the agenda. An audio recording is available at the Murray City Community and Economic Development Department Office.

Maren Patterson, Chair, opened the meeting and welcomed those in attendance. Ms. Patterson read the statement for holding the meeting electronically due to the Covid-19 Novel Coronavirus. She reviewed the public meeting rules and procedures

APPROVAL OF MINUTES

Travis Nay made a motion to approve Minutes from May 6, 2021 and Lisa Milkavich seconded. A voice vote was made, motion passed 6-0.

CONFLICT OF INTEREST

There were no conflicts of interest.

APPROVAL OF FINDINGS OF FACT

There were no findings of fact.

FASHION PLACE MALL & LARRY MILLER AUTO – 6011 South State Street – Project #21-030

Larry Miller Auto is requesting Conditional Use Permit approval to allow the storage of inventory vehicles and employee parking associated with the Larry H. Miller dealerships on a portion of

the 5.42-acre overflow parking lot owned by the Fashion Place Mall located at 6011 South State Street. The request was continued from the April 15, 2021 meeting to the May 20, 2021 meeting. The applicant was not present at the meeting and a member of the commission desired to have clarification on the request. Susan Nixon presented the request. The lot is in the C-D zone and the request is intended for a continual Conditional Use Permit, but the application is for 2 additional years. Staff recommends the approval of a Conditional Use Permit for an additional two (2) year time period to allow the proposed Vehicle Storage and Employee Parking on the property located at 6011 South State Street, subject to conditions.

Ms. Milkavich stated there are a number of used dealerships in Murray and asked if auto dealership lots are encroaching throughout the city. At the time of the original request, it was determined not to be an encroachment and was more of a temporary situation. There have since been 2 additional requests and at this time it may be worth addressing. Ms. Nixon stated the site itself does not encroach on the surrounding businesses. Ms. Patterson clarified how smaller used auto dealerships working out of business parks posed more issues than this type of request. Mr. Hall added this does not impede land use opportunity costs and the lot isn't used for 9-10 months out of the year.

The applicant Mark Thorsen, Fashion Place LLC, stated his address as 14057 New Settle Road, Draper Utah and stated he is willing to comply with all the conditions. Greg Flint with Larry Miller Real Estate was also present to represent the request and stating his willingness to comply with the conditions. Mr. Flint clarified the request is ultimately a permanent, continual use.

Ms. Patterson opened the meeting for public comment. No public comments were made. The public comment portion for this agenda item was closed.

Mr. Pehrson asked if they are desiring a perpetual use and if it is something that can be done. Ms. Nixon stated the Commission does have the authority to allow that and typically Conditional Uses do stay with the property and are perpetual. Ms. Milkavich asked for clarification if the approval is given, can they then park any cars there, and could anyone park there. Mr. Nay stated Larry H. Miller is contracted for a set amount of parking spaces. Ms. Milkavich stated the number of stalls is not delineated well in the request but is delineated on the attached site plan. Ms. Patterson agreed and requested it be added to the conditions. Ms. Nixon clarified that no one is authorized to sell cars or display car sales on this lot, it is for inventory only and stated that if approved Fashion Place could make the same deal with another dealership as long as the conditions are still met. Mr. Pehrson asked if there is a downside to allowing this. Mr. Nay stated it is wasted space and isn't used in a meaningful way and is somewhat hidden. Mr. Nay asked if the landscape survey has been done on the site and is it considered part of the Mall property. Ms. Nixon declared that the landscaping requirements are different because it has no public street frontage. Mr. Nay declared that the original conditions were not met and that they have not abided with the landscaping requirements and that putting rocks on top of asphalt is not xeriscaping. Mr. Pehrson asked if they did this because there is no water or sprinkler system and posed if the commission would want water used in an area that isn't really seen. Mr. Smallwood indicated that it would fall under the landscaping code requirement to have planted materials for parking lots, which could also include xeriscaping. Mr. Hall added that a drip line would be needed even for desert plants and xeriscaping. Ms. Wilson stated the desert landscaping would be fine if it has some purpose and design to it. She specified the fifth condition may be a good place to specify the vehicle limitation. Mr. Smallwood clarified the addition of a condition can be detailed with the landscaping section of the code, chapter 17.68.

The applicant, Mark Thorsen stated there is no irrigation or storm drain on the parcel. Mr. Nay said it is an opportunity to upgrade the property in keeping with our city. Mr. Hacker agreed but added that this is a parking lot that is not really seen and doesn't feel it is necessary to have trees and watering systems. Mr. Nay said there is potential for Shopko to redevelop with town homes and those residences would have a view of this parking lot. Mr. Hacker specified those conditions could be addressed at the 2-year point. Ms. Nixon stated the commission has the authority of revoking the Conditional Use Permit if they are not complying. Mr. Pehrson asked if there is a way to make stipulations at any time. Mr. Hall clarified if they do not comply, code enforcement can enforce the compliance and that there is a possibility that this lot, along with the Shopko property, could be redeveloped and will be a non-issue in 2 years.

Travis Nay motioned to approve a Conditional Use Permit for an additional 2 year time period to allow the storage of inventory vehicles and employee parking associated with the Larry H. Miller dealerships on a portion of the 5.42-acre parking lot owned by the Fashion Place Mall located at 6011 South State Street subject to the 6 conditions with a change to condition number 5 to read the use of the property is limited to 196 spaces depicted on the site plan.

1. Access for emergency vehicles shall be provided at all times. The applicant shall maintain clear and well-marked drive aisles for Fire Department access throughout the parking lot. If the gate is to be locked to secure the lot, the Fire Department shall be advised in order to update their mapping system.
2. Precast concrete wheel bumper stops shall be maintained at the head of all parking spaces adjacent to landscape areas.
3. The required landscaped areas shall be maintained in good condition at all times.
4. The applicants shall maintain a Murray City Business License in good standing and abide by all associated regulations therein.
5. The use of the property for inventory vehicle storage and Larry H. Miller employee parking is limited to the 196 spaces within the area depicted on the Site Plan attached to the Staff Report.
6. The Conditional Use shall be valid for a period of two (2) years and will expire April 30, 2023, at which time the applicant may submit a new application for Planning Commission review and approval.

Seconded by Ned Hacker.

Call vote recorded by Mr. Smallwood.

 A Maren Patterson
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Ned Hacker
 A Jake Pehrson

Motion passed 6-0.

3 SWORDS FORGE, LLC – 4637 South Cherry Street – Project #21-041

The applicant is requesting a Conditional Use Permit approval to allow a metal fabrication business within the M-G Zone on the property located at 4637 South Cherry Street. Mr. Smallwood presented the request. The request is to install a forge in a portion of the building. Metal Fabrication is allowed as a Conditional Use. The applicant's client crafts knives and swords as a hobby and stores items for his entertainment business. He added there is a condition to improve landscaping in this area adding 2 additional trees.

Staff recommends approval Conditional Use Permit approval to allow a metal fabrication business within the M-G Zone on the property located at 4637 South Cherry Street, subject to the conditions.

Brent Bateman, with Dentons Durham Jones Pinegar, stated his address as 3301 North Thanksgiving Way, Lehi, Utah. Mr. Bateman is representing his client who would like to have a forge on the building and stated his willingness to comply with the conditions.

Ms. Patterson opened the meeting up for public comment. No public comments were made. The public comment portion for this agenda item was closed.

Sue Wilson made a motion to approve a Conditional Use Permit to allow the operation of a metal fabrication business at the property addressed 4637 South Cherry Street subject to the 7 conditions:

1. The project shall comply with all applicable building and fire code standards.
2. The applicant shall obtain a building permit for any interior or exterior construction on the property.
3. The applicant shall work with Planning Division Staff to stripe parking that complies with the Murray City Land Use Ordinance including ADA compliant spaces.
4. The applicant shall maintain clear, appropriate vehicular access to the overhead doors on the building at all times.
5. The applicant shall work with Planning Division staff to implement landscaping that conforms to Chapter 17.68 of the Murray City Land Use Ordinance.
6. The applicant shall obtain permits for any new attached or detached signs proposed for the business.
7. The applicant shall obtain a Murray City Business License prior to beginning operations at this location.

Seconded by Lisa Milkavich.

Call vote was recorded by Mr. Smallwood.

A Maren Patterson
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Ned Hacker
 A Jake Pehrson

Motion passed 6-0.

BAMBURGH PLACE SUBDIVISION – 344 East 5600 South – Project #21-039

The applicant, Alan Prince is requesting a Conditional Use Permit to allow for a Single-Family Residential Infill and Preliminary / Final Subdivision approval for Bamburgh Place. The proposal includes 7-lots on 1.53 acres to be developed on the property addressed 344 East 5600 South. Susan Nixon presented the request. The subject property is located on the south side of 5600 South Street. On April 20, 2021, the Murray City Council approved a change of zoning from R-1-8 to R-1-6 for the property. It was anticipated that there would be a subsequent residential subdivision application. The property has been vacant for the past few years. The recording of the subdivision will create seven (7) lots for the construction of single-family homes on a new public road accessing off 5600 South Street. Two of the lots will have frontage along 5600 South Street. The proposed lot sizes range from 6,000 ft² to 6,364 ft². The proposal includes 7 lots, with an easement to the open space on the adjacent property to the east (404 East 5600 South) that will serve as a drainage easement; and another parcel at the southern end that will be a small pocket park that will be owned and maintained by the subdivision HOA. The residential infill does allow for the variation on the setbacks. There is a detention drainage easement which is going to be owned by the adjacent property owner, but will have an access easement across it and that property owner will maintain it. The road will be a public road with a 42 foot right of way including 25 feet of paved asphalt, 6 foot sidewalks and 2.5 foot curb and gutter adjacent to the sidewalk. There will be no park strip. Ms. Nixon showed the landscaping and exhibits of the property. Staff is recommending that the Planning Commission approve a Conditional Use Permit for residential infill and grant preliminary & final subdivision approval for the Bamburgh Place subdivision on the property addressed 344 east 5600 South subject to conditions.

Ms. Milkavich asked about the water main line and if there would be a gate on 5600 South. Ms. Nixon replied it will be up to the developer to work out the water line with the water department and that a private access gate is not required or allowed on 5600 South. Ms. Milkavich and Ms. Patterson commented on how creatively the developer used the piece of land. Mr. Nay added the 6-foot sidewalk will be a real asset. Mr. Hacker stated the street is smaller than city requirements and asked if engineering is satisfied with access for snow removal. Ms. Nixon stated engineering did not have any objection to this. Mr. Nay added this is the most proactive applications he has seen in a long time; he commended the applicant for how he went about this and how he worked with the neighborhood.

Alan Prince, applicant, stated his address at 11142 Eagle View Drive, Sandy, Utah and stated he is willing to comply with all the conditions. He addressed the water issue and stated they

were going to stop the water line at the top of the cold a sac. The water department wanted to loop it under the pocket park and connect it at Hillside Drive.

Ms. Patterson opened the meeting for public comment. No additional public comments were made. The public comment portion for this agenda item was closed.

Ned Hacker made a motion to approve a Conditional Use Permit to allow for a Single-Family Residential Infill and grant Preliminary and Final Subdivision approval for Bamburgh Place Subdivision on the property addressed 344 East 5600 South, subject to the 11 conditions:

1. The applicant shall meet all requirements of the Murray City Engineer, including the following:
 - a. Meet City subdivision and requirements.
 - b. HOA declaration is required for the common area maintenance and ownership.
 - c. The HOA will need to maintain the offsite stormwater retention/detention system. Maintenance language should be included in the HOA declaration. There will also be a maintenance agreement required with Land Disturbance Permit.
 - d. Provide grading, drainage and utility plan and profile drawings.
 - e. Meet City storm drainage requirements, on-site retention of the 80th percentile storm is required. Implement Low Impact Development (LID) practices.
 - f. Provide standard front rear and side yard PUE's on lots – window wells cannot extend into PUE's
 - g. Provide a site geotechnical study based on the proposed site grading and building plans.
 - h. Provide any required easements and vacate any unused easements within the proposed building areas.
 - i. The existing power pole and attached utilities located in the proposed subdivision street will need to be relocated.
 - j. Driveway on Lots 1 & 7 need to be located on the subdivision street at least 40' south of the 5600 South right-of-way line. Driveway access onto 5600 South will not be allowed.
 - k. Street lighting type and locations need to be approved by Murray City Power.
 - l. Develop a site SWPPP and obtain a City Land Disturbance Permit prior to beginning any site grading and construction work.
 - m. Obtain a City Excavation Permit for work within City roadways.
 - n. Restore road cuts into 5600 South to new condition. Mill and pave will be required.
2. The applicant shall obtain will-serve letters from the following utility providers:
 - a) CenturyLink
 - b) Comcast
 - c) Utopia
 - d) Dominion Energy
3. The applicant shall meet Fire Department requirements, and Fire Code (IFC) regulations. The applicant shall provide fire hydrants and paved road access prior to construction phases.
4. The applicant shall meet Water Division requirements. A new water main will need to tie into Hillside Drive to create a looped connection to provide fire flow and must be class 52

ductile iron pipe 8". All service laterals must be 1" in size with copper to the yokes. No meters are allowed in drive approaches. The old service will need to be terminated in the road.

5. The applicant shall meet Wastewater Division requirements. Must provide a dead-end manhole in the cul-de-sac. No laterals can be run underneath the driveways. The size of all manholes must be clearly labeled on the plan.
6. The applicant shall meet Power Department requirements, including the relocation of the existing power facilities.
7. The subdivision improvements shall include the installation of street trees as required by Murray City Code.
8. All lots within the subdivision shall comply with the requirements of the R-1-6 Zone as outlined in Chapter 17.96 of the Murray City Land Use Ordinance.
9. The applicant shall prepare a Final Subdivision Plat which complies with all requirements of Title 16, Murray City Subdivision Ordinance.
10. The subdivision plat shall be recorded within one year of the final approval by the Planning Commission or the subdivision plat approval shall be null and void.
11. Proof of recordation of the Subdivision Plat and CC& Rs document as outlined in the Staff Report shall be submitted to the Murray City Community & Economic Development Department.

Seconded by Jake Pehrson.

Call vote was recorded by Mr. Smallwood.

 A Maren Patterson
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Ned Hacker
 A Jake Pehrson

Motion passed 6-0.

MURRAY SQUARE – 4670 South 900 East – Project #21-042

The applicants, Kimball Investments and Ivory Commercial, are requesting Preliminary and Final Subdivision approval for a 3-lot commercial subdivision to facilitate development of the Murray Square mixed use project at 4670 South 900 East. The applicant was not present, Zachary Smallwood asked the commissioners if they want to continue it or review it. Mr. Nay stated it is pretty clear what their intentions are and felt they could go ahead with the item without the applicant and the other commissioners agreed. Mr. Smallwood presented the request. This application is to split the residential and commercial sections off into their own parcels. He showed the site plan and identified that lot 1 will have two residential buildings, Lot 2 will have the commercial subdivision and Lot 3 will be a vertical mixed-use project. It is bound by the Memorandum of Understanding which outlines how it shall be developed and limits the

ability to request additional residential to be placed there because it will be governed by the Memorandum of Understanding. He displayed the utility plan and some photos of the current construction. Ms. Wilson asked if the street will be painted to indicate the subdivision to the west. Mr. Smallwood showed the area where there will be a road that will have access to that neighborhood and showed the utility plan. Ms. Milkavich asked if the south lot will be residential and commercial. Mr. Smallwood stated lot 3 will contain commercial along 900 East with residential above it and residential to the west of it. Staff recommends that the Planning Commission grant Preliminary and Final Subdivision Approval for the Murray Square Subdivision on property located at 4670 South 900 East subject to conditions.

Ms. Patterson opened the meeting for public comment. Mr. Smallwood stated there was one email with some questions about the site. No public comments were made. The public comment portion for this agenda item was closed.

Ned Hacker made a motion to grant Preliminary and Final Subdivision Approval for the Murray Square Subdivision on property located at 4670 South 900 East subject to the 6 conditions:

1. The project shall meet Murray City Engineering requirements including the following:
 - a) Meet City subdivision requirements.
 - b) Provide PUE's as required by utilities serving the development.
 - c) Dedicate right-of-way along 900 East to accommodate MU street improvements.
 - d) Ensure that the proposed private right-of-way aligns properly with 4705 South on the east side of 900 East and that it will accommodate the required WB thru, EB left and EB right lane configuration. Adjust or widen the defined right-of-way if needed.
2. The project shall continue to provide access from 4680 South to 900 East.
3. All lots within the subdivision shall comply with the standards for lots in the M-U Zone as outlined in Section 17.146 of the Murray City Land Use Ordinance.
4. The applicant shall meet all Power Department requirements and provide required easements for equipment and Power lines
5. The applicant shall meet Mount Olympus Improvement District specifications.
6. The applicant shall prepare a Final Subdivision Plat which complies with all requirements of Title 16, Murray City Subdivision Ordinance.

Seconded by Sue Wilson.

Call vote was recorded by Mr. Smallwood.

 A Maren Patterson
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Ned Hacker
 A Jake Pehrson

Motion passed 6-0.

SPRING CREEK COVE INVESTMENTS – 5091 South Wesley Road & 5070 South 1100 East – Project #20-024

The request from Garbett Homes, is for a Conditional Use Permit Amendment for Planned Unit Development & Subdivision Amendment Approval. Garbett Homes is requesting approval to amend the Spring Creek Cove Planned Unit Development (PUD) Subdivision for setbacks on two lots. Susan Nixon presented the request. Property is on 5 acres and located in the R-1-8 zone. There are two requests related to this project 1) amend the Conditional Use Permit for the Planned Unit Development (PUD); and 2) Amendment to the subdivision setbacks for Lot #4 & Lot #5. Both applications are being presented; however, separate motions will be required for each of the two applications. The subject property is just over five acres of vacant land located mainly behind the homes lining the east side of Wesley Road (approximately 1100 East) between about 5000 – 5100 South. The PUD subdivision contains 15 lots with a large open space to conserve the delineated wetlands on the east side of the property, known as Spring Creek. The Planning Commission granted Conditional Use Permit approval and preliminary subdivision approval on March 5, 2020. Final subdivision approval was granted on December 3, 2020. Ms. Nixon showed some drone video footage of the terrain in the area. Due to the heavy wooded area steep terrain and the wetlands on this property this project is a good use of the space. Staff recommends that the Planning Commission approve the Conditional Use Permit Amendment for Spring Creek Cove, PUD and approve the subdivision amendment for Spring Creek Cove Subdivision Amending the rear-yard setbacks of Lot #4 & Lot #5 subject to conditions.

Jacob Ballstaedt of Garbett Homes, applicant, stated his address 673 North East Capital Street, Salt Lake City, Utah. He stated he is willing to comply with the conditions. He clarified the property is tight on the north end and there are building height limitations for the proposed home decks due to drop off. There are no neighbors for several hundred feet behind those lots.

Ms. Patterson opened the meeting for public comment. No additional public comments were made. The public comment portion for this agenda item was closed.

Travis Nay made a motion to approve a Conditional Use Permit Amendment for Planned Unit Development & Subdivision Amendment to the Spring Creek Cove Planned Unit Development (PUD) Subdivision subject to the 3 conditions:

1. Meet all requirements of the Murray City Engineer including the following:
 - a. Update the retaining wall design to account for the reduced home and foundation setbacks.
 - b. Avoid disturbing the retaining tiebacks and or geogrid.
2. Meet all requirement of the Murray City Fire Department. Provide adequate fire hydrants and paved road access prior to construction phases and meet applicable Fire Code standards.
3. Meet City subdivision and PUD requirements.

Seconded by Lisa Milkavich.

Call vote was recorded.

A Maren Patterson
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Ned Hacker
 A Jake Pehrson

Motion passed 6-0.

Travis Nay made a motion to approve a Subdivision Amendment for Spring Creek Cove Planned Unit Development (PUD) Subdivision for amending the rear yard setbacks on lots # 4 and # 5 subject to the following conditions:

1. Meet all requirements of the Murray City Engineer including the following:
 - a. Update the retaining wall design to account for the reduced home and foundation setbacks.
 - b. Avoid disturbing the retaining tiebacks and or geogrid.
2. Meet all requirement of the Murray City Fire Department. Provide adequate fire hydrants and paved road access prior to construction phases and meet applicable Fire Code standards.
3. Meet City subdivision and PUD requirements.

Seconded by Ned Hacker.

Call vote was recorded by Mr. Smallwood.

 A Maren Patterson
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Ned Hacker
 A Jake Pehrson

Motion passed 6-0.

MURRAY TRANSPORTATION MASTERPLAN – Project #21-049

Jared Hall stated that Murray City Public Works Department is proposing that the City Council adopt the Transportation Masterplan (TMP) by resolution. Although the TMP will not amend the General Plan or the Land Use Ordinance, Staff believes it is an important step in the public process for the Planning Commission to review and make a recommendation to the City Council.

Trae Stokes and Chris Zawislak with the City Engineering Division presented the request. Mr. Stokes gave a brief background and history of the 1993 Transportation Plan which included the UTA Light Rail project and the 2006 Transportation Plan which included eastside annexations and the Commuter Rail. The main purpose of the 2021 Transportation Plan is to account for

changes in the 2017 General Plan, address impacts of zone changes, identify impacts of future development and growth. He displayed the Process Overview which included public involvement at two different points.

Thomas McCurty with Avenue Consultants presented the plan and showed the website they created with all the details of the plan. Murray has a good existing transit access, routes, and stops with a functional roadway network. He displayed a map detailing the existing traffic volumes. He showed 5900 South with Level E service, but most roads in Murray are C and D level of service. Citywide growth is steadily increasing. There are more jobs in Murray than population which is somewhat unusual but that impacts the traffic volumes during the day. He showed a projection of 2050 and if no changes are made then the congestion will become a problem on the main corridors. He displayed some maps of intersection and roadway Improvements and the 3 Phases of the project and projected cost of each phase. Sidewalks is the number 1 element Murray residents want, number 2 was travel lanes and third was bike lanes.

Mr. Hacker asked about the regional continuity and how much coordination was done with surrounding cities. Mr. McCurty explained any instances where there are crossing borders then it is examined and factored in and are continually working on regional transportation.

Ms. Milkavich asked about adding to a few lanes and if that is in each direction or total lanes and feasibility of the cost for these phases. Mr. McCurty clarified adding lanes in each direction. Mr. Stokes clarified that there are projects within the plan that will qualify for federal funds and some of the projects are underway. Mr. McCurty added these are big numbers but in comparison to other cities the numbers are quite manageable.

Mr. Nay asked about the build/no build comparison chart maps and if there are areas of the city that won't be able to accommodate large-scale mixed-use projects. Mr. McCurty stated many areas have been analyzed and the higher impact area's 4800 South and Murray Boulevard are critical and would be addressed in phase 1.

Mr. Pehrson stated 42,000 people coming in and 23,000 leaving and the light rail table is delineated by month which shows a small percentage of rail commuters. Mr. McCurty stated transit commuters are low across the state and transit isn't going solve the traffic problems in the future. Mr. Hacker stated there are 3 light rail stations but getting them in and out of those areas needs improvement. Ms. Milkavich asked if the percentage of transit commuters is low due to lifestyle or lack of function. Mr. Hacker stated it is lifestyle. Mr. Hall added part of it is opportunity. The infrastructure is not built within the proximity of the stations, once homes are built closer to stations the opportunity will be much higher. Mr. Nay noted that many Hospital employees are light rail commuters. Mr. Zawislak clarified that as congestion comes into the valley, which is inevitable, commuting by vehicle will become less convenient and transit ridership will likely increase and by creating the projects the plan identifies will help prepare Murray for that future. Ms. Milkavich asked if there could be a link to this every time there is a traffic concern presented at the planning commission meetings. Mr. Pehrson and Mr. Hacker commended them for a great report that is clear and simple to follow.

Mr. Stokes pointed out that Bullion doesn't change much from now to 2050. The Galleria and the MCCD area will have more growth and will require more improvements. Mr. McCurty clarified that State Street and 900 East have a greater capacity than what is being utilized and can absorb more growth and increased traffic.

Ms. Patterson opened the meeting for public comment. No public comments were made. The public comment portion for this agenda item was closed.

Mr. Stokes requested the Planning Commission review the draft plan and forward a recommendation of approval to adopt the Transportation Masterplan by resolution.

Staff recommends that the Planning Commission forward a recommendation of approval to adopt the Transportation Masterplan by resolution to the City Council.

Ned Hacker made a motion to forward a recommendation to City Council to adopt the 2021 Transportation Masterplan by resolution. Seconded by Lisa Milkavich.

Call vote was recorded Mr. Smallwood.

 A Maren Patterson
 A Lisa Milkavich
 A Travis Nay
 A Sue Wilson
 A Ned Hacker
 A Jake Pehrson

Motion passed 6-0.

OTHER BUSINESS

Mr. Hall specified the mixed-use moratorium will end August 1, 2021. Mr. Hall stated he is doing code writing and will have the commission do a work session during the next few months.

Mr. Nay made a motion to adjourn. Motion seconded by Ms. Wilson. A voice vote was made, motion passed 6-0. The meeting was adjourned at 9:00 p.m.



Jared Hall, Planning Division Manager

RESOLUTION NO. _____

A RESOLUTION APPROVING THE
TRANSPORTATION MASTER PLAN

WHEREAS, the City has prepared a new Transportation Master Plan (the “Plan”); and

WHEREAS, the Plan includes updated information and analysis to reflect changes that have occurred since the previous transportation master plan was amended in 2006, as well as forecasted changes in the future and an in-depth analysis to determine future transportation system needs and performance has also been performed; and

WHEREAS, a comprehensive accounting of transportation capital needs has been developed, and potential existing and future funding sources that may be applied to those needs have been identified; and

WHEREAS, the Plan was developed using input from City staff as well as a public survey of the residents of Murray City; and

WHEREAS, a duly noticed public hearing was held on May 20, 2021, where the matter was given full and complete consideration by the Murray City Planning Commission, which forwarded a recommendation of approval to the City Council; and

WHEREAS, a copy of the Plan is available for public viewing at the Murray City Public Works Department, 4646 South 500 West, Murray Utah, as well as on the City’s website; and

WHEREAS, after receiving and considering public comment, the Murray City Municipal Council finds that the Plan is in the best interest of the City and compliance with the Plan will contribute to the safety, health, prosperity and welfare of its citizens;

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

1. It hereby adopts the Murray City Transportation Master Plan, a copy of which is attached.
2. The Murray City Transportation Master Plan shall be available for public viewing at the office of the Department of Public Works, 4646 South 500 West, Murray Utah, as well as on the City’s website.

DATED this ____ day of _____, 2021

MURRAY CITY MUNICIPAL COUNCIL

Diane Turner, Chair

ATTEST:

Brooke Smith, City Recorder



Discussion Item #3



MURRAY


Public Works

Water Protection Ordinance Amendment

Council Action Request

Committee of the Whole

Meeting Date: July 20, 2021

Department Director Danny Astill	Purpose of Proposal Amend sections 13.30.030, 13.30.070 and 13.30.150 of the Murray City Municipal Code.
Phone # 801-270-2440	Action Requested History and presentation of proposed changes for discussion and comments.
Presenters Danny Astill, Cory Wells	Attachments Proposed ordinance
	Budget Impact There are no expected budget impacts related to this ordinance change.
Required Time for Presentation 10 Minutes	Description of this Item Murray City's water system is made up of 20 wells and eight springs that represent a significant investment for the city and an invaluable resource. In an effort to protect these resources from outside influences we have established a Ground Water Protection Ordinance which needs to be modified from time to time as new technologies or sources of contamination are identified. We continuously work to protect these water resources from sources of contamination, and the proposed ordinance modifications are based on recommendations from hydrology experts.
Is This Time Sensitive No	
Mayor's Approval 	
Date July 6, 2021	

ORDINANCE NO. ____

AN ORDINANCE AMENDING SECTIONS 13.30.030, 13.30.070 AND 13.30.150 OF THE MURRAY CITY MUNICIPAL CODE OF THE CITY CODE RELATING TO RESTRICTING GEOTHERMAL WELLS IN RECHARGE AREAS AND PROTECTION ZONES.

BE IT ORDAINED BY THE MURRAY CITY MUNICIPAL COUNCIL:

Section 1. Purpose. The purpose of this Ordinance is to amend sections 13.30.030, 13.30.070 and 13.30.150 relating to restricting geothermal wells in recharge areas and protection zones.

Section 2. Amend sections 13.30.030, 13.30.070 and 13.30.150. Sections 13.30.030, 13.30.070 and 13.30.150 of the Murray City Municipal Code shall be amended as follows:

13.30.030: DEFINITIONS:

Unless the context specifically indicates otherwise, the meanings of terms used in this chapter shall be defined as follows:

ABANDONED WELL: Means a well, the use of which has been permanently discontinued or is in such a state of disrepair that it cannot be used for its intended purpose or for observation purposes.

BEST MANAGEMENT PRACTICES (BMPs): Means a practice or combination of practices determined to be the most effective practicable (including technological, economic, and institutional considerations) means of preventing or reducing the amount of pollution to a level compatible with water, soil, and air quality goals.

CITY: Means Murray City Corporation.

CITY COUNCIL: Means the Murray City Municipal Council.

CLOSURE: Means the cessation of operation of a facility, or any portion thereof, and the act of securing such facility or portion thereof to ensure protection of ground water in accordance with the appropriate State, Federal and local regulations applicable to the specific facility and with the provisions of this chapter.

CONTINUOUS TRANSIT: Means the nonstop movement of a mobile vehicle except for stops required by traffic laws.

DEPARTMENT: Means the City Public Works Department.

DIRECTOR: Means the Director of the Public Works Department or designee.

DISCHARGE: Means and includes, without limitation, spilling, leaking, seeping, pouring, injecting, emitting, emptying, disposing, releasing, or dumping regulated substances, hazardous waste or petroleum products to the soils, air, ground waters, or surface waters of the City. Discharge does not include the use of a regulated substance in accordance with the appropriate use intended or specified by the manufacturer of the substance, provided that such use is not prohibited by Federal, State, or local regulations. Discharge does not include discharges specifically authorized by Federal or State permits.

DRINKING WATER SOURCE: Means a drinking water spring or well supplying water which has been permitted or intended for consumptive use.

DRINKING WATER SOURCE PROTECTION ZONE (DWSP), OR PROTECTION ZONE: Means an area within which Best Management Practices are mandated for restricted uses, or certain uses are prohibited, in order to protect ground water flowing to public drinking water sources, and designated as a Protection Zone, level 1, 2, 3, or 4, pursuant to section [13.30.050](#) of this chapter.

GROUND SOURCE HEAT PUMP (GSHP) SYSTEM: Means a central heating and/or cooling system that pumps heat to or from the ground. It uses the earth as a heat source in the winter or a heat sink in the summer. These systems reduce operational costs of heating and cooling by taking advantage of moderate ground temperatures. GSHP as used in this chapter includes, but is not limited to, any such systems commonly referred to as Geothermal Wells, Geothermal Heat Pump Wells, Geothermal Heat Pumps, Closed-loop Heating/Cooling Exchange Wells, and Heat Exchange Units.

GROUND WATER: Means any water which may be drawn from the ground.

GROUND WATER DISCHARGE AREA: Means an area where the direction of ground water movement is upward from the principal aquifer to the shallow unconfined aquifer. Discharge areas, determined by the United States Geological Survey (USGS), are shown in section [13.30.150](#), appendix C of this chapter.

GROUND WATER DIVIDE: Means a line on a water table on each side of which the water table slopes downward in a direction away from the line.

GROUND WATER TOT: Means the time of travel for ground water to reach a drinking water source.

HANDLE: Means to use, generate, process, produce, package, treat, store or transport a regulated substance, hazardous waste or petroleum product in any fashion.

HAZARDOUS WASTE: Means all waste regulated under the following Federal Acts: the Reserve Conservation and Recovery Act, the Toxic Substance Control Act, the Clean

Water Act, the Clean Air Act, the Solid Waste Disposal Act and the Atomic Energy Act of 1954.

HEALTH DEPARTMENT: Means the Salt Lake Valley Health Department.

OPERATING PERMIT: Means a permit to operate a facility handling regulated substances, hazardous waste or petroleum products under this chapter. The permit will be issued by the Public Works Department.

PCS: Means potential contaminant source.

PETROLEUM PRODUCT: Includes, without limitation, fuels (gasoline, diesel fuel, kerosene, and mixtures of these products), lubricating oils, motor oils (new and used), hydraulic fluids, and other similar petroleum based products.

POTENTIAL CONTAMINATION SOURCE: means any facility or site which employs an activity or procedure which may potentially contaminate ground or surface water. A pollution source is also a potential contamination source.

PROHIBITED USE: Means a use, activity or practice which creates a substantial risk of pollution or contamination in the specified protection zone. A prohibited use is not permitted.

RECHARGE AREA: Means either a primary or secondary recharge area.

RECHARGE AREA AND PROTECTION ZONE MAP: Means the map by that name designated in section [13.30.040](#) of this chapter.

REGULATED PERSON: Means a person, corporation, partnership, association or other legal entity subject to this chapter.

REGULATED SUBSTANCES: Means substances (including degradation and interaction products) which because of quantity, concentration, or physical, chemical (including ignitability, corrosivity, reactivity and toxicity), infectious characteristics, radiomutagenicity, carcinogenicity, teratogenicity, bioaccumulative effect, persistence (nondegradability) in nature, or any other characteristics relevant to a particular material that may cause significant harm to human health and/or the environment (including surface and ground water, plants, and animals), including, without limitation, those substances set forth in the generic regulated substances list which is included as section [13.30.150](#), appendix A of this chapter; and the substances set forth in the following lists, as the same may be amended from time to time: identification and listing of hazardous materials (40 CFR part 261, subpart D) and list of extremely hazardous substances (40 CFR part 355, appendices A and B) and which are in a form capable of entering ground water.

RESIDENTIAL USE: Means any building or structure or portion thereof that is designated for or used for residential purposes and any activity involving the use or occupancy of a lot for residential purposes. Residential use shall include those customary and accessory residential activities associated with the principal permitted use of a lot for residential purposes as provided in the City's zoning ordinance.

SECONDARY CONTAINMENT: Means any system that is used to provide release detection and release prevention, such as trays under containers, floor curbing or other systems designed to hold materials or liquids that may discharge from containers holding regulated substances, petroleum products or hazardous substances. Examples include a double walled tank, a double walled integral piping system, or single walled tank or integral piping system that is protected by an enclosed concrete vault, liner or an impervious containment area.

SEPTIC HOLDING TANK: Means a watertight receptacle, used to contain septic waste, the contents of which are removed and disposed of at a waste disposal facility.

SEPTIC TANK SYSTEM: Means a generally watertight receptacle connected to a drain field that allows liquid from the tank to enter the soil. The system is constructed to promote separation of solid and liquid components of domestic wastewater, to provide decomposition of organic matter, to store solids and to allow clarified liquid to discharge for further treatment and disposal in a soil absorption system.

SLUDGE OR BIOSOLIDS: Means the solids separated from wastewater during the wastewater treatment process.

TRAVEL TIME CONTOUR: Means the locus of points that form a line of any configuration in space from which ground water particles on that line theoretically take an equal amount of time to reach a given destination, such as a well or a well field, as predicted by the refined Salt Lake Valley MOD FLOW/MOD PATH model.

USGS: Means the United States Geological Survey.

WELL: Any excavation that is drilled, cored, bored, washed, driven, dug, jetted or otherwise constructed when the intended use of such excavation is for the location, acquisition, development or artificial recharge of ground water.

WELL FIELD: Means an area of land which contains one or more drinking water supply wells. (Ord. 18-06: Ord. 17-40)

13.30.070: USES AND RESTRICTIONS WITHIN RECHARGE AREAS AND PROTECTION ZONES:

A. Prohibitions And Restrictions: A list of uses which may constitute potential contamination sources is found in section [13.30.150](#), appendix B of this chapter. The list

categorizes each use as either permitted, conditional or prohibited within protection zones referenced in section [13.30.150](#), appendix C of this chapter, and includes BMPs, if available, for each use. Permit requests for restricted uses shall be processed as provided in section [13.30.080](#) of this chapter. The department shall update and/or revise section [13.30.150](#), appendix B of this chapter from time to time as uses, technology, and BMPs evolve over time. Section [13.30.150](#), appendix C of this chapter shall not be construed to allow a permitted or a conditional use except as that use may be provided in the zoning ordinance of the City. It is the purpose of this chapter to regulate and/or prohibit certain land uses which may be otherwise classified as permitted or conditional uses under the zoning ordinance, and if the provisions of this chapter conflict with the zoning ordinance in this regard, the more strict provisions of this chapter shall apply.

B. Discharge: A person may not discharge, or permit the discharge, of any regulated substance, hazardous waste or petroleum product, whether treated or untreated, to soils, air, ground water, or surface water in any recharge area or protection zone, that may have a deleterious effect upon the ground water in the City, unless the discharge is in compliance with Federal, State, and local regulations. (Ord. 17-40)

C. Ground Source Heat Pump wells: The City restricts GSHP wells drilled in Source Protection Zones 1 through 4 as follows:

1. GSHP wells of any depth are prohibited in Zones 1 and 2.
2. GSHP wells less than 30' are restricted in zones 3 and 4.

13.30.150: APPENDICES:

. . .

APPENDIX B

List Of Potential Contamination Sources And Best Management Practices

The following table identifies uses which have varying potentials to contaminate ground water sources. These uses have been classified according to the risk of contamination in each protection zone as follows:

Permitted Uses (P) - The risk of contamination is considered relatively low in the specified zone if regulatory requirements and Best Management Practices are implemented and, therefore, the use is permitted if it otherwise conforms to the zoning ordinance, chapter 17, of this Code.

Conditional Uses (C) - The risk of contamination is moderate in the specified zone. The use may be permitted only after conditional use review and approval by the Planning Commission if the use otherwise conforms to the zoning ordinance, chapter 17, of this Code and to State law. Approval is subject to implementation of Best

Management Practices and compliance with other reasonable conditions as may be established by the Planning Commission.

Prohibited Uses (X) - The risk of contamination is very high in the specified zone. The use is not permitted regardless of any other provision of the zoning ordinance, chapter 17, of this Code.

Stormwater: R-317-8 Pretreatment: Contact local Municipal wastewater plant.

TABLE 1 Use Matrix for Potential Contamination Sources							
Potential Contamination Source	Protection Zone					Related Regulations	Best Management Practice(s)
	Primary Recharge	Secondary Recharge	Zone 1	Zone 2	Zones 3 and 4		
...	-	-	-	-	-	-	-
<u>GSHP, less than 30 feet deep</u>	X	X	X	X	C	-	-
<u>GSHP, more than 30 feet deep</u>	X	X	X	X	X	-	-
...	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-

...

Section 3. Effective date. This Ordinance shall take effect upon first publication.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on
this ____ day of _____, 2021

MURRAY CITY MUNICIPAL COUNCIL

Diane Turner, Chair

ATTEST:

Brooke Smith, City Recorder

Transmitted to the Office of the Mayor of Murray City on this ____ day of _____, 2021.

MAYOR'S ACTION: Approved

DATED this ____ day of _____, 2021.

D. Blair Camp, Mayor

ATTEST:

Brooke Smith, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance or a summary hereof was published according to law on the ____ day of _____, 2021.

Brooke Smith, City Recorder



MURRAY
CITY COUNCIL

Adjournment



MURRAY
CITY COUNCIL

Council Meeting 6:30 p.m.

Call to Order

Pledge of Allegiance



MURRAY
CITY COUNCIL

Special Recognition



MURRAY

Council Action Request

Meeting Date:

Department Director	Purpose of Proposal
Phone #	Action Requested
Presenters	Attachments
	Budget Impact
Required Time for Presentation	Description of this Item
Is This Time Sensitive	
Mayor's Approval	
Date	

EMPLOYEE OF THE MONTH RECOGNITION

DEPARTMENT:

DATE:

Fire

7/5/21

NAME of person to be recognized:

Submitted by:

Travis Bodtcher

Jon Harris

DIVISION AND JOB TITLE:

Captain

YEARS OF SERVICE:

11

REASON FOR RECOGNITION:

Outstanding performance

In July of 2019 a new training position was approved and started in the fire department. The purpose of this position was to help organize and provide consistency to our training program. Travis Botcher was promoted to this position, took the reins, and never looked back! He coordinated several classes and drills, many involving several fire departments.

During his time as training captain, the fire department was also completing the new fire station 81. Travis not only helped with the move, but was instrumental in helping surplus old equipment from the old station resulting in thousands of dollars back in to the general fund.

Part of the plan was for individuals to only hold this position for 2 years. Travis has since moved back on shift as a captain, however the momentum he has created will ensure the position continues to be successful.

COUNCIL USE:

MONTH/YEAR HONORED



MURRAY
CITY COUNCIL

Citizen Comments

Limited to three minutes, unless otherwise approved by Council



MURRAY
CITY COUNCIL

Public Hearing



MURRAY
CITY COUNCIL

Public Hearing #1



MURRAY


Community & Economic Development

Text Amendments to M CCD, TOD, MU, and new MU Zones

Council Action Request

Council Meeting

Meeting Date: July 20, 2021

Department Director Melinda Greenwood Phone # 801-270-2428 Presenters Melinda Greenwood Jared Hall Required Time for Presentation 30 - 40 minutes Is This Time Sensitive Yes Mayor's Approval  Date July 6, 2021	Purpose of Proposal Text amendments to the M CCD, TOD, and M-U Zones and the proposal of two new mixed-use zones. Action Requested Review of drafts Attachments Presentation Slides Budget Impact None. Description of this Item The Temporary Land Use Restriction (TLUR) limiting new development applications in the M CCD, TOD, and M-U Zones as well as any requests to rezone properties to any of the mixed-use zones will expire August 1, 2021. Community & Economic Development staff proposes amendments to the three existing mixed-use zones as well as two new mixed-use zones to be adopted in response to the concerns that resulted in the TLUR. A brief summary of the two new zones and the proposed amendments to the existing zones is attached, along with slides that were reviewed and discussed with the City Council on June 29, 2021 and with the Planning Commission on July 1, 2021. Drafts of the ordinances and amendments will be provided in preparation for the public hearing at the Planning Commission on July 15, 2021.
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Continued from Page 1:

City Department Review

The proposed amendments have been made with continuing review by Engineering, Public Works, and other city staff to consider density, parking, and impacts to city services.

Planning Commission

The Planning Commission reviewed the framework for the proposed amendments and new zones as a discussion item on July 1, 2021, and a public hearing is scheduled for July 15, 2021. The Commission's recommendations will be provided to the Council as soon as they are available.

Findings

1. The proposed amendments are consistent with the purpose of Title 17, Murray City Land Use Ordinance.
2. The proposed amendments are consistent with the goals and objectives of the 2017 Murray City General Plan.
3. The proposed text amendments support quality redevelopment and the enhancement of important commercial and transit oriented areas of the city.

Recommendation

Based on the background, staff review, findings both Planning Commission and Staff recommends City Council **APPROVE** the proposed text amendments to Chapters 17.146, Mixed-Use, 17.168, Transit Oriented Development, 17.170, Murray City Center District and the addition of proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use to the Murray City Land Use Ordinance.

Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 20th day of July, 2021, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing on and pertaining to the consideration of approving amendments to the Murray City Municipal Code regarding mixed-use zones. The amendments are proposed to chapters 17.146 (Mixed Use Zone), 17.168 (Transit Oriented Development Zone) and 17.170 (Murray City Center District Zone) of the City Code. The proposed amendments additionally enact chapters 17.162 (Centers Mixed-Use Zone) and 17.164 (Village Mixed-Use Zone).

The purpose of this hearing is to receive public comment concerning the proposed amendments to the City Code as described above.

DATED this 9th day of July, 2021.



MURRAY CITY CORPORATION

A handwritten signature in black ink, appearing to read "Brooke Smith", written over a horizontal line.

Brooke Smith
City Recorder

DATE OF PUBLICATION: July 9, 2021

UCA § 10-9a-205(2)

MAILED: To Affected Entities

POSTED: On City Website

POSTED: On the Utah Public Notice Website

PH21-26



The Temporary Land Use Restriction (TLUR) limiting new development applications in the M CCD, TOD, and M-U Zones as well as any requests to rezone properties to any of the mixed-use zones will expire August 1, 2021. Community & Economic Development staff proposes amendments to the three existing mixed-use zones as well as two new mixed-use zones to be adopted in response to the concerns that resulted in the TLUR. A brief summary of the two new zones and the proposed amendments to the existing zones is attached, along with slides that were reviewed and discussed with the City Council on June 29, 2021 and with the Planning Commission on July 1, 2021. Drafts of the ordinances and amendments will be provided in preparation for the public hearing at the Planning Commission on July 15, 2021.

There are currently three mixed-use zones in the Land Use Ordinance: The Mixed Use, M-U, Murray City Center District, M CCD, and Transit Oriented Development, T-O-D Zones. The proposed amendments to the three existing mixed-use zones include the approval process, residential density, parking requirements, height and buffering, and requirements for commercial components.

- Process. Projects of three acres or more will require Master Site Plan approval by the Planning Commission. Applications for Master Site Plan approval will require a traffic impact study, parking analysis, adequate public utilities & facilities Review, and a Master Site Plan Agreement to be reviewed and approved by the City Council.
- Residential Density. The West Subdistrict will allow a maximum of 40 units per acre. Adequate public facilities and services reviews are required for all projects with residential components.
- Parking. Staff proposes several adjustments to required parking, tying the requirement to the number of bedrooms in residential units in each of the zones. Project specific reductions in required parking have been removed. Allowable densities in the existing zones range between 40 units per acre (in the proposed “West Subdistrict” of the Mixed Use Zone) to 100 units per acre for projects in the TOD Zone or the M CCD west of State Street. Parking structures are encouraged and should provide direct connections to the uses they serve wherever possible.
- Required Commercial. Commercial space is required for all mixed use projects where buildings will front a principal street. A principal street is a public or private street classified as a collector or arterial of any kind. The proposed West Subdistrict of the M-U Zone would be allowed to reduce required commercial space according to a matrix of additional project amenities and public services such as affordable housing or the voluntary reduction of project density. Live/work units may be considered to fill some – but not all – of the commercial requirement.

Staff also proposes the creation of two new mixed-use zones: The Centers Mixed Use, CMU, and the Village Mixed Use, VMU Zones. These two new zones are intended to support the redevelopment of existing commercial areas along transportation corridors as well as in and around those areas identified by the 2017 General Plan as commercial and retail centers, neighborhood and community nodes, and other areas of change that could benefit from mixed-use zoning. The major components of the proposed zones are briefly summarized below

- Considerations. In reviewing requests to rezone properties to CMU or VMU, the City should consider the following:

- Location. Property should be along a transportation corridor, or in or around an area identified by the 2017 General Plan as a regional center, city or retail center, village or community node, or a BRT station village.
- Size. The property should be a minimum of 3 acres.
- Use. The property should be non-residential in current use and/or zoning.
- Findings. The City should be able to find positively for 5 of 8 goals intended to show that the property will be better developed with mixed-use project.
- Master Site Plans are required for all mixed-use development or redevelopment. Master Site Plans will require Traffic Impact Studies, Parking Analysis, Adequate Public Utilities & Facilities Review, and a Master Site Plan Agreement.
- Frontage – Mixed Use developments emphasize the pedestrian experience (no parking between buildings and the street, buildings closer to the street than other zones, etc.) Some greater flexibility is anticipated for building setback in the VMU and CMU Zones because the intent is to keep and enhance the existing commercial. Only new buildings will be required to locate within 15 feet of the curb as is typical in the existing mixed-use zones.
- Density – Both the CMU and VMU Zones are proposed with a base allowed residential density which can be increased by providing affordable housing, mixed housing types, additional commercial beyond the base requirement, or additional project amenities and open space. The VMU density range is from 25 – 35 units per acre. The CMU density range is from 35 – 45 units per acre.
- Commercial Requirements – Commercial uses are required along frontage of principal streets (State Street, 4500 South, etc.) Live/work units can provide up to 15% of the requirement in the VMU and 10% of the requirement in the CMU Zone. In the VMU Zone, reductions of required commercial can be allowed according to a matrix of additional amenities, open space, and affordable housing. Reductions of required commercial would not be allowed in the CMU Zone.

Both the amendments to the M-U, TOD and MCCD Zones as well as the proposed CMU and VMU Zones share other considerations in common.

Buffering – Where a mixed-use project directly abuts a single family residential zone, the following apply:

- Building Separation – normal landscape buffer (10' with a 6' solid wall) are applied, in addition to a required separation of any buildings by amenities, accesses, surface parking areas, or open space. This is intended to provide additional physical distance to any building.
- Graded Density – Buildings located adjacent to the required buffer cannot contain more than 8 units (to limit the building mass) and must represent the least dense component of any project.
- Height – buildings within 100' of the single-family zone cannot exceed 2 stories, 35' in height, and cannot utilize rooftop decks or patios. *Note: other height restrictions for properties in the MCCD Zone north of Court Avenue and east of Center Street are still in place.

Block Length – Block lengths for new development and redevelopment where possible shouldn't exceed 300' to promote walkability. Mid-block crossings, alleyways, pedestrian only accesses and vehicle accesses can all be considered to limit block length.

Curbside Management Plans – Curbside management plans will be required for all mixed-use development and redevelopment of property. The site design must consider freight for commercial uses, deliveries, pick-up and drop off for residential uses, public and private transportation, and micro-transit.

City Department Review

The proposed amendments have been made with continuing review by Engineering, Public Works, and other city staff to consider density, parking, and impacts to city services.

Planning Commission

The Planning Commission reviewed the framework for the proposed amendments and new zones as a discussion item on July 1, 2021, and a public hearing is scheduled for July 15, 2021. The Commission's recommendations will be provided to the Council as soon as they are available.

Findings

1. The proposed text amendments are consistent with the purpose of Title 17, Murray City Land Use Ordinance.
2. The proposed amendments are consistent with the goals and objectives of the Murray City General Plan.
3. The proposed text amendments will support quality redevelopment and enhancement of important commercial and transit oriented areas of the city.

Recommendation

Based on the background, staff review, findings both Planning Commission and Staff recommends City Council **APPROVE** the proposed text amendments to Chapters 17.146, Mixed-Use, 17.168, Transit Oriented Development, 17.170, Murray City Center District and the addition of proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use to the Murray City Land Use Ordinance.

Item # 8 - Discussion Item

Mixed Use Zone Changes



Why Mixed-Use?



Revitalize
Downtown

Increased Economic Viability

Increase
Private Investment



Lower Infrastructure Costs



Support Good
Business Climate

Healthier, Walkable Places

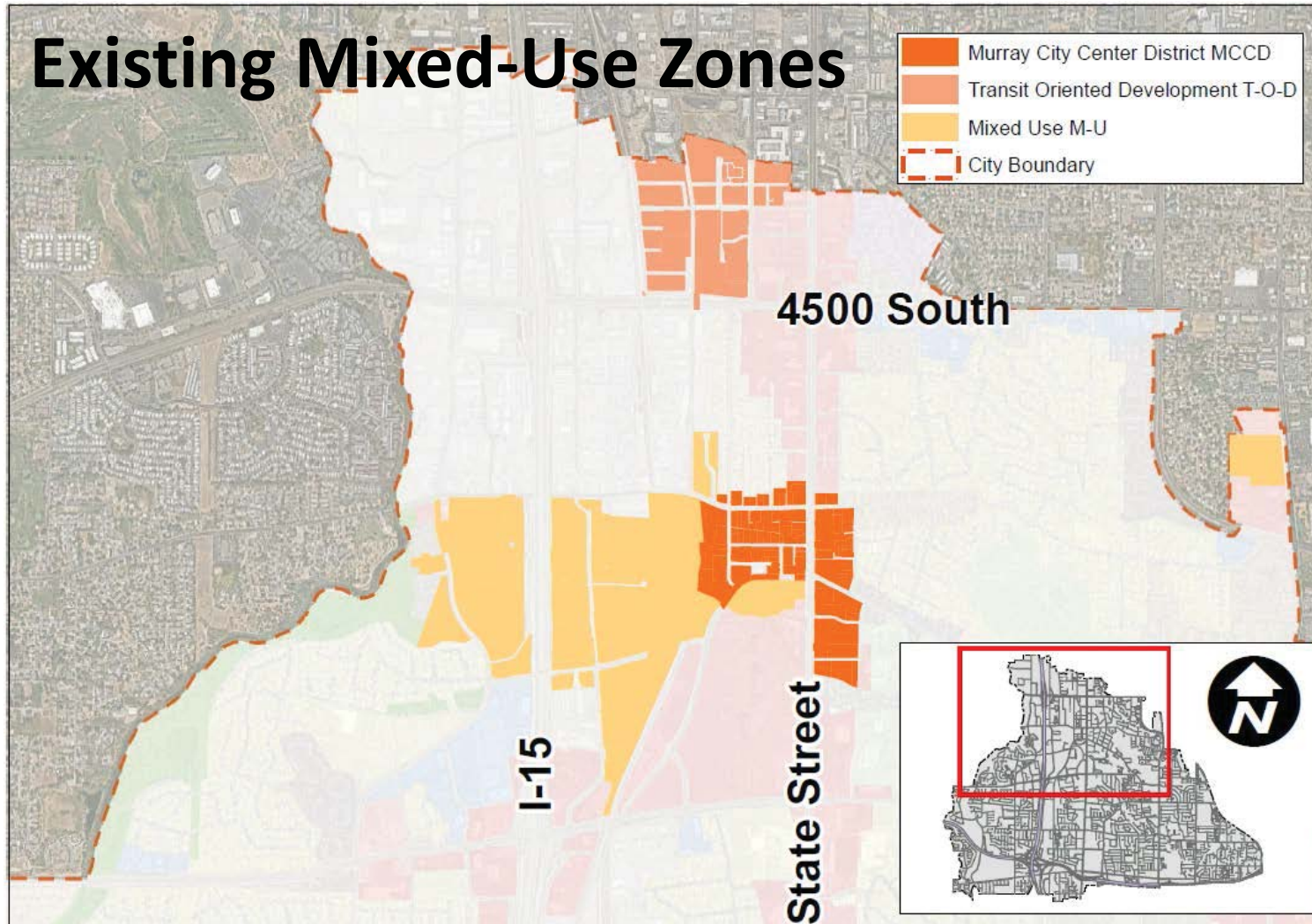
Where mixed-use zoning can be appropriately implemented, it represents a more sustainable land-use pattern that will support the surrounding area as well.

Where?

Where have we – and how should we – apply mixed-use zoning?

Mixed-use zoning represents a return to traditional land uses forms before residential and commercial uses were so strictly segregated by zoning. While “traditional” zoning that is more familiar remains useful and necessary, mixed land uses can be well-suited for the purposes that we’ve reviewed in some specific areas with special circumstances and needs.

Existing Mixed-Use Zones

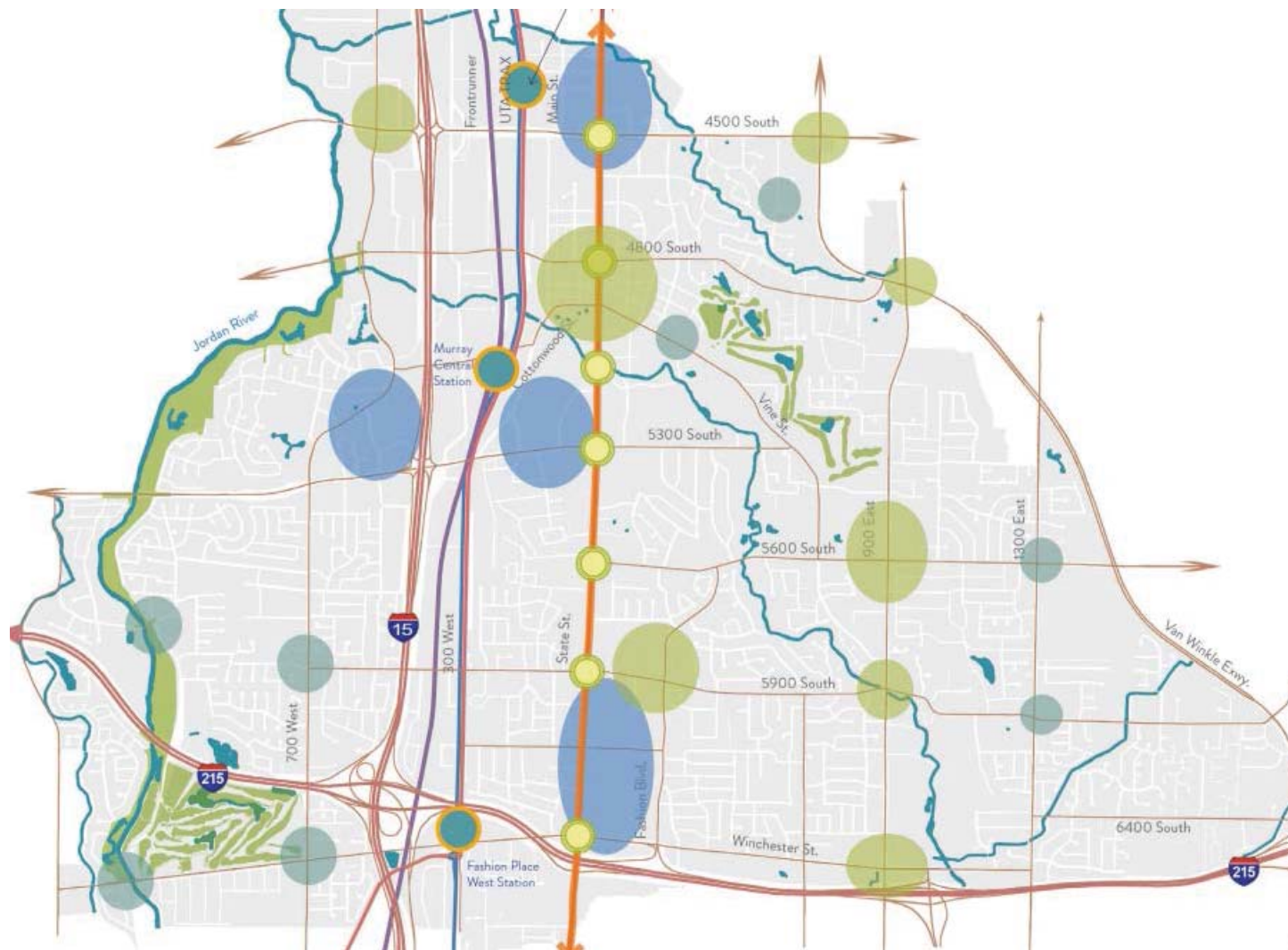


Existing Mixed-Use Zones

Murray City Center District, MCCD – Murray’s downtown has been zoned for mixed-use development for some time. The downtown area has direct adjacency to both State Street (a major vehicular and transit corridor) and the nearby Murray Central Station. The clear purpose of the zoning? Revitalization.

Mixed-Use, M-U – The Mixed-Use Zone has been applied to a large area adjacent to and around the Murray Central Station. To eliminate confusion with other mixed-use zoning designations staff proposes renaming this zone “Murray Central Mixed Use, MCMU”. Additionally, staff has proposed dividing the MCMU into an east and west subdistrict, recognizing differences in those areas of this large zone. The clear purpose of the zoning? Revitalization of underutilized properties in this area with good, mostly direct access to a major transit hub and employment center.

Transit Oriented Development, TOD – The Transit Oriented Development Zone has been applied around the Murray North TRAX station in an area known as Fireclay, between Main Street and the tracks, and 4500 South and Big Cottonwood Creek at the north edge of the city. The clear goal of this zoning is to revitalize what was an under-utilized and contaminated industrial area by capitalizing on its very direct connection to the light rail.



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

The small areas plan map from the 2017 General Plan along with several others identifies these areas of potential change. The 2017 General Plan also identifies the future introduction of residential uses to some commercial zones and areas.

Proposed Mixed-Use Zones

Village Mixed-Use, VMU

Centers Mixed-Use, CMU

These zones are intended to provide opportunities for the measured, context sensitive addition of residential housing to otherwise commercial properties. Considerations for the implementation of these zones:

- Along important transit corridors, and in or around areas identified in the 2017 General Plan as Neighborhood and Community Nodes, City and Retail Centers, Regional Centers, and BRT Station Villages.
- 3-acres or more
- Currently zoned or used non-residentially
- Find that development or redevelopment of the property under mixed-use zoning will meet at least 5 of these goals:
 - Result in high-quality redevelopment of commercial property
 - Retain or rehabilitate the commercial use of a significant portion of the property area
 - Increase local access to commercial services for in-project residents and surrounding neighborhoods
 - Promote a greater variety of housing options within Murray neighborhoods
 - Promote opportunities for life-cycle housing, and moderate-income housing
 - Provide increased walkability on the site and result in walkable connections to surrounding neighborhoods
 - Create and contribute to a sense of place and community
 - Result in improved conditions for buffering and transition to residential uses

Development Process

Proposed Zones:

CMU & VMU – New mixed-use development and redevelopment of properties in the CMU and VMU Zones would first require zone changes on the subject properties. All mixed-use development in these zones will require Master Site Plan review and approval by the Planning Commission.

Existing Zones:

MCCD – New development in the MCCD Zone requires a review by the Design Review Committee (DRC) and a subsequent Design Review and Approval by the Planning Commission. Horizontal Mixed-Use or projects of 3-acres or more require Master Site Plan review and approval by the Planning Commission.

TOD – New development in the TOD Zone does not currently require Planning Commission approval currently. Staff proposes to make new development, significant modifications, and redevelopment subject to Design Review and Approval by the Planning Commission.

M-U (proposed MCMU) – Development in the M-U Zone requires Design Review and approval by the Planning Commission. Horizontal Mixed-Use or projects 3-acres or more require Master Site Plan review and approval by the Planning Commission

Master Site Plan

Master Site Plan, Required Components:

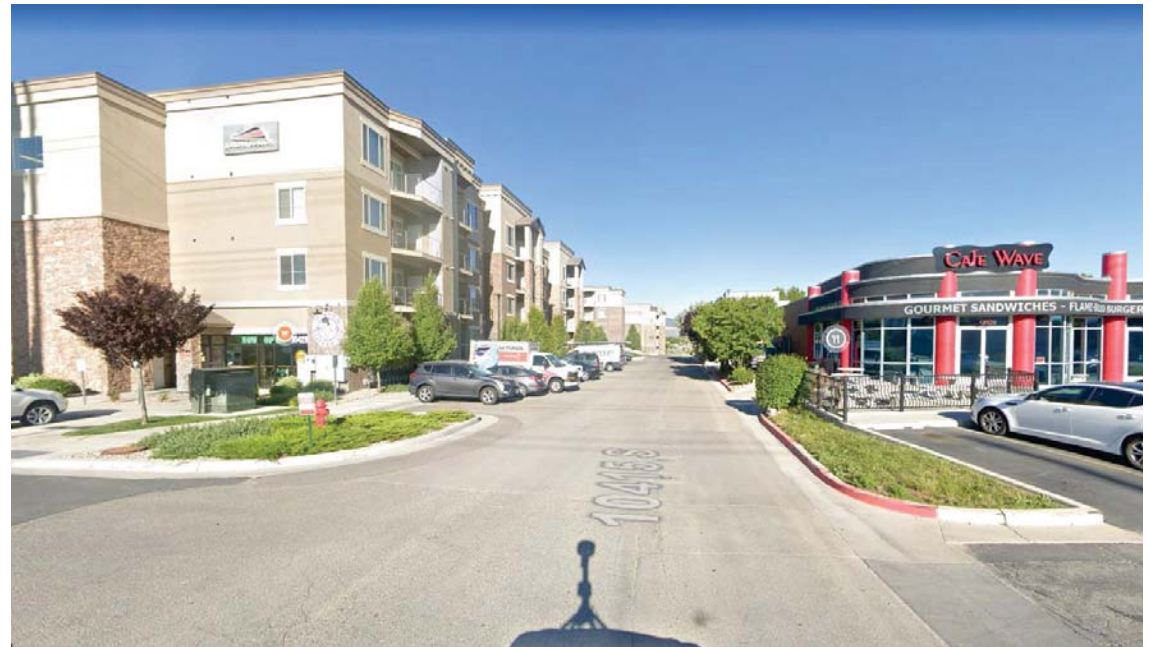
- Building Orientation to private streets and access, not parking lots.
- Provide a Central Feature to unify the commercial and residential.
- Buildings to form outdoor spaces linked by pedestrian walkways.
- Must be approved in conjunction with a Master Site Plan Agreement (formerly the Memorandum of Understanding)

Applicant for Master Site Plan approval MUST provide:

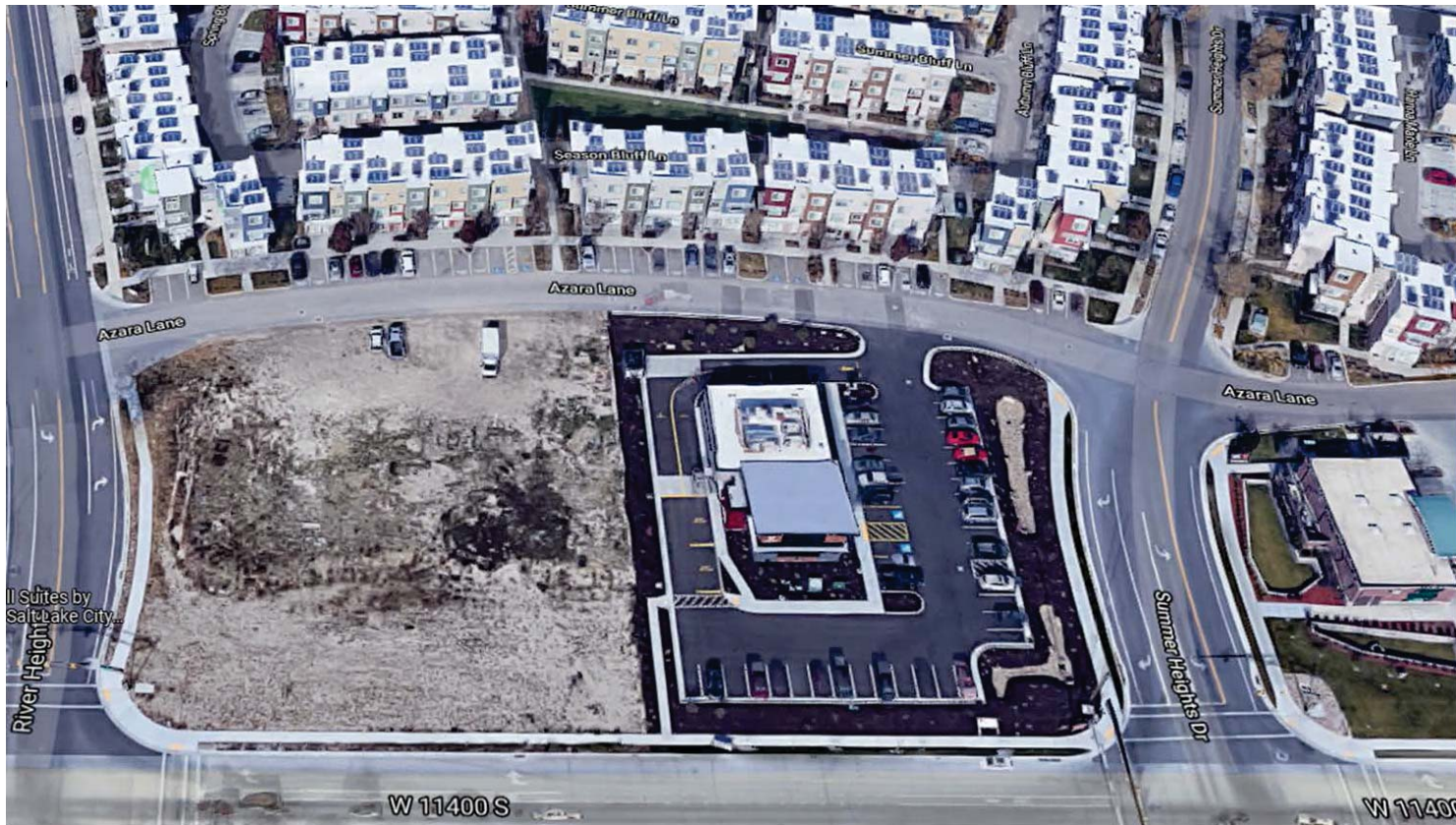
- Traffic Impact Study
- Parking Analysis
- Adequate Public Utilities & Facilities Review
- Public Services Review (may be required) – Police, Fire, Parks, Schools, or other services.

Why is a Master Site Plan important for horizontal mixed-use and larger projects?

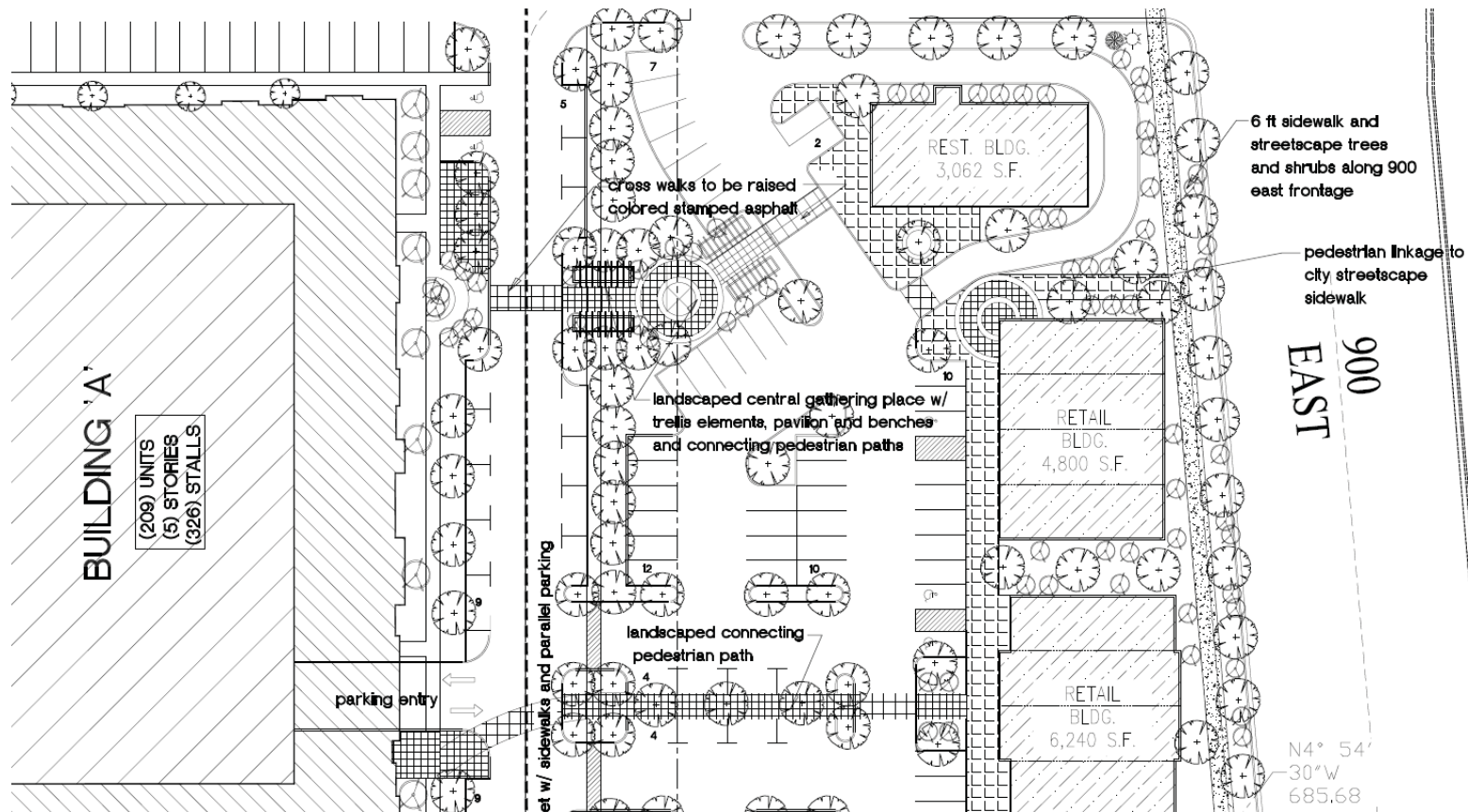
The Master Site Plan's required considerations (building orientation, outdoor spaces, central features, pedestrian connections, etc.) are all critical in connecting the residential and commercial components in a project.



Simple adjacency doesn't preclude the mixing of the uses, but it should be encouraged to maximize the benefits of mixed use like reduced parking, and reduced vehicle trips and miles traveled.



In this case on-site residents will have prominently identified, usable and safe pedestrian access to the commercial spaces. At the same time, the commercial tenants can still attract and circulate additional customer traffic from 900 East and other neighboring properties.



Master Site Plan Agreement

The Master Site Plan Agreement will govern:

- Phasing of the project
- Timing of improvements
- Guarantee performance on construction of critical elements
- Memorialize the requirements for development

Required Elements of the Master Site Plan Agreement include:

- Allowed phasing of residential and commercial development components
- Allowed residential densities
- Required parking for all uses
- Buffering of adjacent single-family residential zones
- Adequate public facilities and services
- Establishment, maintenance, or enhancement of commercial elements

Development Standards

Development standards in the mixed-use zones include requirements intended to guide and control aspects of the size and scale of development including residential density, required commercial spaces, parking, buffering of single-family residential development, height, and others.

Commercial Requirement

- Commercial uses are required for all projects where they front principal streets (collectors and arterials)
- Horizontal mixed-use is allowed, but requires Master Site Plan approval
- 3-acre and larger projects require Master Site Plan approval
- Reduction of the calculated commercial requirement may be allowed in the VMU and MCMU Zone, West Subdistrict based on providing additional amenities, affordable housing, mixing housing types, etc.
- Live/work units can fill some required commercial, but only a limited amount of the total requirement

LIVE/WORK



Residential Density – M CCD, TOD, M-U

MCCD & TOD: Allowed Residential Density, units per acre

	MCCD	TOD
Current	100	unlimited
Proposed	80, east of State Street 100, west of State Street	100

Murray Central Mixed Use, MCMU: Allowed Residential Density, units per acre

Distance to Murray Central Station	1/8 mile	1/4 mile	1/2 mile	>1/2 mile
Current	100	100	80	50, (40 1 mile+)
Proposed MCMU-East	80	65	50	40
Proposed MCMU-West	40	40	40	40

*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum residential density is 40 units per acre.

Residential Density - VMU

Village Mixed-Use (VMU) Residential Density			
	Open Space	Project Amenities	Affordable Housing
25 units per acre, base allowed density	15%	(depends on project size)	n/a
30 units per acre: meet the requirements for two of the three categories	10% increase in total	2 additional project amenities	15% reserved for tenants at <80% AMI (area median income)
35 units per acre: meet the requirements for two of the three categories	10% increase in total with public availability of 25% of the total, or: 20% increase in total area	4 additional project amenities	15% reserved for tenants at <80% AMI 10% reserved for tenants at <60% AMI

Residential Density - CMU

Centers Mixed-Use (CMU) Residential Density				
	Open Space	Project Amenities	Affordable Housing	Required Commercial Space
35 units per acre, base allowed density	15% of project site	*per code	n/a	*per code
40 units per acre: meet the requirements for two of the three categories	10% increase in total	2 additional project amenities	15% reserved for tenants at <80% AMI (area median income)	15% above required commercial
45 units per acre: meet the requirements for two of the three categories	10% increase in total with public availability of 25% of the total, or: 20% increase in total area	4 additional project amenities	15% reserved for tenants at <80% AMI 10% reserved for tenants at <60% AMI	30% above required commercial

Project Amenities



Project amenities are always important, but become vital in higher-density, mixed-use developments. Amenities will be required in each project based upon the number of units and overall size of the project. In the VMU and CMU Zone, the addition of amenities beyond the base requirement can be tied to increases in the allowed residential density.



Parking

Residential Parking based on:

- Urban Land Institute standards for mixed-use residential
- Assumes “unbundled” parking – not generally reserved for one type of use.
- Off-street requirement
- Promotes the use of structures that are accessible to the uses, connected and signed pedestrian routes, etc.
- Number of bedroom units
- Incorporates a parking “buffer” in the per unit requirement (think guests, limited cross parking at peak use times, etc.)

Commercial Parking based on:

- Urban Land Institute standards for mixed-use commercial
- Assumes “unbundled” parking



Parking

RESIDENTIAL PARKING				
	Studio	1-bed	2-bed	3-bed +
MCCD	1	1.05	1.5	2.5
TOD	1	1.05	1.5	2.5
MCMU-East	1	1.25	1.5	2.5
MCMU-West	1.25	1.5	2.15	2.65
VMU	1.25	1.5	2.15	2.65
CMU	1.15	1.5	1.85	2.5

ULI Parking Rates (reserved residential)	
Studio	.85
1-bed	.90
2-bed	1.65
3-bed	2.5
Visitor per unit	.15

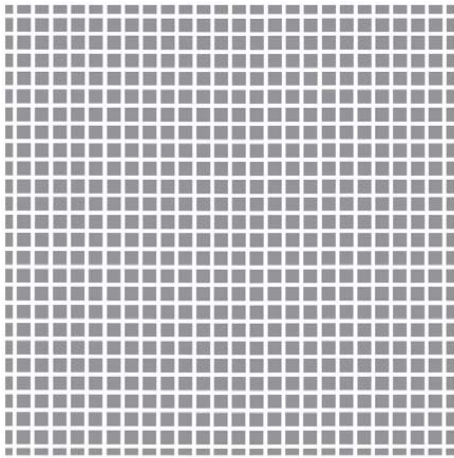
Residential Buffering

The focus is on building separations, height, and site design as well as landscaping and fences.

- Separation – buildings in the project must be separated from the property line shared with single-family zoning by project amenities, interior accesses, surface parking, or open space areas *in addition* to the traditional 10' landscape buffer and solid fence. The landscaping buffer must contain 2" caliper trees (at planting) 30' on center.
- Site Design – Buildings located directly adjacent to the required buffer may not contain more than 8 attached units and must represent the lowest density units in the project.
- Height – Structures within 100' of a single-family residential zone are limited to 35' and 2 stories. Rooftop patios and gardens are not allowed within 100' of residential zone boundaries.

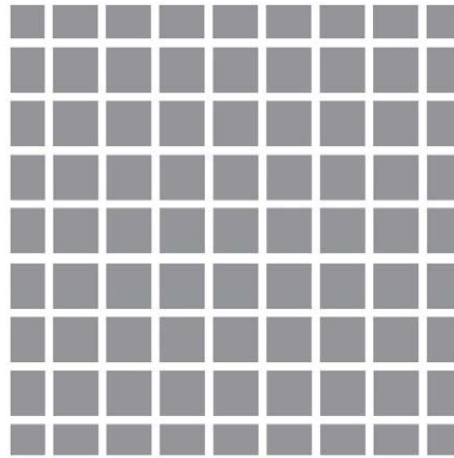
Block Length

There is no single factor that impacts pedestrian activity more than block length.



Portland, OR

Block Size: 200 ft



Salt Lake City, UT

Block Size: 660 ft

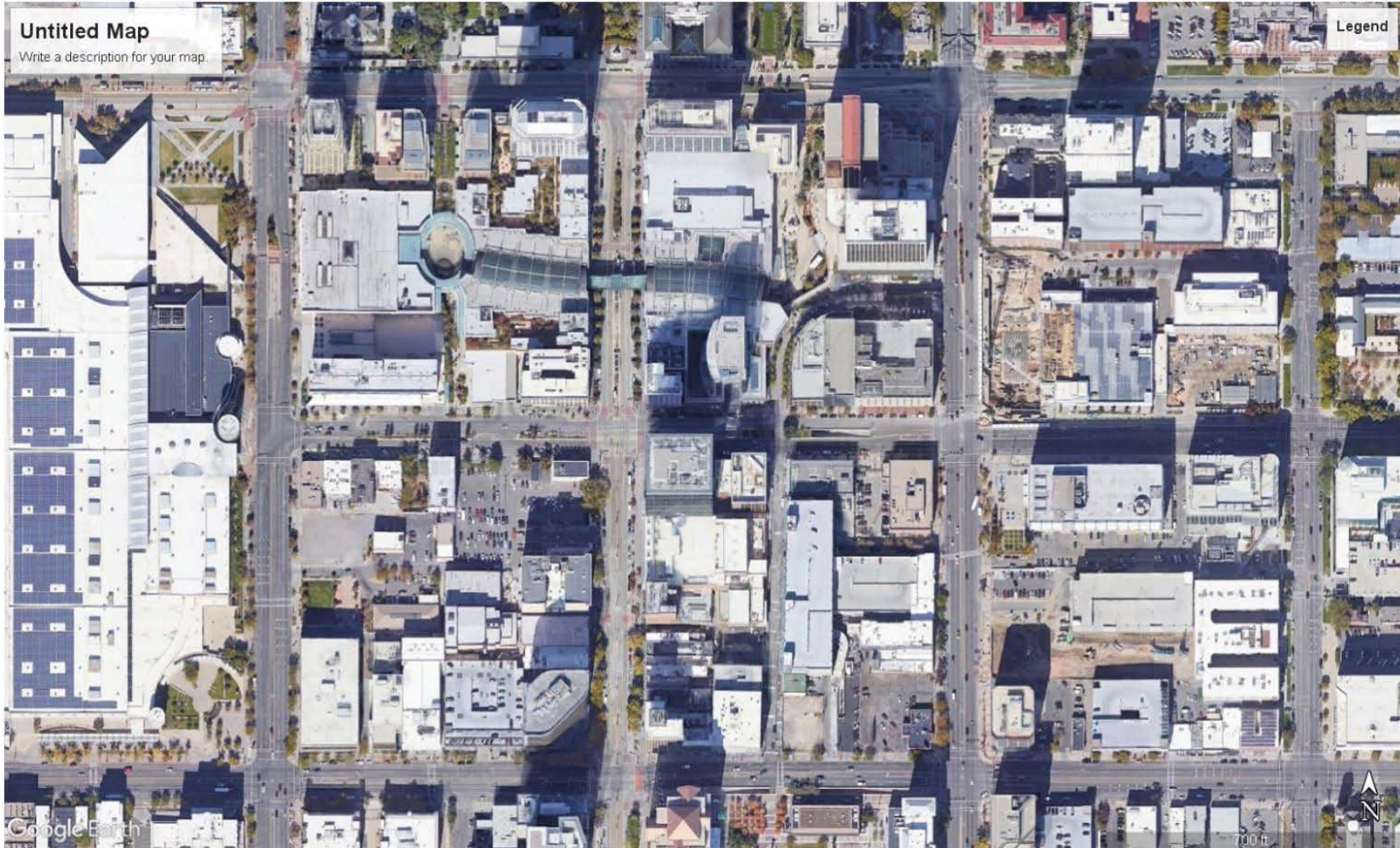
Proposed changes and new zones encourage effective block lengths in new development of no more than 300', and no buildings without a physical break intended for pedestrians, vehicles, or both.

Blocks can be “broken” by intersections with interior accesses or public streets, pedestrian pathways and alleys, or midblock pedestrian crossings.

Untitled Map

Write a description for your map.

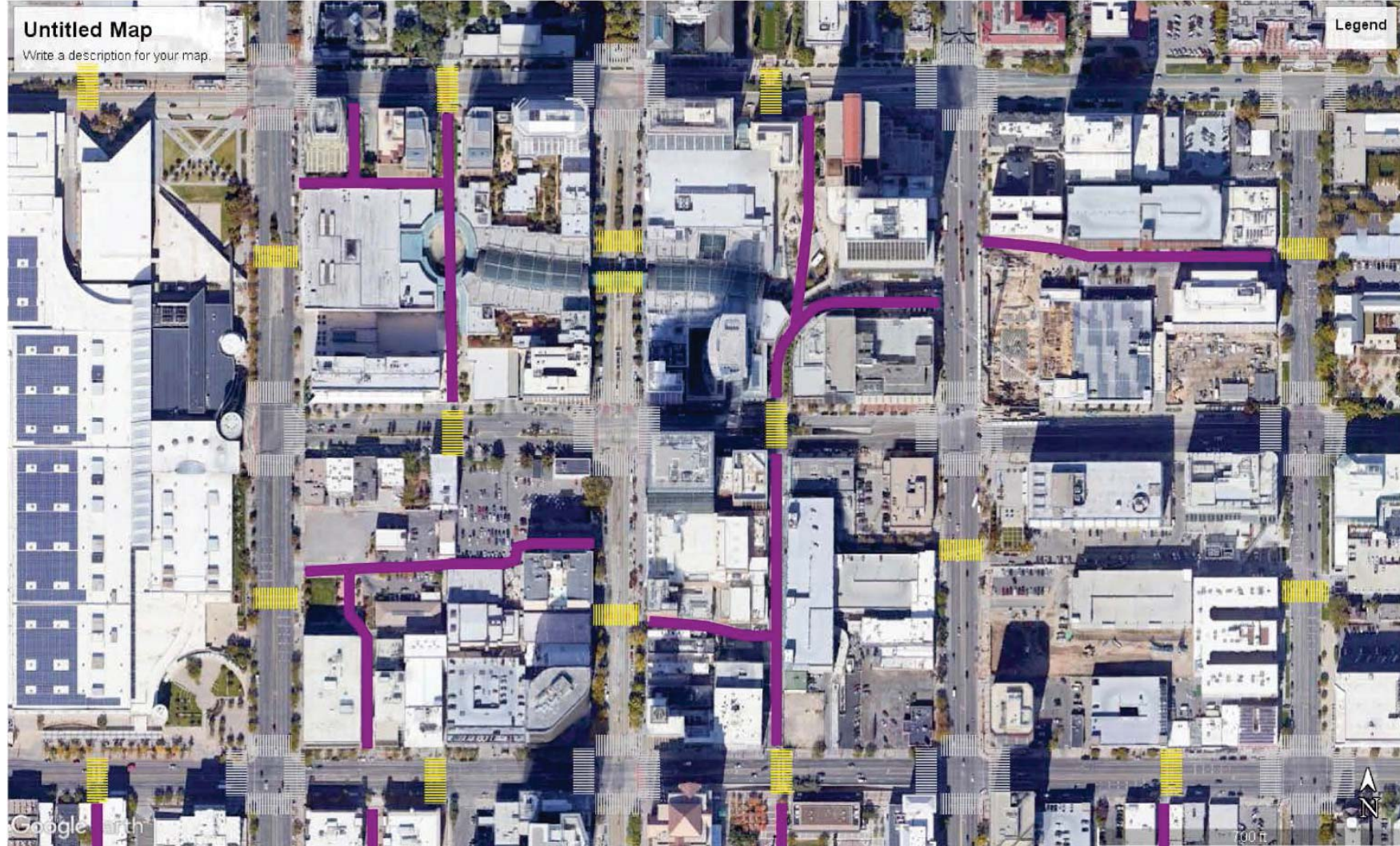
Legend



Google Earth



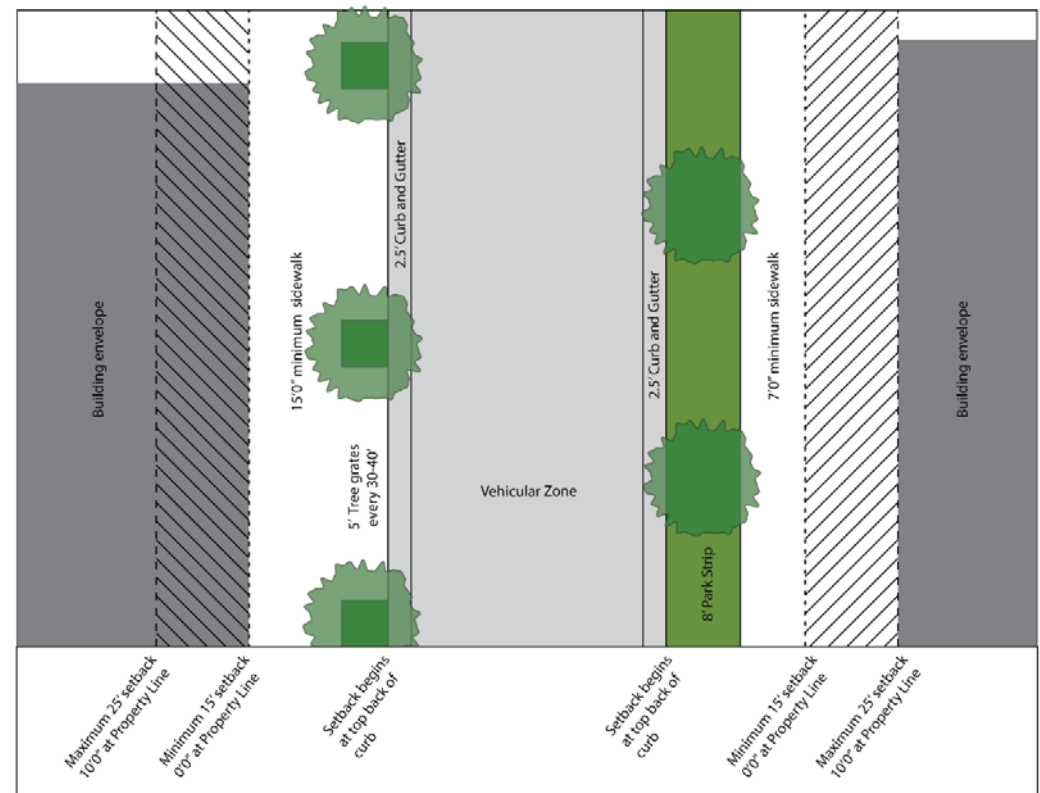
700 ft





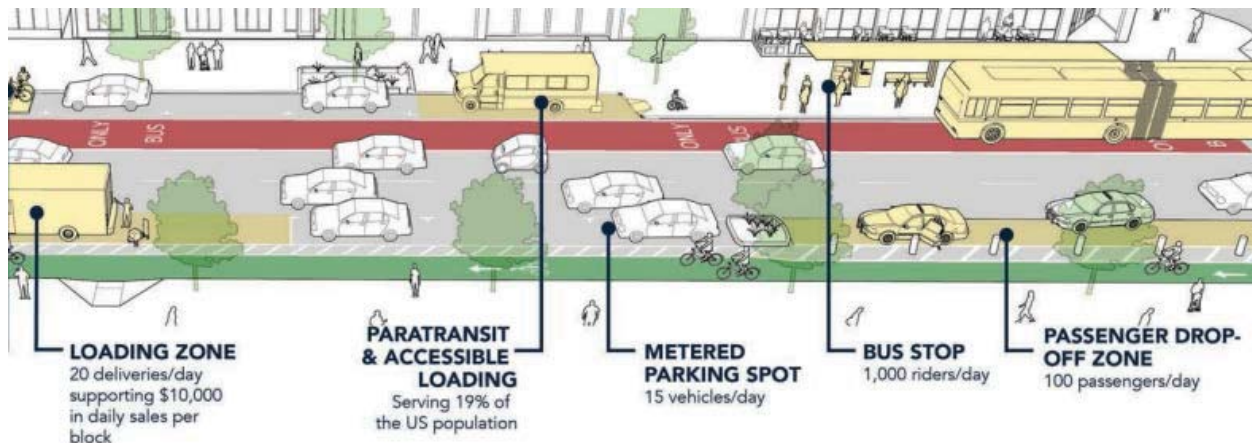
Public Space & Access Improvements

- Maintain standards requiring wide sidewalks, street furniture, and street trees.
- Provide additional flexibility for building setbacks in CMU and VMU redevelopment projects where needed to accommodate existing structures and uses.



Public Space & Access Improvements

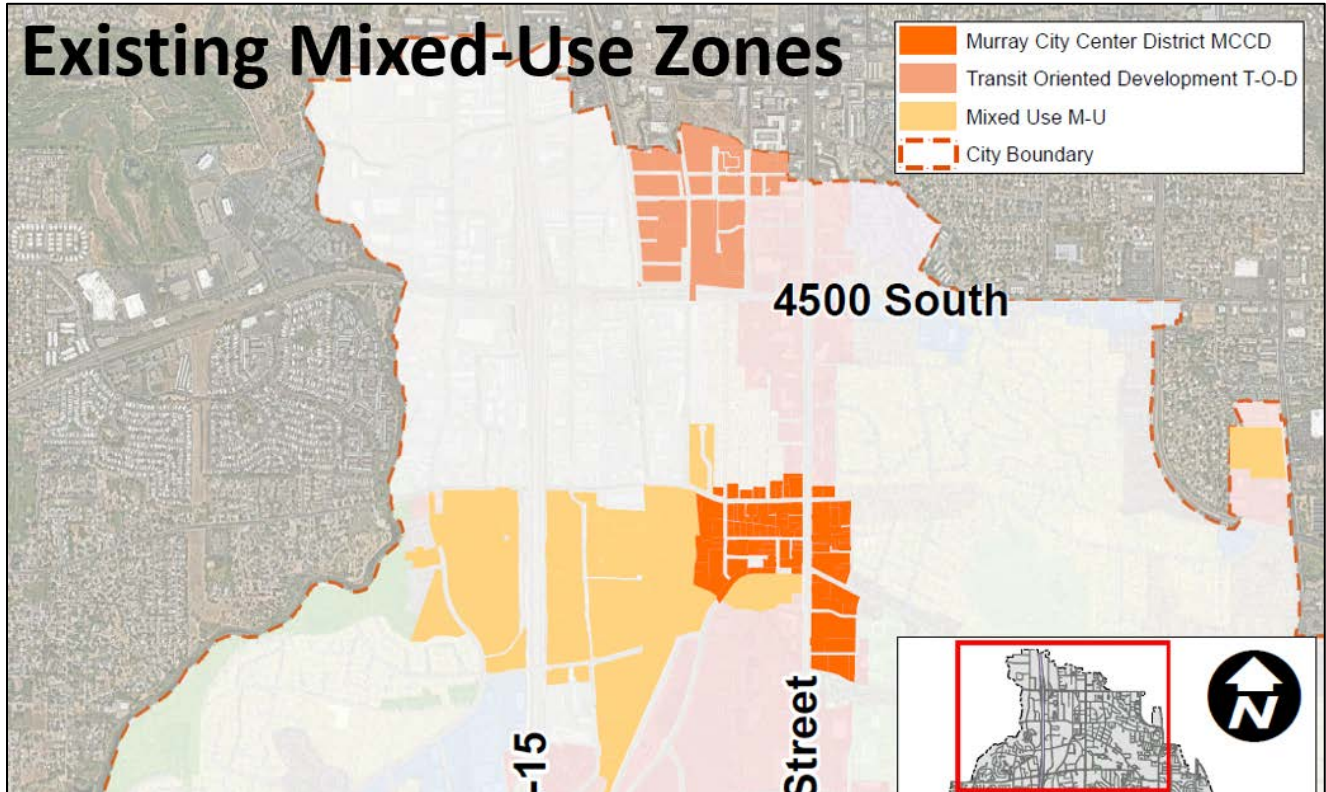
- Curbside Management Plans will be required for new development in all mixed-use zones to provide consideration for commercial and residential delivery, drop-off and pick-up, emergency services, public transportation and micro-transit.





AGENDA ITEM #6

ITEM TYPE:	Text Amendments		
ADDRESS:		MEETING DATE:	July 15, 2021
APPLICANT:	Murray City Community & Economic Development	STAFF:	Jared Hall, Planning Manager
PARCEL ID:		PROJECT NUMBER:	20-019
CURRENT ZONE:		AFFECTED ZONES:	M-U, TOD, MCCD
SIZE:			
REQUEST:	Murray City proposes to amend the text of Chapters 17.146, Mixed-Use, 17.168, Transit Oriented Development, and 17.170, Murray City Center District. Murray City also proposes to add proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use.		



I. BACKGROUND & STAFF REVIEW

Background

In February, 2021, the City Council adopted a Temporary Land Use Restriction (TLUR) limiting new development in the mixed-use zones as well as any requests to rezone properties from existing zoning to any of the mixed-use zones. The TLUR was adopted in response to concerns raised during review of several applications to re-zone existing commercial properties to mixed-use. The TLUR will expire on August 1, 2021. Community & Economic Development Staff proposes amendments to the three existing mixed-use zones (M-U, TOD, and M CCD) as well as two new mixed-use zones (Centers Mixed Use, CMU, and Village Mixed Use, VMU). A brief summary of the proposed new zones and the proposed amendments to the existing zones is provided in this staff report.

Process

Community & Economic Development Staff met with members of the City Council, the Mayor's office, and various City department staff in preparing the proposed amendments. A special work meeting was held on June 29, 2021 where the concepts were presented and discussed with the City Council. The concepts were reviewed again as a discussion item with the Planning Commission at the regular meeting on July 1, 2021. Drafts of the proposed zones and redline and clean-copy drafts of the proposed amendments to the existing zones are attached to this report for review.

Locations, Existing & Proposed

The existing mixed-use zones (M-U, TOD, and M CCD) have been applied to properties that are positioned directly adjacent to or nearby the light rail stations: Murray Central Station and Murray North Station. The M CCD has been applied to the downtown area which is near the Murray Central Station and situated along State Street, which is a major transportation corridor. These areas are well suited for mixed-use development.

The 2017 General Plan recognized that pressure for the addition of multi-family residential to commercially zoned areas of the city would grow and should be considered in some instances. Staff has proposed the Centers Mixed Use (CMU) and Village Mixed Use (VMU) as mixed-use zones that are appropriate along transportation corridors and in and around those areas of the city identified by the 2017 General Plan as Regional Centers, City and Retail Centers, Neighborhood Nodes, Community Nodes, and Bus Rapid Transit (BRT) Station Villages. The proposed CMU and VMU Zones are intended to allow new residential uses to existing commercial sites. From the purpose statement of the proposed VMU Zone:

"17.164.010: PURPOSE: The Village Mixed Use (VMU) Zone is established to provide an opportunity for the measured, context sensitive addition of residential housing to commercial properties and developments in and around areas identified as commercial and

neighborhood nodes in the 2017 Murray City General Plan. Allowing the introduction of residential uses to existing commercial areas is intended to support the goals and principles of mixed-use development by facilitating a more compact, sustainable, and pedestrian oriented land use pattern as existing commercial nodes redevelop over time.”

The 2017 General Plan identifies (in several maps) the centers and nodes depicted on the Small Area Plan map in the figure below as areas of potential change, including the possible future introduction of residential uses to some commercial zones and areas. A less intense mixed-use zone like the CMU and VMU Zones proposed will appropriately respond to these considerations.

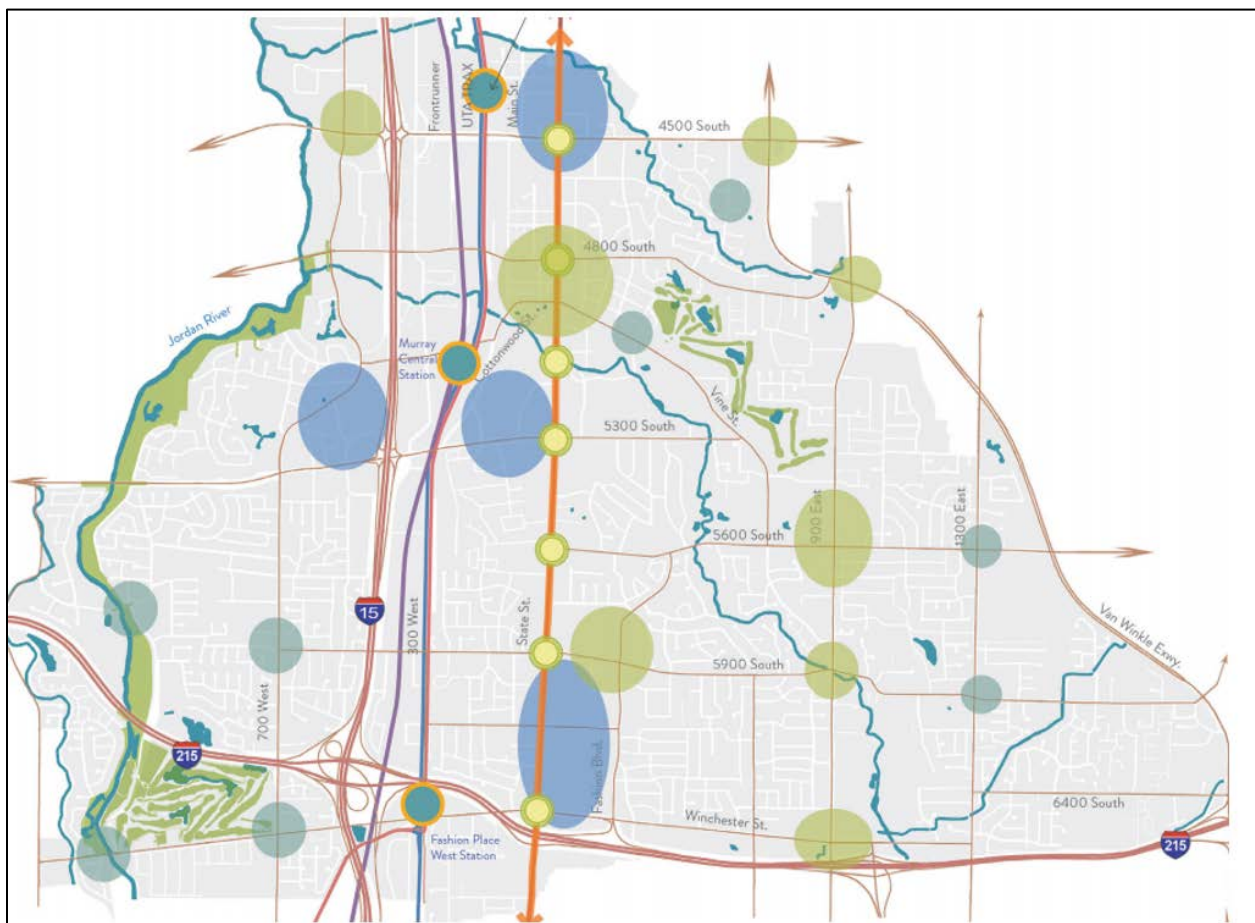


Figure 1: The Small Area Plans Map from the 2017 General Plan

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

Proposed VMU & CMU Zones

While the existing mixed-use zones are geographically tied to the downtown and TRAX station areas, the proposed zones are intended to respond more directly to the use of mixed-use zoning to revitalize commercial areas and become neighborhood and community centers. Staff has proposed that findings should be made when considering rezoning properties from the existing zone (for example, C-D zoning) to VMU or CMU and potentially allowing a mixed-use development or redevelopment. The City should be able to positively identify benefits of the use of mixed-use zoning at a requested location. From the proposed VMU Zone, 17.164.030, below:

“The Village Mixed Use Zone should only be considered where Murray City officials find that mixed-use zoning will result in land use patterns and development that will meet a minimum of five (5) of the following goals. The application of the VMU Zone should foster development proposals that:

- A. Result in high-quality redevelopment of commercial properties.*
- B. Retain and/or rehabilitate the commercial use of a significant portion of the property area.*
- C. Facilitate the adaptive re-use of existing commercial structures.*
- D. Increase local access to commercial services for in-project residents as well as for the residents of the immediately surrounding and nearby neighborhoods.*
- E. Promote a greater variety of housing options within Murray neighborhoods.*
- F. Promote opportunities for life-cycle housing, and housing for moderate income households.*
- G. Provide increased walkability on the project site and result in walkable connections to the surrounding residential neighborhoods.*
- H. Create and contribute to a sense of place and community.*
- I. Result in improved conditions for buffering and transition between the project site and adjacent residential uses.”*

Major Considerations

Both the CMU and VMU are intended to support redevelopment of existing properties where these findings can be made and according to the identified areas of the General Plan. Both zones are similar, but with distinctions to parking requirements, density, and required commercial components. The VMU is less intense as a mixed-use zone. The CMU is less intense than truly transit-oriented mixed-use zoning but would be appropriate in larger commercial areas and transportation corridors. The largest components of both are reviewed in the following:

- Master Site Plans are required for all mixed-use development or redevelopment. Master Site Plans will require Traffic Impact Studies, Parking Analysis, Adequate Public Utilities & Facilities Review, and a Master Site Plan Agreement.

- **Frontage** – Mixed Use developments emphasize the pedestrian experience (no parking between buildings and the street, buildings closer to the street than other zones, etc.) Some greater flexibility is anticipated for building setback in the VMU and CMU Zones because the intent is to keep and enhance the existing commercial. Only new buildings will be required to locate within 15 feet of the curb as is typical in the existing mixed-use zones.
- **Density** – Both the CMU and VMU Zones are proposed with a base allowed residential density which can be increased by providing affordable housing, mixed housing types, additional commercial beyond the base requirement, or additional project amenities and open space. The VMU base allowed density is 25 units per acre, with possible increases to 35 units per acre. The CMU base allowed density is 35 units per acre with possible increases to 45 units per acre.
- **Parking** – Parking in the CMU and VMU Zones is required based on bedroom counts. The concept is to require parking at more typical multi-family rates where the bedroom counts increase to 3 bedrooms, but also to 2 bedrooms; CMU and VMU mixed-use developments are not as likely to be as intense as those with better access to transit options and higher percentages of commercial uses on-site, and not as likely to benefit from shared parking between uses. A parking “buffer” for guest parking has been built into the requirements.

RESIDENTIAL PARKING				
	Studio	1-bed	2-bed	3-bed +
MCCD	1	1.05	1.5	2.5
TOD	1	1.05	1.5	2.5
MCMU-East	1	1.25	1.5	2.5
MCMU-West	1.25	1.5	2.15	2.65
VMU	1.25	1.5	2.15	2.65
CMU	1.15	1.5	1.85	2.5

- **Commercial Requirements** – Commercial uses are required along the frontage of principal streets (State Street, 4500 South, etc.) Live/work units can provide up to 15% of the requirement in the VMU and 10% of the requirement in the CMU Zone. In the VMU Zone, reductions of required commercial can be allowed according to a matrix of additional amenities, open space, and affordable housing. Reductions of required commercial are not allowed in the CMU Zone.
- **Buffering** – Where a mixed-use project in both the VMU and CMU Zones directly abuts a single family residential zone, the following regulations apply:

- Building Separation – normal landscape buffer (10’ with a 6’ solid wall) are applied, in addition to a required separation of any buildings by amenities, accesses, surface parking areas, or open space. This is intended to provide additional physical distance to any building.
- Graded Density – Buildings located adjacent to the required buffer cannot contain more than 8 units (to limit the building mass) and must represent the least dense component of any project.
- Height – buildings within 100’ of the single-family zone cannot exceed 2 stories, 35’ in height, and cannot utilize rooftop decks or patios.
- Block Length – Block length considerations have been proposed in both the CMU and VMU Zones as well as in the amendments to the M-U, TOD, and MCCD Zones. Block lengths for new development and redevelopment where possible shouldn’t exceed 300’ to promote walkability. Mid-block crossings, alleyways, pedestrian only accesses and vehicle accesses can all be considered to limit block length.
- Curbside Management Plans – Like block length, curbside management plans have been proposed as a requirement for the CMU, VMU, and the M-U, TOD and MCCD Zones. The plans will be a requirement for all mixed-use development and redevelopment of property. The site design must consider freight for commercial uses, deliveries, pick-up and drop off for residential uses, public and private transportation, and micro-transit.

Proposed Amendments to the M-U, TOD, and MCCD Zones

There are currently three mixed-use zones in the Land Use Ordinance: The Mixed Use, M-U, Murray City Center District, MCCD, and Transit Oriented Development, T-O-D Zones. The proposed amendments to the three existing mixed-use zones include the approval process, residential density, parking requirements, height and buffering, and requirements for commercial components.

- Process. In all three zones, projects of three acres or more will require Master Site Plan approval by the Planning Commission. Any applications for Master Site Plan approval must be accompanied by a traffic impact study, parking analysis, adequate public utilities & facilities review, as well as a Master Site Plan Agreement to be reviewed and approved by the City Council.
- M-U Zone. Staff has proposed renaming the Mixed-Use, M-U Zone to the “Murray Central Mixed Use, MCMU Zone.” The M-U Zone was applied to a large area, spanning

the Interstate 15 right-of-way. Some of the areas located in the M-U Zone currently were removed from the “Mixed Use” future land use designation in the mapping of the 2017 General Plan, recognizing the difficulty in providing truly transit-oriented or intense mixes of residential and commercial uses on properties in this area. Responding to these considerations, Staff has proposed the creation of an East and West Subdistrict within the MCMU Zone. Many regulations are the same, but there are important distinctions in parking requirements, allowed density, and what is required and allowed with commercial components.

- Residential Density. Density in the MCCD Zone west of State Street remains 100 units per acre. Allowed residential density in the TOD Zone also remains 100 units per acre. The MCMU Zone’s East Subdistrict is proposed an allowed graded density from 40 units per acre to 80 units per acre, based on proximity from the subject property’s frontage on a public right-of-way to the platform at Murray Central Station. The West Subdistrict is proposed an allowable density of 40 units per acre maximum.
- Parking. Staff proposes several adjustments to required parking, tying the requirement to the number of bedrooms in residential units in each of the zones. Project specific reductions in required parking have been removed. Parking structures are encouraged and required to provide direct connections to the uses they serve.
- Required Commercial. Commercial space is required for all mixed-use projects, but the proposed amendments will require commercial only where buildings will front a principal street. A principal street is a public or private street classified as a collector or arterial of any kind, and they are identified specifically in these existing zones.

The proposed West Subdistrict of the M-U Zone is not ideally located for commercial components, and the proposed amendments would allow reductions to the required commercial space according to a matrix of additional project amenities, providing affordable housing, or reducing the project density.

- Live/Work Units. Live/work units have been considered for all existing and proposed zones and may be considered to fill some – but not all – of the commercial requirements in each case.

II. CITY DEPARTMENT REVIEW

The proposed amendments have been made with continuing reviews and consideration by Engineering, Public Works, and other city staff to consider density, parking, and impacts to city services.

III. PUBLIC COMMENTS

Notice of the public hearing for the requested text amendment was sent to affected entities and posted on the State's public notice website. No comments have been received as of the writing of the Staff Report.

IV. FINDINGS

1. The proposed text amendments further objectives of the General Plan to provide a variety of housing types and to revitalize critical areas of the city.
2. The proposed amendments are in harmony with objective 11 of the Land Use and Urban Design Element to "stimulate reinvestment in deteriorating areas of the city to support growth and enhance the image of the community".
3. The proposed amendments will allow and support context-sensitive, quality mixed-use development in appropriate areas of the city.

V. STAFF RECOMMENDATION

Based on the background, staff review, and the findings in this report, Staff recommends that the Planning Commission **forward a recommendation of APPROVAL to the City Council for the requested amendments to Chapters 17.146, Mixed-Use, 17.168 Transit Oriented Development, 17.170, Murray City Center District, and the addition of proposed Chapters 17.162, Centers Mixed Use, and 17.164, Village Mixed Use as presented in the Staff Report.**



NOTICE OF PUBLIC MEETING

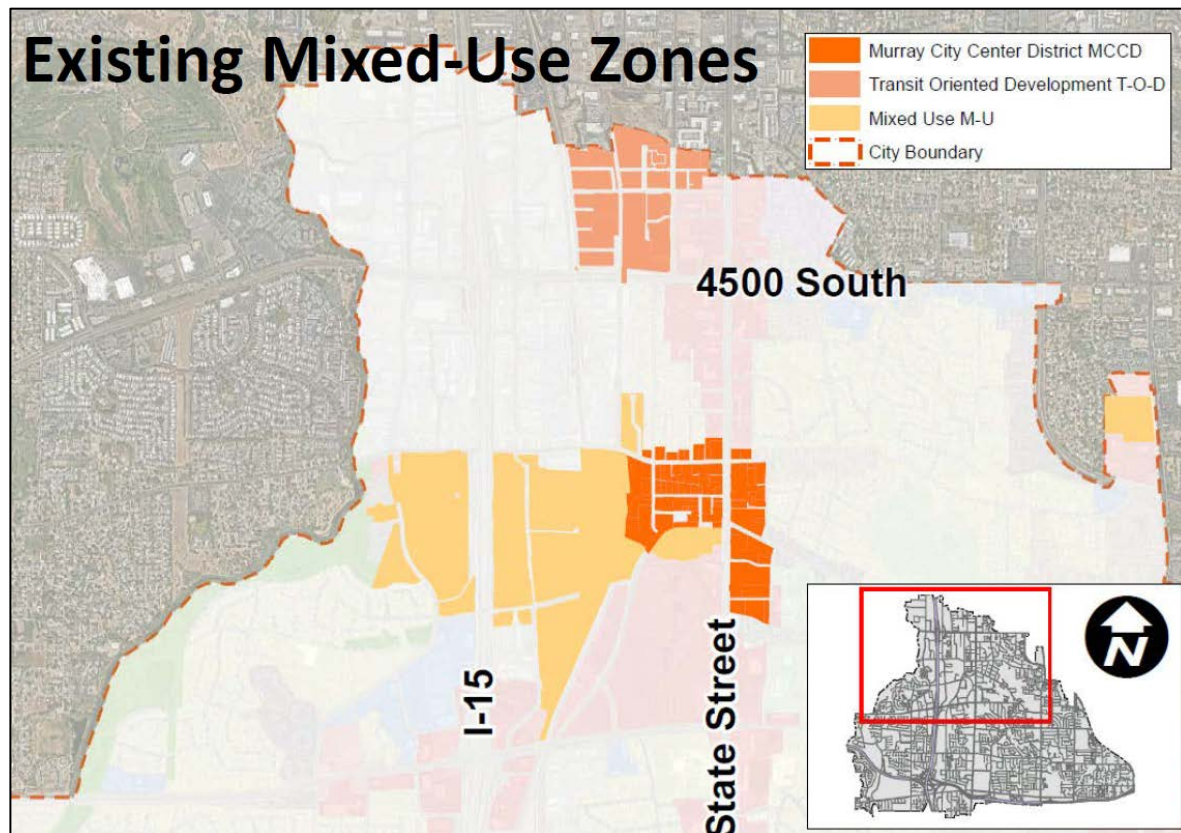
July 15, 2021, 6:30 PM

The Murray City Planning Commission will hold a public hearing in the Murray City Municipal Council Chambers, located at 5025 S. State Street to receive public comment on the following application:

Murray City Community & Economic Development is requesting approval of amendments to the Murray City Land Use Ordinance regarding mixed-use zones. The proposed changes include amendments to the Mixed Use, Transit Oriented Development, and Murray City Center District Zones in Chapters 17.146, 17.168, and 17.170. The proposed changes also include the addition of two new mixed-use zones, Chapters 17.162, Centers Mixed-Use and 17.164, Village Mixed-Use.

The meeting is open and the public is welcome to attend in person or you may submit comments via email at planningcommission@murray.utah.gov. If you would like to view the meeting online, you may watch via livestream at www.murraycitylive.com or www.facebook.com/MurrayCityUtah/.

Comments are limited to 3 minutes or less, written comments will be read into the meeting record.



If you have questions or comments concerning this proposal, please contact Jared Hall in the Murray City Planning Division at 801-270-2427, or e-mail jhall@murray.utah.gov.

CHAPTER 17.162:

CENTERS MIXED USE, CMU

SECTION:

17.162.010: Purpose

17.162.020: Establishment

17.162.030: Findings Required

17.162.040: Permitted Uses

17.162.050: Conditional Uses

17.162.060: Master Site Plan Required

17.162.070: Area, Width, Frontage, & Yard Regulations

17.162.080: Development Standards

17.162.090: Parking Requirements

17.162.100: Access Improvements

17.162.110: Loading & Service Areas

17.162.120: Landscaping, Open Space, & Project Amenities

17.162.010: PURPOSE: The Centers Mixed Use Zone is established to provide an opportunity for the measured, context sensitive addition of residential housing to existing commercial properties and developments along major transportation corridors and in and around retail and commercial centers identified by the 2017 Murray City General Plan. Allowing the introduction of residential uses to these areas is intended to support the goals and principles of mixed-use development by facilitating a more compact, sustainable, and pedestrian oriented land use pattern as these existing commercial centers and corridors redevelop over time.

17.162.020: ESTABLISHMENT: The Centers Mixed Use Zone should be considered for application to a property or properties within an established development having a minimum area of three (3) acres or more, and to those properties which are currently zoned or used for non-residential uses.

17.162.030: FINDINGS REQUIRED: The Centers Mixed Use Zone should only be considered where Murray City officials find that mixed use zoning will result in land use patterns and development that will meet a minimum of five (5) of the following goals. The application of the CMU Zone should foster development proposals that:

- A. Result in high-quality redevelopment of commercial properties.
- B. Retain and/or rehabilitate the commercial use of a significant portion of the property area.
- C. Facilitate the adaptive re-use of existing commercial structures.

PROPOSED CODE

- D. Increase local access to commercial services for in-project residents as well as for the residents of the immediately surrounding and nearby neighborhoods.
- E. Promote a greater variety of housing options within Murray neighborhoods.
- F. Promote opportunities for life-cycle housing, and housing for moderate income households.
- G. Provide increased walkability on the project site and result in walkable connections to the surrounding residential neighborhoods.
- H. Create and contribute to a sense of place and community.
- I. Result in improved conditions for buffering and transition between the project site and adjacent residential uses.

17.162.040: PERMITTED USES: Residential and non-residential land uses in the CMU Zone should complement one another and foster the creation of a mixed use center with commercial uses that are utilized by the residents on the same site, and which contribute to the commercial and retail viability of the larger area. The following are permitted uses in the CMU Zone. Any use not listed shall be prohibited.

Table A: Permitted Uses	
No.	Land Use Classification
1120	Two-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1130	Multiple-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1150	Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).
1511	Hotels.
2180	Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).
2300	Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2510	Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
2740	Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2760	Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3259	Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3911	Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3920	Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3950	Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).

PROPOSED CODE

5230	Paint, Glass, and Wallpaper
5250	Hardware and Supplies
5300	General Merchandise
5400	Food stores.
5600	Apparel and accessories.
5700	Furniture, Home Furnishings, and Equipment
5800	Eating and drinking places (except 5813; CUP required for drive-through sales).
5900	Miscellaneous retail trade (except 5935, 5938, 5939, 5980).
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet).
6216	Self-service laundries.
6220	Photographic services.
6230	Beauty and barber services.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6300	Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).
6493	Watch, clock, jewelry repair, engraving.
6494	Reupholstery and furniture repair (includes antiques, etc.).
6496	Locksmiths and key shops.
6499	Miscellaneous small item repair (maximum 5,000 square feet).
6500	Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).
6600	General construction services (office only, no material storage or equipment service yards).
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions.
7200	Public assembly.
7300	Amusements.
7410	Bowling alleys.
7420	Playgrounds and athletic areas.
7430	Swimming areas.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
7900	Other cultural, entertainment, recreational activities.
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

17.162.050: **CONDITIONAL USES:** The following land uses require conditional use permit review and approval by the Planning Commission. The Commission must find that the proposed use will contribute to the creation of a mixed use center, which will complement and encourage use by on-site residents while contributing to the commercial and retail viability of the larger area. Any use not listed shall be prohibited.

Table B: Conditional Uses	
No.	Land Use Classification
3250	Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
5813	Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front.
6111	Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6513	Hospitals.
6516.1	Assisted living facilities.

17.164.060: **MASTER SITE PLAN REQUIRED:** Development of a new mixed use project, including redevelopment of an existing site to include new residential uses, requires Master Site Plan review and approval by the Planning Commission in a public meeting. Applications for Master Site Plan approval must be made on forms provided by the Community & Economic Development Department. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

- A. **Building Orientation.** Commercial and residential buildings in the same project should be oriented primarily to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.
- B. **Central Feature.** A prominent, centrally located feature such as a park, plaza, or other gathering place shall be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.
- C. **Outdoor Spaces.** Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public

streets should be developed. Potential linkages to existing and future adjacent developments must be considered.

- D. Master Site Plan Agreement. Mixed Use developments that require Master Site Plan approval shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for phasing of the project, the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.
 - 1. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:
 - a. Allowed phasing of residential and commercial development components.
 - b. Allowed residential densities.
 - c. Required parking for all uses.
 - d. Buffering of adjacent single-family residential zones.
 - e. Adequate public facilities and services.
 - f. Establishment, maintenance, or enhancement of commercial elements.
- E. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:
 - 1. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
 - 2. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
 - 3. Adequate Public Utilities & Facilities. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
 - 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

17.162.070: AREA, WIDTH, FRONTAGE, and YARD REGULATIONS: The following standards for setbacks or facades and entries are intended to contribute to the active, pedestrian oriented streetscape that is envisioned for mixed use development in the CMU Zone.

- A. Building facades will occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter.
 - 1. Existing buildings in new developments in the CMU Zone are exempt from this requirement.

- B. Greater setbacks can be proposed in order to accommodate site features such as outdoor dining or gathering spaces. If greater setbacks are approved under this provision, development should be designed such that building facades occupy a minimum of sixty-five percent (65%) of the total linear feet of property frontage on public streets within twenty-five feet (25') of the back face of curb and gutter.
- C. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru lanes may be approved in front setback areas as part of a Master Site Plan if the Planning Commission finds that the purposes and other requirements of the CMU Zone are not negatively impacted.

17.162.080: DEVELOPMENT STANDARDS: The following development standards are established for all applications Centers Mixed Use Zone (CMU). Residential uses are allowed only in projects with associated commercial components. The intent of the CMU Zone is to allow residential uses as additions to otherwise commercial properties and to thereby foster the redevelopment of commercial nodes as mixed use centers. The Master Site Plan should reflect this intent visually and functionally.

- A. Residential Density. Mixed-use development or redevelopment of property in the CMU Zone is allowed a residential density of 35 units per acre. Density per acre is calculated by the total project area. The Planning Commission may approve increases in residential density where a project provides additional commercial space, additional open space and amenities, or affordable housing according to Table C, below.

Table C: Residential Density Increase in the CMU Zone			
Additional Maximum Residential Density	Open Space & Project Amenities	Affordable Housing	Commercial Space
40 units per acre: meet the requirements for one of the 3 categories	10% increase in total 2 additional project amenities	15% reserved for tenants at <80% AMI (area median income)	15% above required commercial
45 units per acre: meet the requirements for two of the three categories	10% increase in total with public availability of 25% of the total, or: 20% increase in total area 4 additional project amenities	15% reserved for tenants at <80% AMI 10% reserved for tenants at <60% AMI	30% above required commercial

- B. CMU Commercial Requirements. Commercial uses are required for all mixed use projects approved under this section. In the CMU, commercial uses are required along a project's frontage on principal streets. Principal streets are public rights-of-way identified as collectors and arterials in the CMU Zone. Where possible, existing commercial buildings should be maintained, enhanced, or rehabilitated to provide or contribute to the required commercial. Minimum commercial requirements under this section may be met by any combination of new and existing commercial buildings and uses.

1. Vertical Mixed Use Projects. In vertical mixed use buildings commercial and retail uses are required on the ground floor of buildings located along the principal streets. Commercial uses shall occupy a minimum of seventy percent (70%) of the width of the ground floor of buildings adjacent to a principal street for an extended depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses, and residential related uses, project amenities, and parking.
 2. Horizontal Mixed Use Projects. Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as seventy percent (70%) of the project frontage on a principle street and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on principal streets.
 3. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses in mixed-use developments subject to the following considerations.
 - a. Excluding private garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.
 - b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
 - c. The live/work unit's first story height must be a minimum of twelve feet (12').
 - d. Parking provided for the live/work unit(s) must meet both the residential and commercial requirements of this chapter.
 - e. Live/work units may provide no more than 15% of the commercial space required under this section.
- C. Buffering Required. Buffering measures are required for projects directly abutting single-family residential zones including the following:
1. Building Separation & Landscaped Buffer. Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
 2. Gradation of Density. No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.

- D. Height. New buildings in mixed use projects developed or redeveloped in the CMU Zone shall conform to the height regulations established herein.
 - 1. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - 2. Number of Stories. No building within 100' of a single-family residential zone boundary may consist of more than two stories.
 - 3. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
 - 4. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
 - 5. Commercial Buildings. New commercial mixed-use building shall be erected to a minimum height of two (2) stories.
- E. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the CMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:
 - 1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
 - 2. Intersection with another interior access or public street.
 - 3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signalized where possible. Where signalized crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.

17.162.090: PARKING REQUIREMENTS: The CMU Zone is intended to support compact, pedestrian oriented, mixed use designs, and encourage redevelopment of important commercial nodes along the State Street corridor. The following regulations shall apply to development and redevelopment of projects and properties in the CMU Zone.

- A. The use of parking decks and structures is encouraged. Parking structures and decks should provide the majority of parking in developments made in the CMU Zone.
 - 1. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.
 - 2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.
- B. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.
- C. Minimum Parking Requirements. The parking requirements contained in Table D below, are to be applied for mixed-use development and redevelopment within the CMU Zone.

Table D: Required Parking in the CMU Zone	
Land Use	Minimum Required Parking
Residential – Studio	1.15 spaces per unit
Residential – 1 bedroom	1.5 spaces per unit
Residential – 2 bedroom	1.85 spaces per unit
Residential – 3+ bedroom	2.5 spaces per dwelling unit
Office uses	1 space per 350 ft ² net usable
Medical / Dental Offices and Clinics	1 space per 350 ft ² net usable
Retail / Commercial	1 space per 300 ft ² net usable
Restaurants / Eating & Drinking Establishments	1 space per 300 ft ² net usable
Disabled / Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Uses not listed	As determined by the Planning Commission based on comparable standards
Parking in excess of 125% of minimums	Allowed as approved by the Planning Commission if provided in structures or within the building envelope

17.162.100: ACCESS IMPROVEMENTS:

- A. Application for new mixed use development or redevelopment of existing sites CMU Zone shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this section.
- B. Curbside Management Plans. New development and redevelopment projects reviewed in the CMU Zone shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:
 - 1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
 - 2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.
- C. Public Improvements. For new construction and redevelopment generally, dedication of additional right-of-way to accommodate the improvements will be required in conjunction with the application for development. Improvements within the rights-of-way for public streets shall include, but not be limited to the following:
 - 1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5') tree wells adjacent to the curb as approved by the Planning Commission.
 - 2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
 - 3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.
- D. The following public improvement street furnishings are required for mixed use developments in the CMU Zone.
 - 1. Benches shall be placed on every development at two benches per 100 feet of street frontage.
 - 2. Garbage cans shall be placed on every development at one trash can per 100 feet of street frontage.
 - 3. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by

adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.

- (iii) Located to prevent damage to bicycles by vehicles, etc.
- (iv) In a convenient, visible, lighted area.
- (v) Located so as not to interfere with pedestrian movements.
- (vi) As near the principal entrance(s) of the building as practical.
- (vii) Located to provide safe access to and from the street.
- (viii) Designed to allow each bicycle to be supported by its frame.
- (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
- (x) Anchored to resist rust or corrosion, or removal by vandalism.
- (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.162.110: LOADING AND SERVICE AREAS:

- A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.
- B. Where possible, loading and service areas should be combined for multiple users. No single use may have more than one (1) loading dock, and no single building may have more than two (2) loading docks directly adjacent to one another. Loading docks are not to be located in building frontage.

17.164.120: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed use developments require open space and recreation opportunities for residents and visitors. Development and redevelopment of properties as mixed-use projects in the CMU Zone shall require the following.

- A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided as landscaping, courtyards, plazas, or walkways. Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission.
- B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking

areas, open space, and public trails. Sustainable landscaping including xeriscape species and innovative water recycling and irrigation systems is encouraged.

- C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening and beautifying the site, and shall comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.
- D. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the mixed-use development. A minimum of two amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.
 - 1. Playing fields
 - 2. Sport Courts
 - 3. Playground areas (to include four pieces of playground equipment minimum)
 - 4. Picnic areas
 - 5. Tennis courts
 - 6. Swimming pool
 - 9. Outdoor patios areas
 - 10. Gazebos
 - 11. Walking paths
 - 12. Multi-purpose trails
 - 13. Dog parks
 - 15. Nature paths with improvements
 - 16. Climbing Walls and Gyms
 - 17. Amphitheaters and outdoor entertainment areas
 - 18. Tot-lots (may consist of single playground equipment with seating adjacent)
 - 19. Community gardens
 - 20. Interactive fountains

CHAPTER 17.164:

VILLAGE MIXED USE, VMU

SECTION:

17.164.010: Purpose

17.164.020: Establishment

17.164.030: Findings Required

17.164.040: Permitted Uses

17.164.050: Conditional Uses

17.164.060: Master Site Plan Required

17.164.070: Area, Width, Frontage, & Yard Regulations

17.164.080: Development Standards

17.164.090: Parking Requirements

17.164.100: Access Improvements

17.164.110: Loading & Service Areas

17.164.120: Landscaping, Open Space, & Project Amenities

17.164.010: PURPOSE: The Village Mixed Use (VMU) Zone is established to provide an opportunity for the measured, context sensitive addition of residential housing to commercial properties and developments in and around areas identified as commercial and neighborhood nodes in the 2017 Murray City General Plan. Allowing the introduction of residential uses to existing commercial areas is intended to support the goals and principles of mixed-use development by facilitating a more compact, sustainable, and pedestrian oriented land use pattern as existing commercial nodes redevelop over time.

17.164.020: ESTABLISHMENT: The Village Mixed Use Zone should be considered for application to a property or properties within an established development having a minimum area of three (3) acres or more, and to those properties which are currently zoned or used for non-residential uses.

17.164.030: FINDINGS REQUIRED: The Village Mixed Use Zone should only be considered where Murray City officials find that mixed-use zoning will result in land use patterns and development that will meet a minimum of five (5) of the following goals. The application of the VMU Zone should foster development proposals that:

- A. Result in high-quality redevelopment of commercial properties.
- B. Retain and/or rehabilitate the commercial use of a significant portion of the property area.
- C. Facilitate the adaptive re-use of existing commercial structures.

- D. Increase local access to commercial services for in-project residents as well as for the residents of the immediately surrounding and nearby neighborhoods.
- E. Promote a greater variety of housing options within Murray neighborhoods.
- F. Promote opportunities for life-cycle housing, and housing for moderate income households.
- G. Provide increased walkability on the project site and result in walkable connections to the surrounding residential neighborhoods.
- H. Create and contribute to a sense of place and community.
- I. Result in improved conditions for buffering and transition between the project site and adjacent residential uses.

17.164.040: PERMITTED USES: Residential and non-residential land uses in the VMU Zone should complement one another and foster the creation of a village node with commercial uses that are utilized by the residents on the same site and by residents of the surrounding area. The following are permitted uses in the VMU Zone. Any use not listed shall be prohibited.

Table A: Permitted Uses	
No.	Land Use Classification
1120	Two-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1130	Multiple-family dwelling in conjunction with mixed use developments subject to Section 17.164.080(A).
1150	Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).
1511	Hotels.
2180	Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).
2300	Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2510	Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
2740	Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2760	Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3259	Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3911	Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3920	Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3950	Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
5230	Paint, Glass, and Wallpaper

5250	Hardware and Supplies
5300	General Merchandise
5400	Food stores.
5600	Apparel and accessories.
5700	Furniture, Home Furnishings, and Equipment
5800	Eating and drinking places (except 5813; CUP required for drive-through sales).
5900	Miscellaneous retail trade (except 5935, 5938, 5939, 5980).
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet).
6216	Self-service laundries.
6220	Photographic services.
6230	Beauty and barber services.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6300	Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).
6493	Watch, clock, jewelry repair, engraving.
6494	Reupholstery and furniture repair (includes antiques, etc.).
6496	Locksmiths and key shops.
6499	Miscellaneous small item repair (maximum 5,000 square feet).
6500	Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).
6600	General construction services (office only, no material storage or equipment service yards).
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions.
7200	Public assembly.
7300	Amusements.
7410	Bowling alleys.
7420	Playgrounds and athletic areas.
7430	Swimming areas.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
7900	Other cultural, entertainment, recreational activities.
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

17.164.050: CONDITIONAL USES: The following land uses require conditional use permit review and approval by the Planning Commission. The Commission must find that the proposed use will contribute to the creation

of a village node, complementing and encouraging use by the on-site residential uses, and fostering connection to and use by residential uses in the surrounding area. Any use not listed shall be prohibited.

Table B: Conditional Uses	
No.	Land Use Classification
3250	Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
5813	Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6111	Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6513	Hospitals.
6516.1	Assisted living facilities.

17.164.060: MASTER SITE PLAN REQUIRED: Development of a new mixed use project, including redevelopment of an existing site to include new residential uses, requires Master Site Plan review and approval by the Planning Commission in a public meeting. Applications for Master Site Plan approval must be made on forms provided by the Community & Economic Development Department. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

- A. Building Orientation. Commercial and residential buildings in the same project should be oriented primarily to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.
- B. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.
- C. Outdoor Spaces. Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. Potential linkages to existing and future adjacent developments should be considered.

- D. Master Site Plan Agreement. Mixed-use developments that require Master Site Plan approval must be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for phasing of the project, the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.
 - 1. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:
 - a. Allowed phasing of residential and commercial development components.
 - b. Allowed residential densities.
 - c. Required parking for all uses.
 - d. Buffering of adjacent single-family residential zones.
 - e. Adequate public facilities and services.
 - f. Establishment, maintenance, or enhancement of commercial elements.
- E. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:
 - 1. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
 - 2. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
 - 3. Adequate Public Utilities & Facilities. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
 - 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

17.164.070: AREA, WIDTH, FRONTAGE, and YARD REGULATIONS:

The following standards for setbacks or facades and entries are intended to contribute to the active, pedestrian oriented streetscape that is envisioned for mixed use development in the MUV designation.

- A. Building facades will occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter.
 - 1. Existing buildings in new developments in the VMU Zone are exempt from this requirement.
- B. If greater setbacks are proposed to accommodate site features such as outdoor dining or gathering spaces, development should be designed such that building facades occupy a minimum of sixty-five percent (65%) of the total linear feet of property frontage on public streets within twenty-five feet (25') of the back face of curb and gutter.

- C. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru and pick-up windows must be located to the side or rear of the building front. Drive-thru lanes may only be approved in front setback areas as part of a Master Site Plan if the Planning Commission finds that such a location will not negatively impact the purposes and other requirements of the CMU Zone.

17.164.080: DEVELOPMENT STANDARDS: The following development standards are established for all applications in the Village Mixed Use Zone (VMU). Residential uses are allowed only in projects with associated commercial components. The intent of the VMU Zone is to allow residential uses as additions to otherwise commercial properties which currently serve local residential areas, and to thereby foster the development of a commercial node or village. The Master Site Plan should reflect this intent visually and functionally.

- A. Residential Density. Projects for development or redevelopment of property in the VMU Zone are allowed a residential density of 25 units per acre. Density per acre is calculated by the total project area. The Planning Commission may allow an increase in residential density where projects will provide additional open space and project amenities or affordable housing according to the requirements of Table C, below.

Table C: Residential Density		
Additional Maximum Residential Density	Open Space & Amenities	Affordable Housing
30 units per acre: meet the requirements for one of the two categories	2 additional outdoor amenities / 10% increase in total open space	10% of units reserved for household incomes no more than 80% of AMI
35 units per acre: meet the requirements for one of the two categories	4 additional outdoor amenities / 15% increase in total area; or 10% increase with public accessibility of at least 25% of the open space	15% of units reserved for household incomes no more than 80% of AMI

- B. VMU Commercial Requirements. Commercial uses are required for all development and redevelopment projects approved under this section. In the VMU, commercial uses are required along a project's frontage on principle streets. Principle streets are public rights-of-way identified as collectors and arterials in the VMU Zone. Where possible, existing commercial buildings should be maintained, enhanced, or rehabilitated to provide or contribute to the required commercial. Minimum commercial requirements may be met by any combination of new and existing commercial buildings and uses.

1. Vertical Mixed Use Projects. In vertical mixed use buildings commercial and retail uses are required on the ground floor of buildings located along the principal streets. Commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of buildings adjacent to a principal street for an extended depth of forty feet (40'). The balance

of the ground floor may be occupied by residential uses, and residential related uses, project amenities, and parking.

2. **Horizontal Mixed Use Projects.** Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as fifty percent (50%) of the project frontage on principal streets and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the principal street.
3. **Reduction of Required Commercial.** The Planning Commission may allow a reduction in the required commercial space where projects will provide additional open space and project amenities or affordable housing according to the requirements of Table D, below.

Table D: Allowance for the Reduction of Required Commercial		
Reduction of Required Commercial	Open Space & Amenities	Affordable Housing
80% of required	1 additional outdoor amenity / 5% increase in total open space	10% of units reserved for household incomes no more than 80% of AMI
65% of required	2 additional outdoor amenities / 10% increase in total open space	15% of units reserved for household incomes no more than 80% of AMI
50% of required	3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to 25% or more of the open space	10% of units reserved for household incomes no more than 80% of AMI, 10% of units reserved for household incomes no more than 60% of AMI
40% of required	4 additional outdoor amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space	15% of units reserved for household incomes no more than 80% of AMI, 10% of units reserved for household incomes no more than 60% of AMI

4. **Live/Work Units.** The inclusion of live/work units may be used to meet the requirement for commercial uses in mixed-use developments subject to the following considerations.
 - a. Excluding private garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.
 - b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
 - c. The live/work unit's first story height must be a minimum of twelve feet (12').

- d. Parking provided for the live/work unit(s) must meet both the residential and commercial requirements of this chapter.
 - e. Live/work units may provide no more than 20% of the commercial space required under this section.
- C. Buffering Required. Buffering measures are required for projects directly abutting single-family residential zones including the following:
 - 1. Building Separation & Landscaped Buffer. Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
 - 2. Gradation of Density. No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.
- D. Height. New buildings in mixed use projects developed or redeveloped in the VMU Zone shall conform to the height regulations established herein.
 - 1. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - 2. Number of Stories. No building within 100' of a single-family residential zone boundary may consist of more than two stories.
 - 3. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
 - 4. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
 - 5. Commercial Buildings. New commercial mixed-use building shall be erected to a minimum height of two (2) stories.
- E. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the VMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
2. Intersection with another interior access or public street.
3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signalized where possible. Where signalized crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.

17.164.090: PARKING: The VMU Zone is intended to support compact, pedestrian oriented, mixed use redevelopment of important nodes along the 900 East corridor. The following regulations shall apply to mixed use development and redevelopment of projects and properties in the VMU Zone.

- A. The use of parking decks and structures is encouraged. Parking structures and decks should provide the majority of parking in developments made under the VMU Zone.
 1. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.
 2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.
 3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.
- B. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.
- C. Minimum Parking Requirements. The parking requirements contained in Table E below, are to be applied for mixed-use development and redevelopment within the VMU Zone.

Table E: Required Parking in the VMU Zone	
Land Use	Minimum Required Parking
Residential – Studio	1.25 spaces per unit
Residential – 1 bedroom	1.5 spaces per unit
Residential – 2 bedroom	2.15 spaces per unit
Residential – 3+ bedroom	2.65 spaces per dwelling unit
Office uses	1 space per 350 ft ² net usable
Medical / Dental Offices and Clinics	1 space per 350 ft ² net usable
Retail / Commercial	1 space per 300 ft ² net usable

Restaurants / Eating & Drinking Establishments	1 space per 300 ft ² net usable
Disabled / Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Uses not listed	As determined by the Planning Commission based on comparable standards
Parking in excess of 125% of minimums	Allowed as approved by the Planning Commission if provided in structures or within the building envelope

17.164.100: ACCESS IMPROVEMENTS:

- A. Application for new mixed use development or redevelopment of existing sites in the VMU Zone shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this section.
- B. Curbside Management Plans. New development and redevelopment projects reviewed in the VMU Zone shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:
 1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
 2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.
- C. Public Improvements. For new construction and redevelopment generally, dedication of additional right-of-way to accommodate required improvements will be required in conjunction with the application for development. Improvements within the rights-of-way for public streets shall include, but not be limited to the following:
 1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5') tree wells adjacent to the curb as approved by the Planning Commission.
 2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
 3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.
- D. The following public improvement street furnishings are required for mixed use developments in the VMU Zone.

1. Benches shall be placed on every development at two benches per 100 feet of street frontage.
2. Trash cans shall be placed on every development at one trash can per 100 feet of street frontage.
3. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.
 - (iii) Located to prevent damage to bicycles by vehicles, etc.
 - (iv) In a convenient, visible, lighted area.
 - (v) Located so as not to interfere with pedestrian movements.
 - (vi) As near the principal entrance(s) of the building as practical.
 - (vii) Located to provide safe access to and from the street.
 - (viii) Designed to allow each bicycle to be supported by its frame.
 - (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
 - (x) Anchored to resist rust or corrosion, or removal by vandalism.
 - (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.164.110: LOADING AND SERVICE AREAS:

- A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.
- B. Where possible, loading and service areas should be combined for multiple users. No single use may have more than one (1) loading dock, and no single building may have more than two (2) loading docks directly adjacent to one another. Loading docks may not be located in building frontage.

17.164.120: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed use developments require open space and recreation opportunities for residents and visitors. Development and redevelopment of properties as mixed-use projects in the VMU Zone shall require the following.

- A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided as landscaping, courtyards, plazas, or walkways. Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission.
- B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and trails. Sustainable landscaping including xeriscape species and water recycling and irrigation systems is encouraged.
- C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening, and beautifying the site, and shall comply with applicable landscape requirements found in Chapter 17.68 of this title, except that lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.
- D. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the mixed-use development. A minimum of two amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.
 - 1. Playing fields
 - 2. Sport Courts
 - 3. Playground areas (to include four pieces of playground equipment minimum)
 - 4. Picnic areas
 - 5. Tennis courts
 - 6. Swimming pool
 - 7. Exercise rooms, gymnasiums
 - 8. Club rooms
 - 9. Outdoor patios areas
 - 10. Gazebos
 - 11. Walking paths
 - 12. Multi-purpose trails

13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and other outdoor performance and entertainment areas
18. Tot-lots (may consist of a single piece of playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains

CHAPTER 17.146:

MURRAY CENTRAL MIXED USE MIXED-USE DEVELOPMENT DISTRICT, M-U MCMU

SECTION:

17.146.010: Purpose

17.146.020: Definitions

17.146.030: Permitted Uses

17.146.040: Conditional Uses

17.146.050: Establishment of Subdistricts17.146.060: Height Regulations Site Plan/Master Site Plan Required17.146.070: Building Requirements Area, Width, Frontage and Yard Regulations17.146.080: Parking Regulation Development Standards17.146.090: Landscaping Regulations Height Regulations17.146.100: Loading And Service Areas Building Requirements17.146.110: Parking Requirements17.146.120: Access Improvements17.146.130: Lighting Standards Loading and Service Areas17.146.140: Storage Of Commercial Vehicles Landscaping, Open Space, & Project Amenities17.146.150: Nonconforming Uses And Developments Lighting17.146.160: Storage of Commercial Vehicles17.146.170: Nonconforming Uses and Developments17.146.180: Nonconforming Uses and Developments

17.146.010: PURPOSE:

The purpose of a mixed use ~~Development d~~ District is to encourage pedestrian oriented design, promote development, and protect the public health, safety, and welfare. The Murray Central Mixed Use district is intended to encourages compact, carefully planned mixed use development in the vicinity of the Murray Central Station. ~~Carefully planned mixed uses,~~ including neighborhood oriented commercial and restaurant space to; provide increased opportunities for pedestrian activity. ~~It is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities.~~ The MCMU district is facilitated by site and community design standards that:

A. Encourage high quality, compact development, and increase the number of residents and workers within walking distance of transit opportunities.

- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses.
- C. Revitalize areas proximate to transit stations.
- D. Improve the urban design in the area.
- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces.
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area.
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility, and quality urban design.
- H. Encourage structured parking, new roads, and public open spaces to enhance the design and function of the built environment.
- I. Encourage a safe, attractive, and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities.
- J. Encourage conservation of resources and optimal use of public infrastructure toward a sustainable community.
- K. Require property owners, developers, architects, and contractors to use a mix of high quality, durable, low maintenance building materials for projects in this zoning district. (Ord. 10-04 § 2)

17.146.020: DEFINITIONS:

FLOOR AREA RATIO (FAR): Shall be calculated as the gross floor area of all buildings on a lot or parcel, divided by the lot area.

HORIZONTAL MIXED USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a Master Site Plan.

PRINCIPAL STREET: Public rights-of-way which are classified as collectors or arterials by the Murray City Master Transportation Plan or private streets that would function as collectors or arterials ~~The street with higher traffic volume.~~

PRIVATE STREET: Means a right of way of easement in private ownership, not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

TRANSIT STATION: Refers to one of the three (3) rail stations located in Murray City's boundaries; the Murray North Station, Murray Central Station, and Fashion Place West Station.

VERTICAL MIXED USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

XERISCAPING: An attractive, sustainable landscape based on sound horticultural practices, which shows evidence of care. This method is beneficial especially for arid and semiarid climates and utilizes water conserving techniques (as the use of drought tolerant plants, mulch, and efficient irrigation).

(Ord. 19-36 § 2: Ord. 10-04 § 2)

17.146.030: PERMITTED USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted.

B. The following uses are permitted in the district (where square foot limits are specified, they shall apply to individually operating businesses, not to the entire property):

Use No.	Use Classification
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1100	Household units (except 1110, 1112, 1114, 1115, 1116, 1121, 1122). Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.
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1210	Residential facility for disabled persons.
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1210	Residential facility for elderly persons (see chapter 17.32 of this title).
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1241	Retirement homes, independent living, or congregate care.
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1300	Residential hotels and apartment hotels.
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1511	Hotels.
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4100	Railroad, rapid rail transit, and street railway transportation.
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4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
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4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
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4710	Telephone communications (except 4712).
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4730	Radio communications.
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- 4740 Television communications.
- 4750 Radio and television communications, combined.
- 4760 Recording and sound studios.
- 4800 Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
- 4920 Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
- 5210 Building materials, tile (no outside storage; not to exceed 12,000 square feet).
- 5220 Heating and plumbing equipment (no outside storage; not to exceed 12,000 square feet).
- 5230 Paint, glass, and wallpaper (no outside storage; not to exceed 12,000 square feet).
- 5240 Electrical supplies (no outside storage; not to exceed 12,000 square feet).
- 5251 Hardware (no outside storage; not to exceed 12,000 square feet).
- 5254 Janitorial supplies (no outside storage; not to exceed 12,000 square feet).
- 5255 Building maintenance materials (no outside storage; not to exceed 12,000 square feet).
- 5256 Swimming pool supplies (no outside storage; not to exceed 12,000 square feet).
- 5310 Department stores (not to exceed 40,000 square feet unless floor area ratio (FAR) of 1.0 is met).
- 5320 Mail order houses (deliveries and shipping only during normal business hours; not to exceed 12,000 square feet).
- 5330 Variety stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5350 Direct selling organizations (deliveries and shipping only during normal business hours; no outside storage; not to exceed 20,000 square feet).
- 5390 General merchandise (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5400 Food stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5600 Apparel and accessories (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5700 Furniture, home furnishings, and equipment (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5810 Eating places (drive-through sales to be allowed by conditional use permit; not to exceed 20,000 square feet).
- 5910 Drug and proprietary (not to exceed 12,000 square feet).
- 5920 Liquor, package (state store).

- 5930 Antiques and secondhand merchandise (except 5935, 5938 and construction materials; not to exceed 20,000 square feet).
- 5940 Books, stationery, art, and hobby supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5950 Sporting goods, bicycles, and toys supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5969 Garden supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5970 Jewelry (not to exceed 12,000 square feet).
- 5990 Miscellaneous retail trade (not to exceed 12,000 square feet).
- 6100 Finance, insurance, and real estate (except 6112, payday loan services, 6123, 6124, and 6141 surety bail bonding) (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 6213 Dry cleaning (in no more than 7,500 square feet; no outside storage).
- 6216 Self-service laundries.
- 6218 Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
- 6220 Photographic services.
- 6230 Beauty and barber services.
- 6241 Funeral home.
- 6250 Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
- 6290 Personal services (except 6293, 6294).
- 6310 Advertising services (office only; no outside storage).
- 6320 Consumer credit reporting services.
- 6330 Duplicating, mailing, stenographic, and office services.
- 6340 Dwelling and building services (office only, except 6342, 6345).
- 6350 News syndicate services (office only).
- 6360 Employment services.
- 6390 Business services (office only, except 6394 and 6397).
- 6420 Electrical appliance repair and service (except 6421 and 6426; in no more than 12,000 square feet; no outside storage).
- 6493 Watch, clock, jewelry repair, engraving.
- 6496 Locksmiths and key shops.
- 6498 Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
- 6499 Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
- 6500 Professional services (office only, except 6513 and 6516).

- 6600 Contract construction services (office and indoor storage only; no outside storage; not to exceed 12,000 square feet).
- 6700 Governmental services (except 6714, 6740, 6750, and 6770).
- 6800 Educational services.
- 6900 Miscellaneous service organizations.
- 7100 Cultural activities and nature exhibitions (except 7124).
- 7210 Entertainment assembly (except 7213).
- 7220 Sports assembly (except 7223 and 7224).
- 7230 Public assembly.
- 7391 Penny arcades and other coin operated amusements.
- 7395 Card rooms.
- 7396 Dance halls, ballrooms (includes dance clubs).
- 7397 Billiard and pool halls.
- 7399 Other amusements (office only).
- 7413 Tennis courts.
- 7414 Ice skating.
- 7417 Bowling alleys.
- 7420 Playgrounds and athletic areas.
- 7425 Athletic clubs, bodybuilding studios.
- 7432 Swimming pools and schools.
- 7451 Archery range (indoor only).
- 7492 Picnic areas.
- 7600 Parks (public and private).
- 8221 Veterinarian services (completely enclosed within a building).
- 8224 Pet grooming (completely enclosed within a building).

(Ord. 19-36 § 2: Ord. 16-41: Ord. 10-04 § 2)

17.146.040: CONDITIONAL USES:

The following uses and structures are permitted in the district only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Use No. Use Classification

- 1140 Condominium, low rise or garden type. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- 1150 Condominium, high rise. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- 1210 Rooming and boarding houses. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- ~~1515~~ Transient apartments rented by day or week. ~~Projects located within one-quarter mile of transit stations are allowed residential densities up to 100 units per acre. Projects located within one-half mile of transit stations are allowed residential densities up to 80 units per acre. Projects located within one mile of transit stations are allowed residential densities up to 50 units per acre. Projects located more than one mile from transit stations are allowed residential densities up to 40 units per acre. Density per acre is calculated by the total project area. Project location is measured as a straight line between the closest points of the project and the property upon which the transit station is located.~~
- 2000 Manufacturing industries (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).

- 3220 Glass and glassware (pressed or blown; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3250 Pottery and related products (except 3251 and 3255; trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3500 Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3900 Miscellaneous manufacturing (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5100 Wholesale trade (except 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5813 Short order eating places with no product specialty, auto oriented (drive-in or drive-through establishments, etc.).
- 5820 Drinking places alcoholic beverages.
- 6516 Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
- 6516.1 Assisted living facilities.
- 8121 Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.

(Ord. 19-36 § 2: Ord. 19-20: Ord. 16-41: Ord. 10-04 § 2)

17.146.050: ESTABLISHMENT OF SUBDISTRICTS

A. The Murray Central Mixed Use district is intended for those properties in the vicinity of the Murray Central transit station in order to support vibrant, compact, and pedestrian-oriented development of properties in this area with significant access to transit opportunities.

B. The area is bifurcated by Interstate 15. Murray City recognizes significant differences in the transit access and development opportunities between properties to the east and west of Interstate 15.

1. MCMU EAST. Properties located in the Murray Central Mixed Use Zone east of Interstate 15 are established as the MCMU East Subdistrict.

2. MCMU WEST. Properties located in the Murray Central Mixed Use Zone west of Interstate 15 are established as the MCMU West Subdistrict.

C. Except where specifically stated, the requirements, regulations, and standards of the MCMU Zone shall be applied equally to both subdistricts.

17.146.060 SITE PLAN/MASTER SITE PLAN REQUIRED: New development and redevelopment of properties in the MCMU Zone shall be reviewed by the Planning Commission for conformance to the requirements of this chapter for Site Plan Approval. A Master Site Plan approved by the Planning Commission is required for all Horizontal Mixed Use Developments and mixed-use developments located on a parcel or combination of parcels greater than three (3) acres. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

A. Building Orientation. Commercial and residential buildings in the same project should primarily be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.

B. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.

C. Outdoor Spaces. Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. Potential linkages to existing and future adjacent developments should be considered.

D. Development Agreement. Mixed Use developments that require a Master Site Plan shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.

1. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:

- a. Allowed phasing of residential and commercial development components.
- b. Allowed residential densities.
- c. Required parking for all uses.
- d. Buffering of adjacent single-family residential zones.
- e. Adequate public facilities and services.
- f. Establishment, maintenance, or enhancement of commercial elements.

E. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:

1. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
2. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
3. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
4. Public Services Reviews. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

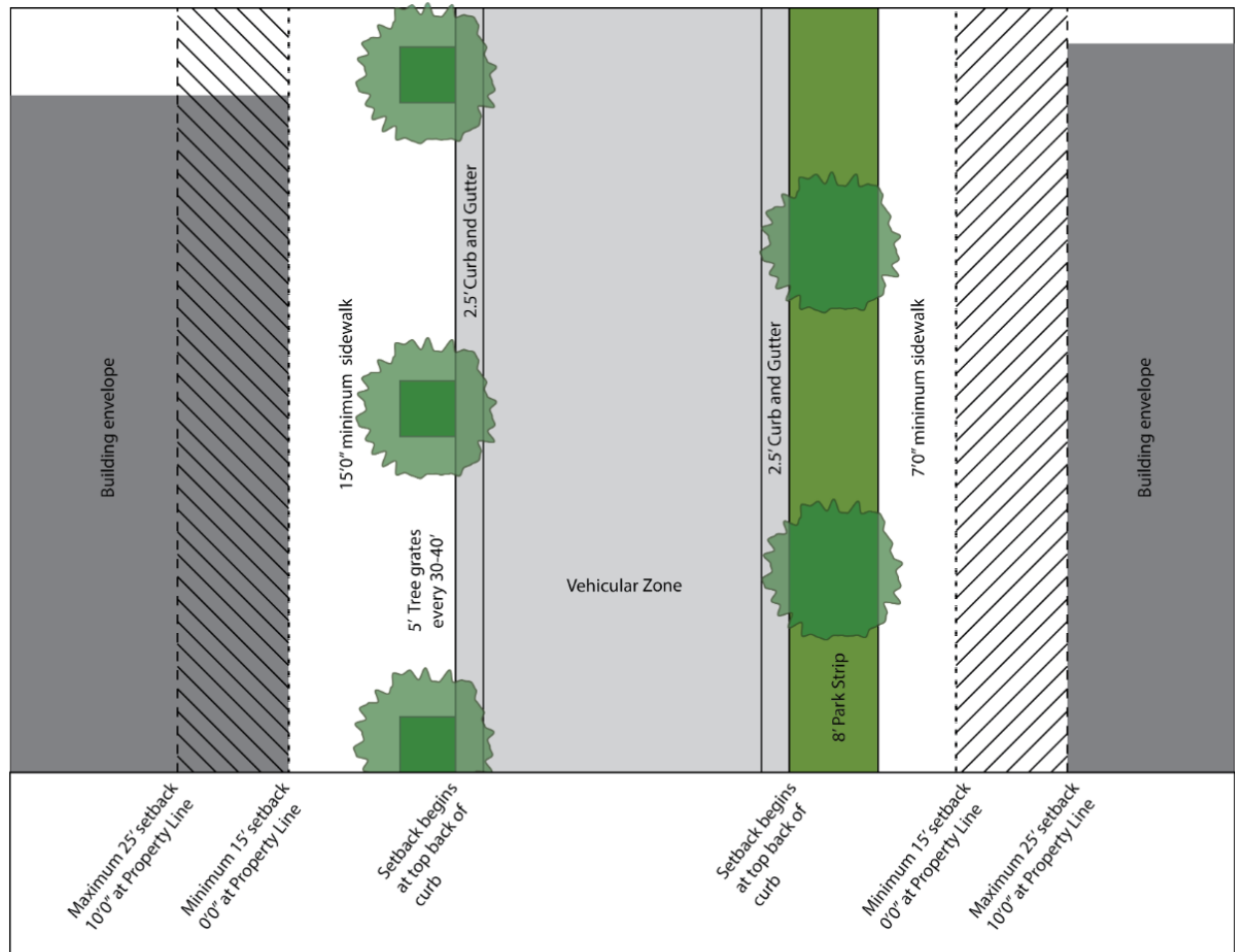
Utilities &

d. ~~Public Services Review~~The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and other services. Otherservicese. Review of Other Project Elements. Where staff finds it necessary and appropriate, a study or analysis of other project elements may be required. Those elements may include but are not limited to:

iiiiiiivv

17.146.05006070: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

—A. The front setback for buildings facing public or private streets excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Buildings with setbacks between fifteen feet (15') and eighteen feet (18') must utilize recessed entrances. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza, or to accommodate curbside management planning. Buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza.



- B. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.
- C. Buildings located on a corner lot shall front on both streets.
- D. All front setback areas shall be landscaped in accordance with applicable sections of this title.
- E. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru lanes ~~and other accesses~~ may be approved in front setback areas as part of a ~~Master Unified Master~~ Site Plan if the Planning Commission finds that the purposes and other requirements of the M-~~CMU~~ Zone are not negatively impacted.~~met~~.
- ~~—F. When located within one half mile of a transit station, commercial uses shall occupy a minimum of seventy five percent (75%) of the width of the ground floor of a building facing a public street. When located more than one half mile from a transit station, commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of a building facing a public street. When located on the ground floor of the same building, the commercial uses must extend forty feet (40') in depth. The balance of the ground floor may be occupied by residential uses, including parking. Horizontal Mixed Use projects shall~~

~~provide a minimum commercial square footage component equal to an area calculated as seventy five percent (75%) of the project frontage on the public street and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the public street.~~

~~—F. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building, provided there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the city.~~

~~—G. —The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk. Where parking is located in the side lot area adjacent to a property boundary a five foot (5') wide landscaping area will be required along all property lines not occupied by drive accesses.~~

~~—H. A parking structure fronting on a street shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building. The face of the structure abutting the street shall have building materials compatible with the main buildings on the same or adjoining property. The area between the sidewalk and the parking structure shall have a minimum of ten feet (10') of landscaping. or shall provide window treatment consistent with subsection 17.146.070B of this chapter.~~

~~—I. Surface parking lots shall have a minimum setback of between fifteen feet (15') and twenty five feet (25') from the curb. Surface parking shall be located to the side or behind the building. The area between the sidewalk and the parking lot shall have a minimum of ten feet (10') of landscaping. The remainder of the area between the required landscaping and parking shall be a combination of plazas, artwork, fountains, and pedestrian ways. In no case shall the parking be set back from the street less than an adjacent the building or buildings.~~

~~—J. There shall be a minimum fifty foot (50') setback from the top of the bank of Little Cottonwood Creek, Big Cottonwood Creek, and the Jordan River. No buildings or parking facilities may be placed in the required setback. The Planning Commission may approve pedestrian and bicycle paths and other open space amenities within the setback if they are not disruptive. Top of bank shall be established by a licensed surveyor or engineer. (Ord. 19-36 § 2; Ord. 10-04 § 2)~~

17.146.0780: DEVELOPMENT STANDARDS

~~A. —Residential Density. Residential uses are allowed only in projects with associated commercial components as required by these development standards.~~

~~1. Calculation of Allowable Density. Residential density in mixed-use projects is allowed based upon the closest distance between the Murray Central Station platform and the development parcel's frontage on a public right-of-way, measured as a straight line. Where a project area has an area of two (2) acres or larger, the project~~

area may be divided for purposes of measuring distances and applying allowed densities to different acreage. Project residential density is allowed according to Table C below.

Table C: Maximum Allowed Residential Density				
<u>Distance to Murray Central Station Platform</u>	<u>1/8 mile</u>	<u>1/4 mile</u>	<u>1/2 mile</u>	<u>>1/2 mile</u>
<u>MCMU East Subdistrict</u>	<u>80</u>	<u>65</u>	<u>50</u>	<u>40</u>
<u>MCMU West Subdistrict</u>	<u>40</u>	<u>40</u>	<u>40</u>	<u>40</u>
<u>*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum allowed residential density is limited to 40 units per acre</u>				

2. Notwithstanding measurements made under subsection 17.146.080(A)(1) if the measured walking distance from the closest property line of a development parcel's frontage on the a public right-of-way to the Murray Central Station platform is greater than one-half (1/2) mile, residential density for a proposed project shall not exceed 40 units per acre.

B. Required Commercial. Commercial uses are required for all mixed use projects on development parcels with frontage on principal streets. Principal streets are identified as 4800 South, Murray Boulevard, Vine Street, and Commerce Drive.

1. Vertical Mixed Use Projects. In vertical mixed use projects, commercial and retail uses are required on the ground floor of buildings located along principal streets. When located within one-half (1/2) mile of the Murray Central Station platform, commercial and retail uses shall occupy a minimum of seventy five percent (75%) of the width of the ground floor of any building facing a principal street for an extended depth of forty feet (40'). When located more than one-half (1/2) mile from a transit station, commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of a building facing a principal street for an extended depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses, and residential related uses, including parking.

2. Horizontal Mixed Use Projects. Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as seventy five percent (75%) of the project frontage on the principal streets, and forty feet (40') in depth. For projects which comprise multiple parcels, required commercial square footage shall be calculated based on total project frontage on the principal streets.

3. Reduction of Required Commercial. The Planning Commission may allow a reduction in the required commercial space where projects will meet the requirements outlined for the MCMU East Subdistrict and West Subdistrict in Table D and Table E below. provide additional project amenities and open space, a mix of housing types, affordable housing, and/or reductions of the -residential density according to the following tables. Reductions may be considered by any combination of the allowed methods as presented in the tables below.

Table D: MCMU East Subdistrict, Reduction of Required Commercial

<u>Reduction of Required Commercial</u>	<u>Reduction of Allowed Residential Density per Acre</u>	<u>Open Space & Amenities</u>	<u>Affordable Housing</u>
<u>75% of required commercial: fulfill one (1) option</u>	<u>5-9 units</u>	<u>2 additional outdoor amenities / 5% increase in total open space</u>	<u>10% of units reserved for tenants with household incomes no more than 80% of AMI</u>
<u>60% of required commercial: fulfill two (2) options</u>	<u>10 units</u>	<u>2 additional outdoor amenities / 10% increase in total open space</u>	<u>15% of units reserved for tenants with household incomes no more than 80% of AMI</u>

Table E: MCMU West Subdistrict, Reduction of Required Commercial

<u>Reduction of Required Commercial</u>	<u>Reduction of Allowed Residential Density per Acre</u>	<u>Open Space & Amenities</u>	<u>Affordable Housing</u>
<u>75% of required commercial: fulfill one (1) option</u>	<u>5-9 units</u>	<u>2 additional outdoor amenities / 5% increase in total open space</u>	<u>10% of units reserved for tenants with household incomes no more than 80% of AMI</u>
<u>60% of required commercial: fulfill two (2) options</u>	<u>10-14 units</u>	<u>2 additional amenities / 10% increase in total open space</u>	<u>15% of units reserved for tenants with household incomes no more than 80% of AMI</u>
<u>45% of required commercial: fulfill one (1) option</u>	<u>15-19 units</u>	<u>3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to at least 25% of open space</u>	<u>10% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI</u>

<u>30% of required commercial: fulfill two (2) options</u>	<u>20 units</u>	<u>4 additional amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space</u>	<u>15% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI</u>
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4. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

- a. Excluding private, attached garage space, the ground floor of the live/work unit must be designed, constructed, and used as commercial space.
- b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
- c. The live/work unit's first story height must be a minimum of twelve feet (12').
- d. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
- e. For mixed-use developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space in the MCMU East Subdistrict, and no more than 20% of the required commercial space in the MCMU West Subdistrict.

C. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the MCMU District, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

- 1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
- 2. Intersection with another interior access or public street.
- 3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signalized where possible. Where signalized

crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.

D. Buffering Required. Buffering measures are required for projects directly abutting single-family residential zones including the following:

1. Building Separation & Landscaped Buffer. Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
2. Gradation of Density. No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.
3. Height. New buildings in mixed use projects developed or redeveloped in the MCMU Zone shall conform to the height regulations established herein.
 - a. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - b. Number of Stories. No building within 100' of a single-family residential zone boundary may consist of more than two stories.
 - c. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
 - d. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
 - e. Commercial Buildings. No new commercial mixed-use building shall be erected to a height less than two (2) stories.

17.146.060090: HEIGHT REGULATIONS:

—A. Height Restrictions: There are no height restrictions in the district except as provided in Section 17.146.080(D) of this chapter.

~~The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed fifty feet (50')—B1.~~ Measurement ~~Of of~~ Distances.:

- 1. For purposes of this section, the width of public or private roadways shall be included in computing setback distances. For example, if a roadway is located on the boundary of a residential zoning district, the measurements required under this section shall be made from the property line of that roadway which is nearest the residential use or zone. Otherwise, the measurement shall be made from the residential zoning district boundary.
- 2. Setback distances to structures located pursuant to this section shall be measured from the nearest residential zoning district boundary, except as otherwise provided in this section, to the nearest exterior wall of the structure.
- 3. Where residential zoning is separated from the mixed-use zone by a federal interstate highway the height restrictions of this chapter shall not apply.

17.146.~~070~~100: BUILDING REQUIREMENTS:

- A. Walls, partitions, and floor/ceiling assemblies separating dwelling units from each other or from public or service areas shall have a sound transmission class (STC) of not less than fifty (50) for airborne noise.
- B. Blank walls shall not occupy over fifty percent (50%) of a principal frontage. Nonresidential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window, entry, pilaster, or similar element. All development shall provide ground floor windows on the building facade and adjacent to a public or private street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block two-way visibility are prohibited as ground floor windows.
- C. All buildings fronting on a street shall have at least one public entrance per use or business which fronts on the street.
- D. All buildings and structures shall be maintained in good condition.
- E. Water conserving plumbing fixtures shall be used. Such fixtures shall include, but are not limited to, dual flush toilets and low volume showers and lavatories which cannot be adjusted or modified.
- F. Authority:- Nothing in this section shall be construed to limit the authority of the ~~planning~~ Planning commission-Commission or ~~community~~ Community and economic Economic development-Development staff to review building materials, design elements and other aesthetic considerations as it deems proper to mitigate or modify the visual impact of the height of buildings upon surrounding land uses.

17.146.110: PARKING REQUIREMENTS: The Murray Central Mixed Use District is intended to support development patterns which foster pedestrian activity and reduced dependence on automobiles generally, resulting in less demand for vehicle parking. The parking

requirements for residential and commercial uses in this section shall be applied to all new development in the Mixed Use Zone.

A. For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or within a parking structuredecks or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

B. Parking structures and decks should provide the majority of parking in the MCMU Zone.

1. Direct Access Required. Parking decks and structures must ~~utilize~~provide direct, interior, ~~access~~ or weather protected access to the buildings, uses, and projects that they serve.

2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to ~~seven~~three hundred fifty feet (75300') from the ~~main building~~commercial location if it can be shown to be necessary.

3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

C. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

D. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

E. Off-street parking will not be permitted in any fire lane, aisle space or front yard setback areas except as allowed by this chapter.

F. Development shall comply with off-street parking dimensional standards as found in chapter 17.72 of this title.

G. Shared parking. Shared parking may be located on parcels within six hundred feet (600') of the use for which it is intended if approved by the Planning Commission. In no case shall parking shared between uses account for more than twenty-five percent (25%) of total required parking for any project.

H. Required Parking for Residential and Commercial Uses. Parking requirements for residential and commercial uses in the MCMU East and MCMU West Subdistricts are contained in Table F, below.

Table F: Required Parking in the MCMU Zone

	<u>MCMU East Subdistrict</u>	<u>MCMU West Subdistrict</u>
<u>Residential – Studio</u>	<u>1 spaces per unit</u>	<u>1.25 spaces per unit</u>

<u>Residential – 1 bedroom</u>	<u>1.25 spaces per unit</u>	<u>1.5 spaces per unit</u>
<u>Residential – 2 bedroom</u>	<u>1.5 spaces per unit</u>	<u>2.15 spaces per unit</u>
<u>Residential – 3+ bedroom</u>	<u>2.5 spaces per unit</u>	<u>2.65 spaces per unit</u>
<u>Office uses</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Medical / Dental Offices and Clinics</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Retail / Commercial</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Restaurants / Eating & Drinking Establishments</u>	<u>1 space per 350 ft² net usable</u>	<u>1 space per 300 ft² net usable</u>
<u>Disabled / Accessible</u>	<u>See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act</u>	
<u>Uses not listed</u>	<u>As determined by the Planning Commission based on comparable standards</u>	
<u>Parking in excess of 125% of minimums</u>	<u>Allowed as approved by the Planning Commission if provided in structures or within the building envelope</u>	

17.146.~~120~~120: ACCESS IMPROVEMENTS:

—A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.

—~~BC.~~ For new construction and redevelopment ~~developments that do not include a commercial use on the ground floor generally~~, improvements within the rights of way for public streets shall include, but not be limited to, the following:

1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5')

tree wells adjacent to the curb as approved by ~~the city engineer and the~~ Planning Commission.

2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.

~~D-C. For d~~ Where developments that include a will include commercial uses on the ground floor, ~~or unless otherwise approved by the City,, and sufficient public right-of-way is unavailable for on-street parking, the Planning Commission may approve modifications to the general~~ improvements ~~within the rights of way for public streets shall include, but not be limited to~~ to accommodate on-street parking as follows; the following:

1. Seven foot (7') wide paved sidewalks with nine foot (9') wide adjacent on street parallel parking (including gutters). Forty foot (40') landscape planters shall be installed between every two (2) to three (3) parallel parking spaces and shall include the following:
 - a. The forty foot (40') landscaping planters shall have one streetlight, two (2) trees, and shrubs to provide a minimum ground coverage of fifty percent (50%) at time of planting.
 - b. Landscape planter trees shall have branching beginning no less than six feet (6') above the ground and shrubs not exceeding a height of three feet (3').
 - c. Streetlights shall be placed at the center of every landscaping planter with the nearest shrubs being located a minimum of four feet (4') from every light pole.
 - d. Street trees shall be located fourteen feet (14') from center street lighting.
 - e. Street planters shall be flared at a minimum forty five degree (45°) angle in order to facilitate ease of access for the adjacent parallel parking spaces.
 - f. Additional ground cover shall be provided as necessary in order for landscape planters to have a minimum of fifty percent (50%) ground cover at time of planting.
2. Parking must be located a minimum of thirty feet (30') from intersecting rights-of-way or drive accesses.
3. Street trees shall also be located in park strip areas not utilized as landscape planters and shall be spaced every thirty feet (30') to forty feet (40') on center.
4. Street lighting within landscape planters and all other park strip areas shall be spaced every ninety feet (90') to one hundred ten feet (110') on center and as approved by the City. Street lighting shall be residential in character with an overall height not to exceed twelve feet (12') as measured from the base to the top of the pole luminary. Street lighting shall comply with all other City street lighting specifications.

~~E-D.~~ The following public improvement street furnishings are required for all developments within the Murray Central Mixed Use ~~Zoning~~ District:

1. Benches shall be provided and spaced as approved by the City.

2. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.
 - (iii) Located to prevent damage to bicycles by vehicles, etc.
 - (iv) In a convenient, visible, lighted area.
 - (v) Located so as not to interfere with pedestrian movements.
 - (vi) As near the principal entrance(s) of the building as practical.
 - (vii) Located to provide safe access to and from the street.
 - (viii) Designed to allow each bicycle to be supported by its frame.
 - (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
 - (x) Anchored to resist rust or corrosion, or removal by vandalism.
 - (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.146.~~100~~130: LOADING AND SERVICE AREAS:

- A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.
- B. No more than two (2) loading docks per individual use; loading docks are not to be located in building frontage. (Ord. 10-04 § 2)

~~17.146.:~~ LANDSCAPING REGULATIONS:

~~—A. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening and beautifying the site, and comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040A1a of this title. At plant maturity the landscaping should represent, as a minimum standard, compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.~~

~~—B. Landscaping adjacent to a residential zoning boundary line will require a minimum landscaping buffer of ten feet (10') in width from the boundary line on the nonresidential side of the property excluding the fence, and curb wall if located adjacent to off street parking.~~

~~—C. Parking lots abutting a property line shall be screened by a minimum five foot (5') wide landscape area, as outlined in subsection 17.146.050I of this chapter.~~

~~—D. The use of Ssustainable landscaping including xeriscape species, innovative water recycling, or irrigation systems is encouraged. All landscape plans must be approved by the city's urban forester.~~

~~(Ord. 19-36 § 2; Ord. 10-04 § 2)~~

17.146.140: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed-use developments require open space and recreation opportunities for residents and visitors. The following regulations shall govern the provision of landscaping, open space, and project amenities for development and redevelopment of properties as mixed-use projects in the MCMU Zone.

~~—A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided developed as landscaping, courtyards, plazas, or walkways, ~~except any a~~Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission. ~~Amenity areas provided in conjunction with multi-family uses will qualify as open space.~~~~

~~—B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and public trails.~~

C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening, and beautifying the site, and shall comply with applicable landscape requirements found in Chapter 17.68 of this title, except that lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the

mixed-use development. A minimum of two (2) amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields
2. Sport Courts
3. Playground areas (to include four pieces of playground equipment minimum)
4. Picnic areas
5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and/or water features

17.146.~~130~~150: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.
- D. Lighting shall be shielded and directed downward to prevent any off site glare.
- E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

—F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.

—G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.146. ~~140~~160: STORAGE OF COMMERCIAL VEHICLES:

No trucks, motor vehicles or commercial trailers having a gross vehicle weight rating of more than twelve thousand (12,000) pounds shall be stored or parked outdoors on any lot or parcel within the M-U Zone, nor shall any contracting and/or earthmoving equipment be stored or parked outdoors on any lot or parcel within the M-U Zone. (Ord. 18-22)

17.146. ~~150~~170: NONCONFORMING USES AND DEVELOPMENTS:

Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 18-22)

CHAPTER 17.146:

MURRAY CENTRAL MIXED USE, MCMU

SECTION:

- 17.146.010: Purpose
- 17.146.020: Definitions
- 17.146.030: Permitted Uses
- 17.146.040: Conditional Uses
- 17.146.050: Establishment of Subdistricts
- 17.146.060: Site Plan/Master Site Plan Required
- 17.146.070: Area, Width, Frontage and Yard Regulations
- 17.146.080: Development Standards
- 17.146.090: Height Regulations
- 17.146.100: Building Requirements
- 17.146.110: Parking Requirements
- 17.146.120: Access Improvements
- 17.146.130: Loading and Service Areas
- 17.146.140: Landscaping, Open Space, & Project Amenities
- 17.146.150: Lighting
- 17.146.160: Storage of Commercial Vehicles
- 17.146.170: Nonconforming Uses and Developments
- 17.146.180: Nonconforming Uses and Developments

17.146.010: PURPOSE:

The purpose of a mixed use district is to encourage pedestrian oriented design, promote development, and protect the public health, safety, and welfare. The Murray Central Mixed Use district is intended to encourage compact, carefully planned mixed use development in the vicinity of the Murray Central Station, including neighborhood oriented commercial and restaurant space to provide increased opportunities for pedestrian activity. The MCMU district is facilitated by site and community design standards that:

- A. Encourage high quality, compact development, and increase the number of residents and workers within walking distance of transit opportunities.
- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses.
- C. Revitalize areas proximate to transit stations.
- D. Improve the urban design in the area.

- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces.
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area.
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility, and quality urban design.
- H. Encourage structured parking, new roads, and public open spaces to enhance the design and function of the built environment.
- I. Encourage a safe, attractive, and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities.
- J. Encourage conservation of resources and optimal use of public infrastructure toward a sustainable community.
- K. Require property owners, developers, architects, and contractors to use a mix of high quality, durable, low maintenance building materials for projects in this zoning district. (Ord. 10-04 § 2)

17.146.020: DEFINITIONS:

FLOOR AREA RATIO (FAR): Shall be calculated as the gross floor area of all buildings on a lot or parcel, divided by the lot area.

HORIZONTAL MIXED USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a Master Site Plan.

PRINCIPAL STREET: Public rights-of-way which are classified as collectors or arterials by the Murray City Master Transportation Plan or private streets that would function as collectors or arterials.

PRIVATE STREET: Means a right of way of easement in private ownership, not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

TRANSIT STATION: Refers to one of the three (3) rail stations located in Murray City's boundaries; the Murray North Station, Murray Central Station, and Fashion Place West Station.

VERTICAL MIXED USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

XERISCAPING: An attractive, sustainable landscape based on sound horticultural practices, which shows evidence of care. This method is beneficial especially for arid and semiarid climates and utilizes water conserving techniques (as the use of drought tolerant plants, mulch, and efficient irrigation).

(Ord. 19-36 § 2: Ord. 10-04 § 2)

17.146.030: PERMITTED USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted.

B. The following uses are permitted in the district (where square foot limits are specified, they shall apply to individually operating businesses, not to the entire property):

Use No.	Use Classification
1100	Household units (except 1110, 1112, 1114, 1115, 1116, 1121, 1122).
1210	Residential facility for disabled persons.
1210	Residential facility for elderly persons (see chapter 17.32 of this title).
1241	Retirement homes, independent living, or congregate care.
1300	Residential hotels and apartment hotels.
1511	Hotels.
4100	Railroad, rapid rail transit, and street railway transportation.
4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
4710	Telephone communications (except 4712).
4730	Radio communications.
4740	Television communications.
4750	Radio and television communications, combined.
4760	Recording and sound studios.
4800	Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
4920	Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5210	Building materials, tile (no outside storage; not to exceed 12,000 square feet).
5220	Heating and plumbing equipment (no outside storage; not to exceed 12,000 square feet).
5230	Paint, glass, and wallpaper (no outside storage; not to exceed 12,000 square feet).
5240	Electrical supplies (no outside storage; not to exceed 12,000 square feet).

- 5251 Hardware (no outside storage; not to exceed 12,000 square feet).
- 5254 Janitorial supplies (no outside storage; not to exceed 12,000 square feet).
- 5255 Building maintenance materials (no outside storage; not to exceed 12,000 square feet).
- 5256 Swimming pool supplies (no outside storage; not to exceed 12,000 square feet).
- 5310 Department stores (not to exceed 40,000 square feet unless floor area ratio (FAR) of 1.0 is met).
- 5320 Mail order houses (deliveries and shipping only during normal business hours; not to exceed 12,000 square feet).
- 5330 Variety stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5350 Direct selling organizations (deliveries and shipping only during normal business hours; no outside storage; not to exceed 20,000 square feet).
- 5390 General merchandise (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5400 Food stores (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5600 Apparel and accessories (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5700 Furniture, home furnishings, and equipment (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5810 Eating places (drive-through sales to be allowed by conditional use permit; not to exceed 20,000 square feet).
- 5910 Drug and proprietary (not to exceed 12,000 square feet).
- 5920 Liquor, package (state store).
- 5930 Antiques and secondhand merchandise (except 5935, 5938 and construction materials; not to exceed 20,000 square feet).
- 5940 Books, stationery, art, and hobby supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5950 Sporting goods, bicycles, and toys supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5969 Garden supplies (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 5970 Jewelry (not to exceed 12,000 square feet).
- 5990 Miscellaneous retail trade (not to exceed 12,000 square feet).
- 6100 Finance, insurance, and real estate (except 6112, payday loan services, 6123, 6124, and 6141 surety bail bonding) (not to exceed 40,000 square feet unless FAR of 1.0 is met).
- 6213 Dry cleaning (in no more than 7,500 square feet; no outside storage).
- 6216 Self-service laundries.

- 6218 Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
- 6220 Photographic services.
- 6230 Beauty and barber services.
- 6241 Funeral home.
- 6250 Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
- 6290 Personal services (except 6293, 6294).
- 6310 Advertising services (office only; no outside storage).
- 6320 Consumer credit reporting services.
- 6330 Duplicating, mailing, stenographic, and office services.
- 6340 Dwelling and building services (office only, except 6342, 6345).
- 6350 News syndicate services (office only).
- 6360 Employment services.
- 6390 Business services (office only, except 6394 and 6397).
- 6420 Electrical appliance repair and service (except 6421 and 6426; in no more than 12,000 square feet; no outside storage).
- 6493 Watch, clock, jewelry repair, engraving.
- 6496 Locksmiths and key shops.
- 6498 Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
- 6499 Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
- 6500 Professional services (office only, except 6513 and 6516).
- 6600 Contract construction services (office and indoor storage only; no outside storage; not to exceed 12,000 square feet).
- 6700 Governmental services (except 6714, 6740, 6750, and 6770).
- 6800 Educational services.
- 6900 Miscellaneous service organizations.
- 7100 Cultural activities and nature exhibitions (except 7124).
- 7210 Entertainment assembly (except 7213).
- 7220 Sports assembly (except 7223 and 7224).
- 7230 Public assembly.
- 7391 Penny arcades and other coin operated amusements.
- 7395 Card rooms.
- 7396 Dance halls, ballrooms (includes dance clubs).
- 7397 Billiard and pool halls.

- 7399 Other amusements (office only).
- 7413 Tennis courts.
- 7414 Ice skating.
- 7417 Bowling alleys.
- 7420 Playgrounds and athletic areas.
- 7425 Athletic clubs, bodybuilding studios.
- 7432 Swimming pools and schools.
- 7451 Archery range (indoor only).
- 7492 Picnic areas.
- 7600 Parks (public and private).
- 8221 Veterinarian services (completely enclosed within a building).
- 8224 Pet grooming (completely enclosed within a building).

(Ord. 19-36 § 2: Ord. 16-41: Ord. 10-04 § 2)

17.146.040: CONDITIONAL USES:

The following uses and structures are permitted in the district only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Use No.	Use Classification
1140	Condominium, low rise or garden type.
1150	Condominium, high rise.
1210	Rooming and boarding houses.
2000	Manufacturing industries (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
3220	Glass and glassware (pressed or blown; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
3250	Pottery and related products (except 3251 and 3255; trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (trades only in no more than 12,000 square feet;

- deliveries and shipping only during normal business hours; no odors; no outside storage).
- 3900 Miscellaneous manufacturing (trades only in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5100 Wholesale trade (except 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; in no more than 12,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
- 5813 Short order eating places with no product specialty, auto oriented (drive-in or drive-through establishments, etc.).
- 5820 Drinking places alcoholic beverages.
- 6516 Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
- 6516.1 Assisted living facilities.
- 8121 Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.

(Ord. 19-36 § 2: Ord. 19-20: Ord. 16-41: Ord. 10-04 § 2)

17.146.050: ESTABLISHMENT OF SUBDISTRICTS

- A. The Murray Central Mixed Use district is intended for those properties in the vicinity of the Murray Central transit station in order to support vibrant, compact, and pedestrian-oriented development of properties in this area with significant access to transit opportunities.
- B. The area is bifurcated by Interstate 15. Murray City recognizes significant differences in the transit access and development opportunities between properties to the east and west of Interstate 15.
 - 1. MCMU EAST. Properties located in the Murray Central Mixed Use Zone east of Interstate 15 are established as the MCMU East Subdistrict.
 - 2. MCMU WEST. Properties located in the Murray Central Mixed Use Zone west of Interstate 15 are established as the MCMU West Subdistrict.
- C. Except where specifically stated, the requirements, regulations, and standards of the MCMU Zone shall be applied equally to both subdistricts.

17.146.060 SITE PLAN/MASTER SITE PLAN REQUIRED: New development and redevelopment of properties in the MCMU Zone shall be reviewed by the Planning Commission for conformance to the requirements of this chapter for Site Plan Approval. A Master Site Plan approved by the Planning Commission is required for all Horizontal Mixed Use Developments and mixed-use developments located on a parcel or combination of parcels greater than

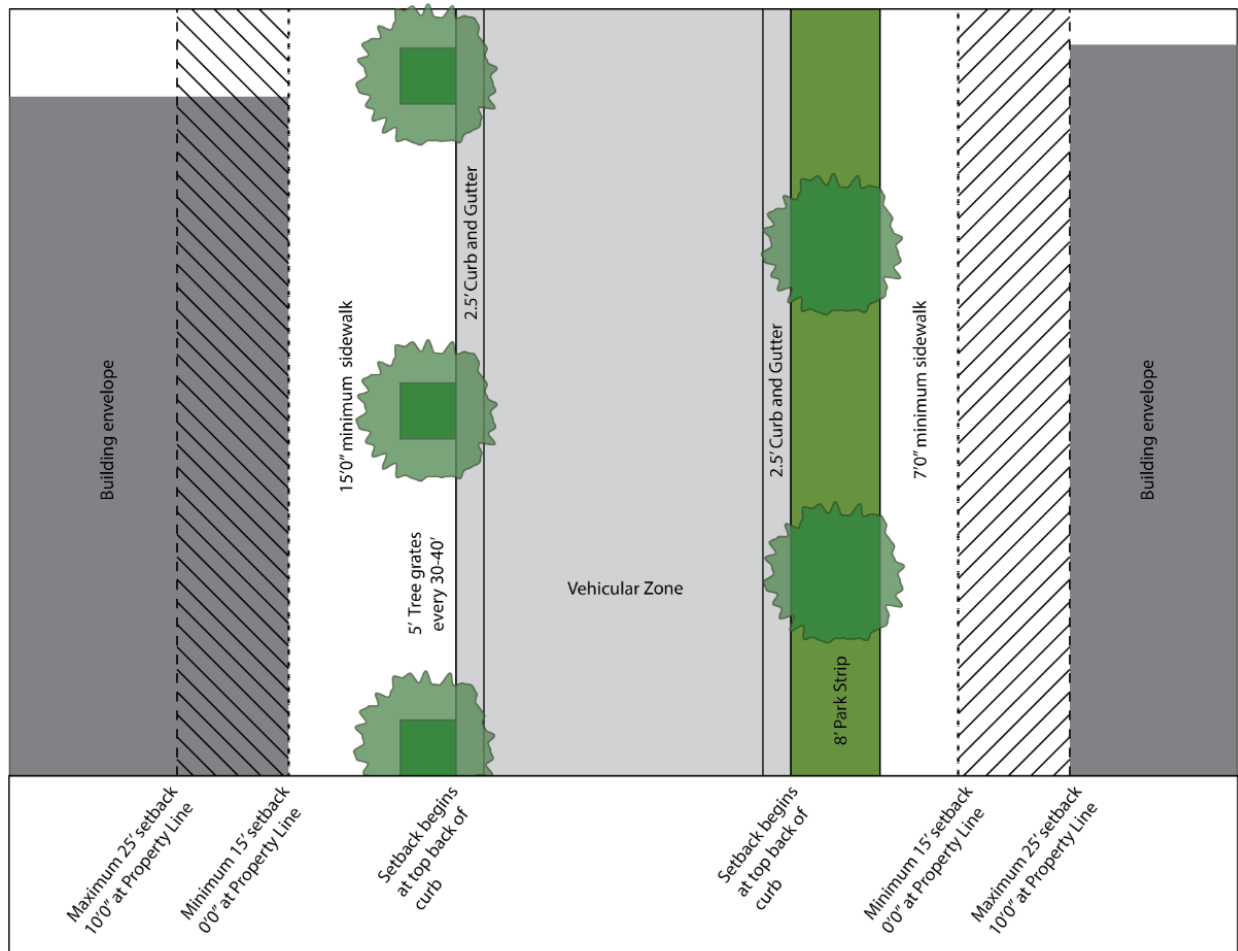
three (3) acres. In addition to the requirements of this zone, the Planning Commission shall address the following when considering an application for Master Site Plan approval:

- A. **Building Orientation.** Commercial and residential buildings in the same project should primarily be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed use projects should consider the residential components of the project and facilitate convenient access to them.
- B. **Central Feature.** A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.
- C. **Outdoor Spaces.** Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. Potential linkages to existing and future adjacent developments should be considered.
- D. **Development Agreement.** Mixed Use developments that require a Master Site Plan shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.
 - 1. **Required Elements.** The Master Site Plan Agreement must address the following components of the proposed project:
 - a. Allowed phasing of residential and commercial development components.
 - b. Allowed residential densities.
 - c. Required parking for all uses.
 - d. Buffering of adjacent single-family residential zones.
 - e. Adequate public facilities and services.
 - f. Establishment, maintenance, or enhancement of commercial elements.
- E. **Master Site Plan Application Requirements.** When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:
 - 1. **Traffic Impact Study.** The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
 - 2. **Parking Analysis.** The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.

3. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

17.146.0070: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

A. The front setback for buildings facing public or private streets excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Buildings with setbacks between fifteen feet (15') and eighteen feet (18') must utilize recessed entrances. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza, or to accommodate curbside management planning. Buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza.



B. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.

C. Buildings located on a corner lot shall front on both streets.

D. All front setback areas shall be landscaped in accordance with applicable sections of this title.

E. Parking and/or driveways are not permitted in the front setback area of any building, or between the building and the street. Drive-thru lanes may be approved in front setback areas as part of a Master Site Plan if the Planning Commission finds that the purposes and other requirements of the MCMU Zone are not negatively impacted.

F. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building, provided there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the city.

G. The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk. Where parking is located in the side lot area adjacent to a property boundary a five foot (5') wide landscaping area will be required along all property lines not occupied by drive accesses.

H. A parking structure fronting on a street shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building. The face of the structure abutting the street shall have building materials compatible with the main buildings on the same or adjoining property. The area between the sidewalk and the parking structure shall have a minimum of ten feet (10') of landscaping.

I. Surface parking lots shall have a minimum setback of between fifteen feet (15') and twenty five feet (25') from the curb. Surface parking shall be located to the side or behind the building. The area between the sidewalk and the parking lot shall have a minimum of ten feet (10') of landscaping. The remainder of the area between the required landscaping and parking shall be a combination of plazas, artwork, fountains, and pedestrian ways. In no case shall the parking be set back from the street less than an adjacent building or buildings.

J. There shall be a minimum fifty foot (50') setback from the top of the bank of Little Cottonwood Creek, Big Cottonwood Creek, and the Jordan River. No buildings or parking facilities may be placed in the required setback. The Planning Commission may approve pedestrian and bicycle paths and other open space amenities within the setback if they are not disruptive. Top of bank shall be established by a licensed surveyor or engineer.

(Ord. 19-36 § 2: Ord. 10-04 § 2)

17.146.080: DEVELOPMENT STANDARDS

A. Residential Density. Residential uses are allowed only in projects with associated commercial components as required by these development standards.

1. Calculation of Allowable Density. Residential density in mixed-use projects is allowed based upon the closest distance between the Murray Central Station platform and the development parcel's frontage on a public right-of-way, measured as a

straight line. Where a project area has an area of two (2) acres or larger, the project area may be divided for purposes of measuring distances and applying allowed densities to different acreage. Project residential density is allowed according to Table C below.

Table C: Maximum Allowed Residential Density				
Distance to Murray Central Station Platform	1/8 mile	1/4 mile	1/2 mile	>1/2 mile
MCMU East Subdistrict	80	65	50	40
MCMU West Subdistrict	40	40	40	40
*If the measured walking distance from the project to the station platform is more than 1/2 mile, the maximum allowed residential density is limited to 40 units per acre				

2. Notwithstanding measurements made under subsection 17.146.080(A)(1) if the measured walking distance from the closest property line of a development parcel's frontage on the a public right-of-way to the Murray Central Station platform is greater than one-half (1/2) mile, residential density for a proposed project shall not exceed 40 units per acre.

B. Required Commercial. Commercial uses are required for all mixed use projects on development parcels with frontage on principal streets. Principal streets are identified as 4800 South, Murray Boulevard, Vine Street, and Commerce Drive.

1. Vertical Mixed Use Projects. In vertical mixed use projects, commercial and retail uses are required on the ground floor of buildings located along principal streets. When located within one-half (1/2) mile of the Murray Central Station platform, commercial and retail uses shall occupy a minimum of seventy five percent (75%) of the width of the ground floor of any building facing a principal street for an extended depth of forty feet (40'). When located more than one-half (1/2) mile from a transit station, commercial uses shall occupy a minimum of fifty percent (50%) of the width of the ground floor of a building facing a principal street for an extended depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses, and residential related uses, including parking.

2. Horizontal Mixed Use Projects. Horizontal mixed use projects shall provide a minimum commercial square footage component equal to an area calculated as seventy five percent (75%) of the project frontage on principal streets, and forty feet (40') in depth. For projects which comprise multiple parcels, required commercial square footage shall be calculated based on total project frontage on principal streets.

3. Reduction of Required Commercial. The Planning Commission may allow a reduction in the required commercial space where projects will meet the requirements outlined for the MCMU East Subdistrict and West Subdistrict in Table D and Table E below. provide additional project amenities and open space, a mix of housing types, affordable housing, and/or reductions of the residential density according to the following tables. Reductions may be considered by any combination of the allowed methods as presented in the tables below.

Table D: MCMU East Subdistrict, Reduction of Required Commercial			
Reduction of Required Commercial	Reduction of Allowed Residential Density per Acre	Open Space & Amenities	Affordable Housing
75% of required commercial: fulfill one (1) option	5-9 units	2 additional outdoor amenities / 5% increase in total open space	10% of units reserved for tenants with household incomes no more than 80% of AMI
60% of required commercial: fulfill two (2) options	10 units	2 additional outdoor amenities / 10% increase in total open space	15% of units reserved for tenants with household incomes no more than 80% of AMI

Table E: MCMU West Subdistrict, Reduction of Required Commercial			
Reduction of Required Commercial	Reduction of Allowed Residential Density per Acre	Open Space & Amenities	Affordable Housing
75% of required commercial: fulfill one (1) option	5-9 units	2 additional outdoor amenities / 5% increase in total open space	10% of units reserved for tenants with household incomes no more than 80% of AMI
60% of required commercial: fulfill two (2) options	10-14 units	2 additional amenities / 10% increase in total open space	15% of units reserved for tenants with household incomes

			no more than 80% of AMI
45% of required commercial: fulfill one (1) option	15-19 units	3 additional outdoor amenities / 15% increase in total open space – or 10% increase with public availability to at least 25% of open space	10% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI
30% of required commercial: fulfill two (2) options	20 units	4 additional amenities / 20% increase in total open space – or 15% with public availability to 25% or more of the open space	15% of units reserved for tenants with household incomes no more than 80% of AMI, 10% of units reserved for tenants with household incomes no more than 60% of AMI

4. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

- a. Excluding private, attached garage space, the ground floor of the live/work unit must be designed, constructed, and used as commercial space.
- b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
- c. The live/work unit's first story height must be a minimum of twelve feet (12').
- d. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
- e. For mixed-use developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space in the MCMU East Subdistrict, and no more than 20% of the required commercial space in the MCMU West Subdistrict.

- C. **Block Length.** To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the MCMU District, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:
1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
 2. Intersection with another interior access or public street.
 3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signalized where possible. Where signalized crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials.
- D. **Buffering Required.** Buffering measures are required for projects directly abutting single-family residential zones including the following:
1. **Building Separation & Landscaped Buffer.** Buildings must be separated from property lines adjacent to single-family residential zoning by amenities, interior accesses, surface parking, or open space in addition to a landscaped buffer of not less than ten feet (10') in width and a solid screening fence or wall of not less than 6' in height. The landscape buffer shall include trees planted at no less than 2" caliper and not less than 30' on center. Where the landscaped buffer is located between the adjacent residential zone and an interior access or surface parking, the buffer may be reduced to five feet (5').
 2. **Gradation of Density.** No individual residential building located directly adjacent to the required buffer may contain more than eight (8) attached units. Buildings located directly adjacent to the required buffer shall represent the lowest residential density units in the project.
 3. **Height.** New buildings in mixed use projects developed or redeveloped in the MCMU Zone shall conform to the height regulations established herein.
 - a. The height of a structure located within one hundred feet (100') of the nearest boundary of a residential zone district may not exceed thirty-five (35').
 - b. **Number of Stories.** No building within 100' of a single-family residential zone boundary may consist of more than two stories.

- c. The inclusion of rooftop gardens and rooftop patios located above the highest occupied floor of any residential or mixed-use building is prohibited within 100' of a single-family residential zone boundary.
- d. Exception. Live/work units without rooftop decks and located at least fifty feet (50') from an adjacent single-family zone boundary may consist of no more than three (3) stories or forty feet (40') in height, whichever is less.
- e. Commercial Buildings. No new commercial mixed-use building shall be erected to a height less than two (2) stories.

17.146.090: HEIGHT REGULATIONS:

A. Height Restrictions: There are no height restrictions in the district except as provided in Section 17.146.080(D) of this chapter.

1. Measurement of Distances. For purposes of this section, the width of public or private roadways shall be included in computing setback distances. For example, if a roadway is located on the boundary of a residential zoning district, the measurements required under this section shall be made from the property line of that roadway which is nearest the residential use or zone. Otherwise, the measurement shall be made from the residential zoning district boundary.
2. Setback distances to structures located pursuant to this section shall be measured from the nearest residential zoning district boundary, except as otherwise provided in this section, to the nearest exterior wall of the structure.
3. Where residential zoning is separated from the mixed-use zone by a federal interstate highway the height restrictions of this chapter shall not apply.

17.146.100: BUILDING REQUIREMENTS:

A. Walls, partitions, and floor/ceiling assemblies separating dwelling units from each other or from public or service areas shall have a sound transmission class (STC) of not less than fifty (50) for airborne noise.

B. Blank walls shall not occupy over fifty percent (50%) of a principal frontage.

Nonresidential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window, entry, pilaster, or similar element. All development shall provide ground floor windows on the building facade and adjacent to a public or private street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block two-way visibility are prohibited as ground floor windows.

C. All buildings fronting on a street shall have at least one public entrance per use or business which fronts on the street.

D. All buildings and structures shall be maintained in good condition.

E. Water conserving plumbing fixtures shall be used. Such fixtures shall include, but are not limited to, dual flush toilets and low volume showers and lavatories which cannot be adjusted or modified.

F. Authority. Nothing in this section shall be construed to limit the authority of the Planning Commission or Community and Economic Development staff to review building materials, design elements and other aesthetic considerations as it deems proper to mitigate or modify the visual impact of the height of buildings upon surrounding land uses.

17.146.110: PARKING REQUIREMENTS: The Murray Central Mixed Use District is intended to support development patterns which foster pedestrian activity and reduced dependence on automobiles generally, resulting in less demand for vehicle parking. The parking requirements for residential and commercial uses in this section shall be applied to all new development in the Mixed Use Zone.

A. For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or within parking decks or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

B. Parking structures and decks should provide the majority of parking in the MCMU Zone.

1. Direct Access Required. Parking decks and structures must provide direct, interior, e or weather protected access to the buildings, uses, and projects that they serve.

2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

C. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

D. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

E. Off-street parking will not be permitted in any fire lane, aisle space or front yard setback areas except as allowed by this chapter.

F. Development shall comply with off-street parking dimensional standards as found in chapter 17.72 of this title.

G. Shared parking. Shared parking may be located on parcels within six hundred feet (600') of the use for which it is intended if approved by the Planning Commission. In no case shall parking shared between uses account for more than twenty-five percent (25%) of total required parking for any project.

H. Required Parking for Residential and Commercial Uses. Parking requirements for residential and commercial uses in the MCMU East and MCMU West Subdistricts are contained in Table F, below.

Table F: Required Parking in the MCMU Zone		
	MCMU East Subdistrict	MCMU West Subdistrict
Residential – Studio	1 spaces per unit	1.25 spaces per unit
Residential – 1 bedroom	1.25 spaces per unit	1.5 spaces per unit
Residential – 2 bedroom	1.5 spaces per unit	2.15 spaces per unit
Residential – 3+ bedroom	2.5 spaces per unit	2.65 spaces per unit
Office uses	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Medical / Dental Offices and Clinics	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Retail / Commercial	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Restaurants / Eating & Drinking Establishments	1 space per 350 ft ² net usable	1 space per 300 ft ² net usable
Disabled / Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act	

Uses not listed	As determined by the Planning Commission based on comparable standards
Parking in excess of 125% of minimums	Allowed as approved by the Planning Commission if provided in structures or within the building envelope

17.146.120: ACCESS IMPROVEMENTS:

A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development.

C. For new construction and redevelopment generally, improvements within the rights of way for public streets shall include, but not be limited to the following:

1. Seven foot (7') wide paved sidewalks with an eight foot (8') landscaped park strip adjacent to the curb and gutter or fifteen foot (15') paved sidewalk with five foot (5') tree wells adjacent to the curb as approved by the Planning Commission.
2. Street trees shall be spaced between thirty feet (30') and forty feet (40') on center as approved by the City. Landscaping and tree grates to be approved by the City.
3. Street lighting shall be spaced between ninety feet (90') and one hundred ten feet (110') as approved by the City.

D. Where development will include commercial uses on the ground floor, and sufficient public right-of-way is unavailable for on-street parking, the Planning Commission may approve modifications to the general improvements to accommodate on-street parking as follows:

1. Seven foot (7') wide paved sidewalks with nine foot (9') wide adjacent on street parallel parking (including gutters). Forty foot (40') landscape planters shall be installed between every two (2) to three (3) parallel parking spaces and shall include the following:

- a. The forty foot (40') landscaping planters shall have one streetlight, two (2) trees, and shrubs to provide a minimum ground coverage of fifty percent (50%) at time of planting.
 - b. Landscape planter trees shall have branching beginning no less than six feet (6') above the ground and shrubs not exceeding a height of three feet (3').
 - c. Streetlights shall be placed at the center of every landscaping planter with the nearest shrubs being located a minimum of four feet (4') from every light pole.
 - d. Street trees shall be located fourteen feet (14') from center street lighting.
 - e. Street planters shall be flared at a minimum forty five degree (45°) angle in order to facilitate ease of access for the adjacent parallel parking spaces.
 - f. Additional ground cover shall be provided as necessary in order for landscape planters to have a minimum of fifty percent (50%) ground cover at time of planting.
2. Parking must be located a minimum of thirty feet (30') from intersecting rights-of-way or drive accesses.
 3. Street trees shall also be located in park strip areas not utilized as landscape planters and shall be spaced every thirty feet (30') to forty feet (40') on center.
 4. Street lighting within landscape planters and all other park strip areas shall be spaced every ninety feet (90') to one hundred ten feet (110') on center and as approved by the City. Street lighting shall be residential in character with an overall height not to exceed twelve feet (12') as measured from the base to the top of the pole luminary. Street lighting shall comply with all other City street lighting specifications.
- E. The following public improvement street furnishings are required for all developments within the Murray Central Mixed Use District:
1. Benches shall be provided and spaced as approved by the City.
 2. Bicycle racks shall be placed on every development as follows:
 - a. The minimum number of bicycle parking spaces for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
 - b. In all cases where bicycle parking is required, no fewer than two (2) shall be provided.
 - c. All proposed bicycle racks shall be clearly shown on the site plan indicating location.
 - d. Bicycle parking spaces shall be:
 - (i) At least two feet by six feet (2' x 6') per bicycle.
 - (ii) Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.

- (iii) Located to prevent damage to bicycles by vehicles, etc.
- (iv) In a convenient, visible, lighted area.
- (v) Located so as not to interfere with pedestrian movements.
- (vi) As near the principal entrance(s) of the building as practical.
- (vii) Located to provide safe access to and from the street.
- (viii) Designed to allow each bicycle to be supported by its frame.
- (ix) Designed to allow the frame and wheels of each bicycle to be secured against theft.
- (x) Anchored to resist rust or corrosion, or removal by vandalism.
- (xi) Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.

17.146.130: LOADING AND SERVICE AREAS:

A. Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas is visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings, or any combination of the above.

B. No more than two (2) loading docks per individual use; loading docks are not to be located in building frontage. (Ord. 10-04 § 2)

17.146.140: LANDSCAPING, OPEN SPACE & PROJECT AMENITIES: Mixed-use developments require open space and recreation opportunities for residents and visitors. The following regulations shall govern the provision of landscaping, open space, and project amenities for development and redevelopment of properties as mixed-use projects in the MCMU Zone.

A. Fifteen percent (15%) of the land area of each development shall be conserved as natural open space and/or provided as landscaping, courtyards, plazas, or walkways. Areas used for drainage retention with a slope greater than three to one (3:1) will not qualify as open space filling the requirements of this section. Outdoor amenities with significant incorporated landscaping or open space elements may qualify as open space filling the requirement of this section upon review and approval by the Planning Commission.

B. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and trails.

C. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening, and beautifying the site, and shall comply with applicable landscape

requirements found in Chapter 17.68 of this title, except that lawn shall not be required as stated in subsection 17.68.040(A)(1)(a) of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. Project Amenities. Project amenities are indoor and outdoor community improvements, elements, and programmed spaces that are available in common to the residents of the mixed-use development. A minimum of two (2) amenities must be provided in each mixed-use project having between 30 and 150 residential units. Additional amenities are required at a rate of one amenity for each additional 100 dwelling units or portion thereof beyond the first 150 units. Where such amenities are required, they must represent a mix of both indoor and outdoor amenities. Selections may be made from the list below or the Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields
2. Sport Courts
3. Playground areas (to include four pieces of playground equipment minimum)
4. Picnic areas
5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and/or water features

17.146.150: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South

(major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

D. Lighting shall be shielded and directed downward to prevent any off site glare.

E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.

G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.146.160: STORAGE OF COMMERCIAL VEHICLES:

No trucks, motor vehicles or commercial trailers having a gross vehicle weight rating of more than twelve thousand (12,000) pounds shall be stored or parked outdoors on any lot or parcel within the M-U Zone, nor shall any contracting and/or earthmoving equipment be stored or parked outdoors on any lot or parcel within the M-U Zone. (Ord. 18-22)

17.146.170: NONCONFORMING USES AND DEVELOPMENTS:

Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 18-22)

CHAPTER 17.168

TRANSIT ORIENTED DEVELOPMENT DISTRICT TOD

SECTION:

- 17.168.010: Purpose
- 17.168.020: TOD Boundaries
- 17.168.030: Municipal Council Adopts TOD Guidelines; Conformance With Requirements
- 17.168.040: Definitions
- 17.168.050: Uses
- 17.168.060: Area, Width, Frontage And Yard Regulations
- 17.168.070: Height Regulations
- 17.168.080: Ground Floor Requirements
- 17.168.090: Parking Regulations
- 17.168.100: Loading And Service Areas
- 17.168.110: Buildings And Lots That Straddle The TOD Boundary
- 17.168.120: Open Space
- 17.168.130: Access Improvements
- 17.168.140: Lighting Standards
- 17.168.150: Obtaining Building Permit

17.168.010: PURPOSE:

The purpose of a Transit Oriented Development District (TOD) is to encourage pedestrian oriented design, promote development and protect the public health, safety and welfare by preserving the unique character of existing areas for future use and development. The TOD encourages compact, mixed use development near transit stops. Carefully planned mixed uses, including neighborhood oriented commercial and restaurant space, provide increased opportunities for transit and pedestrian activity. It is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities while prohibiting certain high impact and automobile oriented uses. A TOD is facilitated by site and community design standards that:

- A. Encourage high quality, compact development and increase the number of residents and workers within walking distance of transit opportunities;
- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses;
- C. Revitalize areas proximate to transit stations;
- D. Improve the urban design in the area;

- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces;
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area;
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility and quality urban design;
- H. Efficiently use public and private resources by reducing parking requirements for development in close proximity to a transit stop;
- I. Provide incentives for structured parking, new roads and public open spaces to enhance the design and function of the built environment;
- J. Encourage a safe, attractive and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities. (Ord. 07-36 § 2)

17.168.020: TOD BOUNDARIES:

The TOD is centered in the Fireclay area around the TRAX light rail Murray North Station and is bounded by Big Cottonwood Creek on the north, fifteen feet (15') east of Main Street on the east, 4500 South Street on the south, and the D&RGW (Union Pacific) railroad tracks on the west. (Ord. 07-36 § 2)

17.168.030: MUNICIPAL COUNCIL ADOPTS TOD GUIDELINES; CONFORMANCE WITH REQUIREMENTS:

The Murray City Municipal Council shall adopt TOD Guidelines. Property located within the TOD shall be developed in conformance with the provisions set forth herein and with the TOD Guidelines. For purposes of this chapter, landscaping requirements and encroachment allowances shall be governed by the TOD Guidelines. All uses shall meet the requirements and standards set forth in this chapter. (Ord. 07-36 § 2)

17.168.040: DEFINITIONS:

For purposes of this chapter, the following terms shall be defined as follows:

DEVELOPMENT PARCEL: A lot or contiguous lots under the control of a single development entity.

PRINCIPAL STREET: A collector or arterial street, including Main Street and Fireclay Avenue west of Main Street.

RENOVATION: Physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, renovation includes, without limitation, overall building design, exterior facades, site landscape and parking. (Ord. 07-36 § 2)

17.168.050: USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.

B. The uses are contained in Table A, below, are permitted in the TOD Zone.

Table A: Permitted Uses	
No.	Land Use Classification
1100	Household units (excepting 1110).
1241	Retirement homes, independent living, or congregate care.
1511	Hotels.
4100	Railroad, rapid rail transit, and street railway transportation.
4210	Bus transportation (except 4214 and 4215).
4210	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
4710	Telephone communications (except 4712).
4730	Radio communications.
4740	Television communications.
4750	Radio and television communications, combined.
4760	Recording and sound studios.
4800	Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
4920	Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5198	Lumber and construction materials, wholesale and re-sale in buildings with footprints no greater than 30,000 square feet. No outdoor storage. Docks, delivery and staging areas must be screened from public streets.
5310	Department stores.
5320	Mail order houses (no loading dock; deliveries and shipping only by van or small truck during

	normal business hours).
5330	Variety stores.
5350	Direct selling organizations (no loading dock; deliveries and shipping only by van or small truck during normal business hours; no outside storage).
5390	General merchandise.
5400	Food stores.
5600	Apparel and accessories.
5810	Eating places (except 5813; no drive-through sales).
5910	Drug and proprietary.
5920	Liquor, package (state store).
5930	Antiques and secondhand merchandise (except 5935, 5938 and 5939 - construction materials).
5940	Books, stationery, art, and hobby supplies.
5950	Sporting goods, bicycles, and toys.
5969	Garden supplies.
5970	Jewelry.
5990	Miscellaneous retail trade.
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet; no outside storage).
6216	Self-service laundries.
6218	Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
6220	Photographic services.
6230	Beauty and barber services.
6241	Funeral home.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6310	Advertising services (office only; no outside storage; no billboards).
6320	Consumer credit reporting services.
6330	Duplicating, mailing, stenographic, and office services.
6340	Dwelling and building services (office only, except 6342, 6345).
6350	News syndicate services (office only).
6360	Employment services.
6390	Business services (office only, except 6394 and 6397).
6420	Electrical appliance repair and service (except 6421 and 6426; in no more than 5,000 square feet; no outside storage).

6493	Watch, clock, jewelry repair, engraving.
6496	Locksmiths and key shops.
6498	Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
6499	Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
6500	Professional services (office only, except 6513 and 6516).
6516	Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
6516.1	Assisted living facilities.
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions (except 7124).
7210	Entertainment assembly (except 7213).
7220	Sports assembly (except 7223 and 7224).
7230	Public assembly.
7391	Penny arcades and other coin operated amusements.
7395	Card rooms.
7396	Dance halls, ballrooms (includes dance clubs).
7397	Billiard and pool halls.
7399	Astrologers, bicycle rental, fortune tellers, tourist guides, phrenologist (office only).
7413	Tennis courts.
7414	Ice skating.
7417	Bowling alleys.
7420	Playgrounds and athletic areas.
7425	Athletic clubs, bodybuilding studios.
7432	Swimming pools and schools.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

C. A development parcel may have more than one (1) main building.

D. Parking structures and other ~~The following~~ accessory structures and buildings, which are ~~customarily~~ used in conjunction with and are incidental to the principal uses and structures, are permitted.⚠

~~1. Parking structures, and~~

~~2. Other accessory~~Accessory buildings ~~and structures may not, which do not~~ in aggregate, have a footprint greater than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one permitted use may be located on a development parcel and within a building.

F. The ~~following~~ uses and structures contained in Table B, below, are permitted in the TOD Zone only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses	
No.	Land Use Classification
1515	Transient apartments rented by day or week.
2000	Manufacturing industries (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3220	Glass and glassware (pressed or blown; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3250	Pottery and related products (excepting 3251 and 3255; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3900	Miscellaneous manufacturing (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5813	Short order eating places with no product specialty, auto oriented (drive-in or drive- through establishments, etc.).
5820	Drinking places - alcoholic beverages.
6112	Check cashing.
6516	Sanatoriums, convalescent and rest home services. (Lodging and meals offered with full time medical staff. Does not include asylums.)

8121	Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.
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(Ord. 20-13: Ord. 19-20: Ord. 16-41: Ord. 15-07: Ord. 07-40 § 3: Ord. 07-36 § 2)

17.168.060: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

A. All main buildings shall front on either a public or private street including private pedestrian only streets, paths or courts. Buildings that front on a courtyard that fronts on a street shall be deemed to front on the street.

B. For development in the TOD east of Utah transit authority light rail lines, the front setback for main buildings, excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza. Main buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza. In the case of pedestrian only streets, paths or courts, a minimum width of twenty five feet (25') from building face to building face shall be required.

C. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.

D. Buildings located on a corner lot shall front on both streets.

E. All front setback areas shall be landscaped in accordance with the TOD guidelines.

F. Parking is not permitted in the front setback area of any building.

G. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.

H. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall be set back a minimum of twenty five feet (25') beyond the closest front setback.

I. The side lot area between nonadjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.

J. No parking lot or parking structure shall front principal streets except Main Street. A parking structure fronting on a nonprincipal street with office or retail uses along the entire frontage of the first floor, excluding drive lanes, shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building.

K. Surface parking lots facing the street frontages other than principal streets shall have a minimum setback of fifteen feet (15') from the back of curb.

L. There shall be a minimum fifty foot (50') setback from the top of the bank of the Little Cottonwood Creek. (Ord. 07-36 § 2)

17.168.070: HEIGHT REGULATIONS:

There are no height restrictions in the TOD except as provided herein. (Ord. 07-36 § 2)

17.168.080: GROUND FLOOR REQUIREMENTS:

A. Main buildings, situated east of the UTA TRAX light rail lines or fronting principal streets, shall have ground floors with a minimum ceiling height of twelve feet (12') measured from floor deck to floor deck. For purposes of this section, main buildings shall not include townhouses.

B. Multi-story buildings designed for nonresidential uses on the ground floor shall have walls, partitions and floor/ceiling assemblies separating dwelling units from other spaces with a sound transmission classification (STC) of at least fifty (50) for airborne noise.

C. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a Main buildings fronting principal streets as defined in Section 17.168.040 for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking. shall have ground floors developed and occupied by nonresidential uses. Nonresidential

1. Commercial uses shall as required do not include portions of the development used for parking, storage, maintenance, or other accessory uses provided for the residential component of the development.

2. Leasing offices and lobbies allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or up to 1,800 square feet, whichever is less.

3. Live/work Units fill the requirement for ground floor commercial uses subject to the following considerations.

a. Excluding private, attached garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.

b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.

c. The live/work unit's first story height must be a minimum of twelve feet (12').

d. Parking provided for the live/work units must meet both the residential and commercial parking requirements of this chapter.

e. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

D. West of Main Street, the portion of the ground floor of any building devoted to the sale of retail goods shall not exceed fifty thousand (50,000) square feet. (Ord. 15-07)

17.168.090: PARKING REGULATIONS:

A. For parking for buildings that exceed four (4) stories in height, at least seventy five percent (75%) of the parking shall be located within the exterior walls of the building or in a parking structure that is within seven hundred fifty feet (750') of the main building. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.080 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church spires, and decorative tower elements.

B. Minimum Parking Requirements. Minimum parking requirements for new development and redevelopment in the TOD Zone are contained in Table C, below. If more than twenty five percent (25%) of the off street parking is provided in surface parking lots, the minimum parking shall be:

- ~~—1. For residential units with two (2) bedrooms or less, 1.5 stalls per unit.~~
- ~~—2. For residential units with more than two (2) bedrooms, 1.85 stalls per unit.~~
- ~~—3. When the office uses or net usable square footage is unknown, off street parking will be calculated at one parking stall for each two hundred sixty five (265) square feet of net usable office area or retail floor area.~~
- ~~—4. All medical, dental and related office uses will require one off street parking stall for each two hundred sixty five (265) square feet of net usable office area.~~
- ~~—5. All other office uses will be calculated at the ratio of three (3) off street parking stalls for each one thousand (1,000) square feet of net usable floor area.~~
- ~~—6. Retail use parking shall be calculated at the rate of one parking space for each two hundred sixty five (265) square feet of net usable floor area.~~
- ~~—C. If seventy five percent (75%) or more of the off street parking is provided within the main buildings or within parking structures with two (2) or more floors, and for properties west of the UTA Trax Station, the minimum parking shall be:~~
- ~~—1. For residential units with two (2) bedrooms or less, 1.125 stalls per unit.~~
- ~~—2. For residential units with more than two (2) bedrooms, 1.4 stalls per unit.~~
- ~~—3. When the office uses or net usable square footage is unknown, off street parking will be calculated at one parking stall for each three hundred fifty (350) square feet of net usable office area or retail floor area.~~
- ~~—4. All medical, dental and related office uses will require one off street parking stall for each three hundred fifty (350) square feet of net usable office area.~~
- ~~—5. All other office uses will be calculated at the ratio of two and one fourth (2.25) off street parking stalls for each one thousand (1,000) square feet of net usable floor area.~~
- ~~—6. Retail use parking shall be calculated at the rate of one parking space for each three hundred fifty (350) square feet of net floor area.~~

Table C: Parking Requirements

<u>Land Use</u>	<u>Parking Spaces Required</u>
<u>Residential, Studio</u>	<u>1 space per unit</u>
<u>Residential, 1-bedroom</u>	<u>1.05 spaces per unit</u>
<u>Residential, 2-bedroom</u>	<u>1.5 spaces per unit</u>
<u>Residential, 3-bedroom +</u>	<u>2.5 spaces per unit</u>
<u>Office, General</u>	<u>1 space per 350 ft² net usable floor area</u>
<u>Medical/Dental Offices & Clinics</u>	<u>1 space per 300 ft² net usable floor area</u>
<u>Retail/Commercial</u>	<u>1 space per 300 ft² net usable floor area</u>
<u>Restaurants / Eating & Drinking Establishments</u>	<u>1 space per 300 ft² net usable floor area</u>
<u>Uses not listed</u>	<u>As determined by the Planning Commission based on comparable standards</u>
<u>Disabled / ADA Accessible</u>	<u>See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act</u>
<u>Parking in excess of 125% of minimum requirements</u>	<u>Allowed as approved by the Planning Commission if provided within structures or the building envelope</u>

C. Parking structures and decks should provide the majority of parking in the MCCD Zone.

11. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.

22. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

33. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

—7D. On street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

DE. Off street parking is not permitted in any fire lane, aisle space or front yard setback areas. (Ord. 14-12: Ord. 10-07 § 2: Ord. 08-02 § 2: Ord. 07-36 § 2)

17.168.100: LOADING AND SERVICE AREAS:

Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas are visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings or any combination of the above. (Ord. 07-36 § 2)

17.168.110: BUILDINGS AND LOTS THAT STRADDLE THE TOD BOUNDARY:

If a building is partially within the TOD District and partially within another zoning district, the entire building shall conform to the requirements of the TOD District. The portion of any parcel within the TOD District shall conform to the requirements of the TOD District. (Ord. 07-36 § 2)

17.168.120: OPEN SPACE:

A. Twenty percent (20%) of the area of each parcel shall be developed as landscaped setbacks, courtyards, plazas, open space, or walkways.

B. Each parcel shall have a system of pedestrian walkways and sidewalks that provide connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space and public trails. (Ord. 07-36 § 2)

17.168.130: ACCESS IMPROVEMENTS:

A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

B. Private streets shall be installed within any project in which the main buildings do not front on a public street.

C. The improvements within the rights-of-way for the principal streets shall include:

1. Paved sidewalks adjacent to the private property line shall be installed according to City specifications established by the City Engineer and in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches.

5. Trash receptacles.

D. The improvements within the public rights-of-way and adjacent to nonprincipal streets and private streets shall include:

1. Paved sidewalks installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches within passenger loading areas.

5. Trash receptacles within fifteen feet (15') of entry and exit doors of any retail establishment. (Ord. 07-36 § 2)

17.168.140: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.
- D. Lighting shall be shielded and directed downward to prevent any off site glare.
- E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.
- F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.
- G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.168.150: OBTAINING BUILDING PERMIT:

- A. No person shall obtain a building permit for new construction or for renovation of existing buildings that exceed twenty five percent (25%) of the assessed value of the buildings without first preparing and presenting the information required by this section, paying the applicable design review fee, and receiving design approval from the Community Development Division.
- B. The City shall review the plans for conformance with the requirements of this Code and the TOD Design Guidelines that have been adopted by the Murray City Municipal Council. The City shall determine the following before approval is given:
 - 1. The project is in general conformance with the Murray City general plan.
 - 2. The project is in general conformance with the specific area plan, if any, adopted for the area.
 - 3. The project conforms with the requirements of the applicable sections of the zoning ordinance.
 - 4. The project does not jeopardize the health, safety, or welfare of the public.
 - 5. The project conforms to the applicable standards outlined in the TOD Design Review Guidelines.
- C. If the City denies approval of the submitted plans, the denial shall be accompanied by a letter indicating the areas where the plans must be changed to obtain approval.

D. A denial of approval by the City may be appealed to the Appeal Authority.

E. Applicants for design review and approval shall submit any or all of the following information, as requested by the City:

1. Project identification information including the project name, the specific location of the project including street addresses and parcel Sidwell numbers, applicant name and representatives (if any other than applicant); and proposed uses.

2. Vicinity map or aerial photo with site plan overlay, to scale, showing the project location in relationship to neighboring buildings and the surrounding area.

3. Grading plan.

4. Site plan, to scale, showing proposed parking, loading and service areas, and vehicular and pedestrian circulation.

5. Detailed elevations of all sides of the proposed building and other exterior elements, including exterior building materials.

6. Sign plan.

7. Landscape plan.

8. Exterior lighting plan.

9. Floor plans.

10. Utilities plan.

11. Drainage plan.

12. Other design information requested by the City.

F. Three (3) copies of each plan must be submitted to the City. The City shall retain one copy of the plans. One copy of the plans shall be returned to the applicant stamped to show the approval or the denial of approval. In addition to the improvements to be built on the applicant's property, submitted plans must include improvements to be built in the public rights-of-way.

G. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one year or longer, the design approval shall expire. Applicants may request an extension of up to six (6) calendar months during the final month prior to expiration. After the expiration of a design approval, the applicant shall be required to resubmit the plans, pay the design review approval fee, and obtain design approval prior to the issuance of a building permit. (Ord. 18-22)

CHAPTER 17.168

TRANSIT ORIENTED DEVELOPMENT DISTRICT TOD

SECTION:

- 17.168.010: Purpose
- 17.168.020: TOD Boundaries
- 17.168.030: Municipal Council Adopts TOD Guidelines; Conformance With Requirements
- 17.168.040: Definitions
- 17.168.050: Uses
- 17.168.060: Area, Width, Frontage And Yard Regulations
- 17.168.070: Height Regulations
- 17.168.080: Ground Floor Requirements
- 17.168.090: Parking Regulations
- 17.168.100: Loading And Service Areas
- 17.168.110: Buildings And Lots That Straddle The TOD Boundary
- 17.168.120: Open Space
- 17.168.130: Access Improvements
- 17.168.140: Lighting Standards
- 17.168.150: Obtaining Building Permit

17.168.010: PURPOSE:

The purpose of a Transit Oriented Development District (TOD) is to encourage pedestrian oriented design, promote development and protect the public health, safety and welfare by preserving the unique character of existing areas for future use and development. The TOD encourages compact, mixed use development near transit stops. Carefully planned mixed uses, including neighborhood oriented commercial and restaurant space, provide increased opportunities for transit and pedestrian activity. It is established to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and accessory parking facilities while prohibiting certain high impact and automobile oriented uses. A TOD is facilitated by site and community design standards that:

- A. Encourage high quality, compact development and increase the number of residents and workers within walking distance of transit opportunities;
- B. Encourage a mix of high quality residential, office, commercial, live-work, open space, entertainment, recreation, public and institutional land uses;
- C. Revitalize areas proximate to transit stations;
- D. Improve the urban design in the area;

- E. Encourage active community life within a framework of attractive and welcoming buildings and usable open spaces;
- F. Coordinate the urban design and streetscape elements in order to create a distinct visual quality for the area;
- G. Manage parking and access in a manner that enhances pedestrian safety, pedestrian mobility and quality urban design;
- H. Efficiently use public and private resources by reducing parking requirements for development in close proximity to a transit stop;
- I. Provide incentives for structured parking, new roads and public open spaces to enhance the design and function of the built environment;
- J. Encourage a safe, attractive and comfortable environment for the pedestrian and bicyclist by providing public open spaces, public pedestrian walkways, wide sidewalks, bike lanes, street furniture, pedestrian scale lighting, street trees and other appropriate amenities. (Ord. 07-36 § 2)

17.168.020: TOD BOUNDARIES:

The TOD is centered in the Fireclay area around the TRAX light rail Murray North Station and is bounded by Big Cottonwood Creek on the north, fifteen feet (15') east of Main Street on the east, 4500 South Street on the south, and the D&RGW (Union Pacific) railroad tracks on the west. (Ord. 07-36 § 2)

17.168.030: MUNICIPAL COUNCIL ADOPTS TOD GUIDELINES; CONFORMANCE WITH REQUIREMENTS:

The Murray City Municipal Council shall adopt TOD Guidelines. Property located within the TOD shall be developed in conformance with the provisions set forth herein and with the TOD Guidelines. For purposes of this chapter, landscaping requirements and encroachment allowances shall be governed by the TOD Guidelines. All uses shall meet the requirements and standards set forth in this chapter. (Ord. 07-36 § 2)

17.168.040: DEFINITIONS:

For purposes of this chapter, the following terms shall be defined as follows:

DEVELOPMENT PARCEL: A lot or contiguous lots under the control of a single development entity.

PRINCIPAL STREET: A collector or arterial street, including Main Street and Fireclay Avenue west of Main Street.

RENOVATION: Physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, renovation includes, without limitation, overall building design, exterior facades, site landscape and parking. (Ord. 07-36 § 2)

17.168.050: USES:

A. A use not specifically designated is prohibited. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.

B. The uses are contained in Table A, below, are permitted in the TOD Zone.

Table A: Permitted Uses	
No.	Land Use Classification
1100	Household units (excepting 1110).
1241	Retirement homes, independent living, or congregate care.
1511	Hotels.
4100	Railroad, rapid rail transit, and street railway transportation.
4210	Bus transportation (except 4214 and 4215).
4210	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
4601	No fee parking lots and garages (except surface parking lots not associated with a permitted use).
4710	Telephone communications (except 4712).
4730	Radio communications.
4740	Television communications.
4750	Radio and television communications, combined.
4760	Recording and sound studios.
4800	Utilities (offices, lines and right of way only; except 4812, 4813, 4822, 4823, 4832, 4842, 4843, 4845, 4850, 4861, and 4874).
4920	Transportation services and arrangements (with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5198	Lumber and construction materials, wholesale and re-sale in buildings with footprints no greater than 30,000 square feet. No outdoor storage. Docks, delivery and staging areas must be screened from public streets.
5310	Department stores.

5320	Mail order houses (no loading dock; deliveries and shipping only by van or small truck during normal business hours).
5330	Variety stores.
5350	Direct selling organizations (no loading dock; deliveries and shipping only by van or small truck during normal business hours; no outside storage).
5390	General merchandise.
5400	Food stores.
5600	Apparel and accessories.
5810	Eating places (except 5813; no drive-through sales).
5910	Drug and proprietary.
5920	Liquor, package (state store).
5930	Antiques and secondhand merchandise (except 5935, 5938 and 5939 - construction materials).
5940	Books, stationery, art, and hobby supplies.
5950	Sporting goods, bicycles, and toys.
5969	Garden supplies.
5970	Jewelry.
5990	Miscellaneous retail trade.
6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet; no outside storage).
6216	Self-service laundries.
6218	Rug cleaning and repair (in no more than 7,500 square feet; no outside storage).
6220	Photographic services.
6230	Beauty and barber services.
6241	Funeral home.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6310	Advertising services (office only; no outside storage; no billboards).
6320	Consumer credit reporting services.
6330	Duplicating, mailing, stenographic, and office services.
6340	Dwelling and building services (office only, except 6342, 6345).
6350	News syndicate services (office only).
6360	Employment services.
6390	Business services (office only, except 6394 and 6397).
6420	Electrical appliance repair and service (except 6421 and 6426; in no more than 5,000 square feet; no outside storage).

6493	Watch, clock, jewelry repair, engraving.
6496	Locksmiths and key shops.
6498	Saw, knife, lawn mower and tool sharpening (in no more than 5,000 square feet; no outside storage).
6499	Miscellaneous small item repair (in no more than 5,000 square feet; no outside storage).
6500	Professional services (office only, except 6513 and 6516).
6516	Skilled nursing, convalescent and rest home facilities. (Does not include asylums.)
6516.1	Assisted living facilities.
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions (except 7124).
7210	Entertainment assembly (except 7213).
7220	Sports assembly (except 7223 and 7224).
7230	Public assembly.
7391	Penny arcades and other coin operated amusements.
7395	Card rooms.
7396	Dance halls, ballrooms (includes dance clubs).
7397	Billiard and pool halls.
7399	Astrologers, bicycle rental, fortune tellers, tourist guides, phrenologist (office only).
7413	Tennis courts.
7414	Ice skating.
7417	Bowling alleys.
7420	Playgrounds and athletic areas.
7425	Athletic clubs, bodybuilding studios.
7432	Swimming pools and schools.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

C. A development parcel may have more than one (1) main building.

D. Parking structures and other accessory structures and buildings which are used in conjunction with and are incidental to the principal uses and structures, are permitted.

Accessory buildings and structures may not, in aggregate, have a footprint greater than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one permitted use may be located on a development parcel and within a building.

F. The uses and structures contained in Table B, below, are permitted in the TOD Zone only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses	
No.	Land Use Classification
1515	Transient apartments rented by day or week.
2000	Manufacturing industries (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3220	Glass and glassware (pressed or blown; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3250	Pottery and related products (excepting 3251 and 3255; handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
3900	Miscellaneous manufacturing (handwork trades only with no more than 5 employees in no more than 2,500 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5100	Wholesale trade (excepting 5110, 5120, 5150, 5162, 5169, 5170, 5181, 5182, 5185, 5191, 5192, 5193, 5198, 5199 - firearms and ammunition, charcoal, livestock and poultry feed, farm supplies, hay; with no more than 5 employees in no more than 5,000 square feet; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors; no outside storage).
5813	Short order eating places with no product specialty, auto oriented (drive-in or drive- through establishments, etc.).
5820	Drinking places - alcoholic beverages.
6112	Check cashing.
6516	Sanatoriums, convalescent and rest home services. (Lodging and meals offered with full time medical staff. Does not include asylums.)

8121	Indoor farming. Includes crops grown wholly indoors for commercial distribution to other locations and/or retail sale on site.
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(Ord. 20-13: Ord. 19-20: Ord. 16-41: Ord. 15-07: Ord. 07-40 § 3: Ord. 07-36 § 2)

17.168.060: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

A. All main buildings shall front on either a public or private street including private pedestrian only streets, paths or courts. Buildings that front on a courtyard that fronts on a street shall be deemed to front on the street.

B. For development in the TOD east of Utah transit authority light rail lines, the front setback for main buildings, excepting courtyards and plazas, shall be between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. Up to fifty percent (50%) of the front setback may be greater than twenty five feet (25') if the additional front setback is developed as a courtyard or plaza. Main buildings may have detached components within a courtyard or plaza if the uses in the detached component enhance activity on the courtyard or plaza. In the case of pedestrian only streets, paths or courts, a minimum width of twenty five feet (25') from building face to building face shall be required.

C. The courtyard or plaza area shall be deemed to be a part of the front setback of the building.

D. Buildings located on a corner lot shall front on both streets.

E. All front setback areas shall be landscaped in accordance with the TOD guidelines.

F. Parking is not permitted in the front setback area of any building.

G. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.

H. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall be set back a minimum of twenty five feet (25') beyond the closest front setback.

I. The side lot area between nonadjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.

J. No parking lot or parking structure shall front principal streets except Main Street. A parking structure fronting on a nonprincipal street with office or retail uses along the entire frontage of the first floor, excluding drive lanes, shall have a front setback of between fifteen feet (15') and twenty five feet (25') from the back of curb and gutter. The parking structure front setback shall not be less than the setback of the main building.

K. Surface parking lots facing the street frontages other than principal streets shall have a minimum setback of fifteen feet (15') from the back of curb.

L. There shall be a minimum fifty foot (50') setback from the top of the bank of the Little Cottonwood Creek. (Ord. 07-36 § 2)

17.168.070: HEIGHT REGULATIONS:

There are no height restrictions in the TOD except as provided herein. (Ord. 07-36 § 2)

17.168.080: GROUND FLOOR REQUIREMENTS:

A. Main buildings, situated east of the UTA TRAX light rail lines or fronting principal streets, shall have ground floors with a minimum ceiling height of twelve feet (12') measured from floor deck to floor deck. For purposes of this section, main buildings shall not include townhouses.

B. Multi-story buildings designed for nonresidential uses on the ground floor shall have walls, partitions and floor/ceiling assemblies separating dwelling units from other spaces with a sound transmission classification (STC) of at least fifty (50) for airborne noise.

C. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a principal street as defined in Section 17.168.040 for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking.

1. Commercial uses as required do not include portions of the development used for parking, storage, maintenance, or other accessory uses provided for the residential component of the development.
2. Leasing offices and lobbies allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or up to 1,800 square feet, whichever is less.
3. Live/work Units fill the requirement for ground floor commercial uses subject to the following considerations.
 - a. Excluding private, attached garage space, the entire ground floor of the live/work unit must be designed, constructed, and used as commercial space.
 - b. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
 - c. The live/work unit's first story height must be a minimum of twelve feet (12').
 - d. Parking provided for the live/work units must meet both the residential and commercial parking requirements of this chapter.
 - e. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

D. West of Main Street, the portion of the ground floor of any building devoted to the sale of retail goods shall not exceed fifty thousand (50,000) square feet. (Ord. 15-07)

17.168.090: PARKING REGULATIONS:

A. For parking for buildings that exceed four (4) stories in height, at least seventy five percent (75%) of the parking shall be located within the exterior walls of the building or in a parking structure that is within seven hundred fifty feet (750') of the main building. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.080 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church spires, and decorative tower elements.

B. Minimum Parking Requirements. Minimum parking requirements for new development and redevelopment in the TOD Zone are contained in Table C, below.

Table C: Parking Requirements	
Land Use	Parking Spaces Required
Residential, Studio	1 space per unit
Residential, 1-bedroom	1.05 spaces per unit
Residential, 2-bedroom	1.5 spaces per unit
Residential, 3-bedroom +	2.5 spaces per unit
Office, General	1 space per 350 ft ² net usable floor area
Medical/Dental Offices & Clinics	1 space per 300 ft ² net usable floor area
Retail/Commercial	1 space per 300 ft ² net usable floor area
Restaurants / Eating & Drinking Establishments	1 space per 300 ft ² net usable floor area
Uses not listed	As determined by the Planning Commission based on comparable standards
Disabled / ADA Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Parking in excess of 125% of minimum requirements	Allowed as approved by the Planning Commission if provided within structures or the building envelope

C. Parking structures and decks should provide the majority of parking in the MCCD Zone.

1. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.
2. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.
3. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

D. On street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

E. Off street parking is not permitted in any fire lane, aisle space or front yard setback areas. (Ord. 14-12: Ord. 10-07 § 2: Ord. 08-02 § 2: Ord. 07-36 § 2)

17.168.100: LOADING AND SERVICE AREAS:

Trash collection and recycling areas, service and storage areas, mechanical equipment and loading docks shall be screened on all sides so that no portion of such areas are visible from the adjacent public streets or alleys and adjacent properties. Screening shall have a minimum height of eight feet (8') and may include accessory buildings, shrubbery and plantings, decorative walls, solid fences, screen panels, doors, topographic changes, buildings or any combination of the above. (Ord. 07-36 § 2)

17.168.110: BUILDINGS AND LOTS THAT STRADDLE THE TOD BOUNDARY:

If a building is partially within the TOD District and partially within another zoning district, the entire building shall conform to the requirements of the TOD District. The portion of any parcel within the TOD District shall conform to the requirements of the TOD District. (Ord. 07-36 § 2)

17.168.120: OPEN SPACE:

A. Twenty percent (20%) of the area of each parcel shall be developed as landscaped setbacks, courtyards, plazas, open space, or walkways.

B. Each parcel shall have a system of pedestrian walkways and sidewalks that provide connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space and public trails. (Ord. 07-36 § 2)

17.168.130: ACCESS IMPROVEMENTS:

A. Construction of new buildings or renovations of existing buildings shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

B. Private streets shall be installed within any project in which the main buildings do not front on a public street.

C. The improvements within the rights-of-way for the principal streets shall include:

1. Paved sidewalks adjacent to the private property line shall be installed according to City specifications established by the City Engineer and in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches.

5. Trash receptacles.

D. The improvements within the public rights-of-way and adjacent to nonprincipal streets and private streets shall include:

1. Paved sidewalks installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter.

2. Park strip between the sidewalk and the curb installed in conformance with the TOD Design Guidelines adopted pursuant to this chapter and which shall contain appropriate tree plantings and landscaping in accordance with the TOD Guidelines.

3. Pedestrian lighting.

4. Benches within passenger loading areas.

5. Trash receptacles within fifteen feet (15') of entry and exit doors of any retail establishment. (Ord. 07-36 § 2)

17.168.140: LIGHTING STANDARDS:

A. Street and sidewalk lighting shall meet adopted City light design standards.

B. Illumination levels shall not exceed IESNA recommended standards.

C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

D. Lighting shall be shielded and directed downward to prevent any off site glare.

E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

F. An amber lamp color (3,000 Kelvin), or other color in consultation with the Power Department can be used for a project.

G. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade

lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky. (Ord. 18-22)

17.168.150: OBTAINING BUILDING PERMIT:

A. No person shall obtain a building permit for new construction or for renovation of existing buildings that exceed twenty five percent (25%) of the assessed value of the buildings without first preparing and presenting the information required by this section, paying the applicable design review fee, and receiving design approval from the Community Development Division.

B. The City shall review the plans for conformance with the requirements of this Code and the TOD Design Guidelines that have been adopted by the Murray City Municipal Council. The City shall determine the following before approval is given:

1. The project is in general conformance with the Murray City general plan.
2. The project is in general conformance with the specific area plan, if any, adopted for the area.
3. The project conforms with the requirements of the applicable sections of the zoning ordinance.
4. The project does not jeopardize the health, safety, or welfare of the public.
5. The project conforms to the applicable standards outlined in the TOD Design Review Guidelines.

C. If the City denies approval of the submitted plans, the denial shall be accompanied by a letter indicating the areas where the plans must be changed to obtain approval.

D. A denial of approval by the City may be appealed to the Appeal Authority.

E. Applicants for design review and approval shall submit any or all of the following information, as requested by the City:

1. Project identification information including the project name, the specific location of the project including street addresses and parcel Sidwell numbers, applicant name and representatives (if any other than applicant); and proposed uses.
2. Vicinity map or aerial photo with site plan overlay, to scale, showing the project location in relationship to neighboring buildings and the surrounding area.
3. Grading plan.
4. Site plan, to scale, showing proposed parking, loading and service areas, and vehicular and pedestrian circulation.
5. Detailed elevations of all sides of the proposed building and other exterior elements, including exterior building materials.
6. Sign plan.
7. Landscape plan.
8. Exterior lighting plan.
9. Floor plans.
10. Utilities plan.

11. Drainage plan.
12. Other design information requested by the City.

F. Three (3) copies of each plan must be submitted to the City. The City shall retain one copy of the plans. One copy of the plans shall be returned to the applicant stamped to show the approval or the denial of approval. In addition to the improvements to be built on the applicant's property, submitted plans must include improvements to be built in the public rights-of-way.

G. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one year or longer, the design approval shall expire. Applicants may request an extension of up to six (6) calendar months during the final month prior to expiration. After the expiration of a design approval, the applicant shall be required to resubmit the plans, pay the design review approval fee, and obtain design approval prior to the issuance of a building permit. (Ord. 18-22)

CHAPTER 17.170:

MURRAY CITY CENTER DISTRICT, MCCD

SECTION:

17.170.010: Purpose

17.170.020: Design Guidelines

17.170.030: Definitions

17.170.040: ~~Design Review~~ Process

17.170.050: Procedures

17.170.060: Historic Preservation

17.170.070: Permitted, Conditional & Prohibited Uses

17.170.080: Sustainability Standards

17.170.090: Area, Width, Frontage and Yard Regulations

17.170.100: Public Improvements and Street Character

17.170.110: Building Design, Scaling and Density

17.170.120: Height Regulations

17.170.130: Lighting Standards

17.170.140: Parking Regulations

17.170.150: Loading and Service Areas

17.170.160: ~~Open Space~~/Landscaping, Open Space, & Project Amenities

17.170.170: Sign Regulations

17.170.180: Nonconforming Uses and Developments

17.170.010: PURPOSE:

A. The Murray City Center District (MCCD) is envisioned as the commercial, civic, and cultural center for the community and is intended to enhance physical, social, and economic connections by redeveloping "downtown" Murray City resulting in a richer, more vibrant cultural environment. The 2017 Murray City General Plan suggests that the City center should include development which is pedestrian oriented with a strong emphasis on the urban design and streetscape.

B. The regulations and design guidelines of the MCCD are intended to promote mixed use development, encourage pedestrian oriented design, promote development opportunities, and increase residential and commercial densities. The anticipated development model promotes sustainable, compact, mixed use, transit-oriented uses with neighborhood oriented commercial, restaurant, civic, cultural, and residential spaces to promote street life and activity. (Ord. 19-40)

17.170.020: DESIGN GUIDELINES:

The Murray City Council has adopted the Murray City Center District (MCCD) Design Guidelines. The guidelines shall be consulted during the review of proposed development in order to provide guidance, direction, and options which will further the stated purposes of the MCCD. Wherever practicable, development should adhere to the objectives and principles contained in the design guidelines. (Ord. 19-40)

17.170.030: DEFINITIONS:

ADMINISTRATIVE STAFF or STAFF: Representatives from the Community and Economic Development Department.

DESIGN GUIDELINES: The principles of appropriate development activity that promote the purposes and standards of this title.

~~DESIGN-MCCD~~ REVIEW COMMITTEE or COMMITTEE: The committee established under chapter 2.68 of this code. The committee acts in an advisory capacity to the Planning Commission and City Council and serves to facilitate the design review approval process.

~~DESIGN~~ REVIEW PROCESS: The process by which applications for development within the MCCD zone are reviewed for conformance with the applicable standards of this section. The process can include pre-application conferences and review by Community and Economic Development Department staff, review by the ~~design-MCCD R~~review ~~committee-Committee~~ as well as referral to and review by the Planning Commission.

HORIZONTAL MIXED-USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a master site plan.

MAJOR ALTERATION: A physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, major alteration includes, without limitation, overall building design, exterior facades, site landscape and parking.

MINOR ALTERATION: A physical modification that is limited in scope or has a minor visual impact in relation to the total building. By way of illustration, minor alteration includes, without limitation, lighting and other appurtenant fixtures, signs and awnings.

ORDINARY MAINTENANCE AND REPAIR: Work to repair or prevent deterioration of a building that does not constitute a minor or major alteration. Examples of ordinary maintenance and repair include repairing deteriorated masonry, replacing broken windows or damage caused by weather or natural disaster, repainting a building in the same color as existing, replacing doors, and the like. Maintenance and repair does not include major changes in color or building materials.

PLANNING COMMISSION or COMMISSION: The City's Planning Commission.

PRIVATE STREET: Means a right-of-way of easement in private ownership not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

VERTICAL MIXED-USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

SUSTAINABLE DESIGN: Includes methods and materials that conserve natural resources, promote adaptive reuse of materials, buildings, and sites, and promote the health and welfare of residents and property owners. (Ord. 19-40)

17.170.040: ~~DESIGN REVIEW~~ PROCESS:

A. Design Review: The purpose and intent of the design review process within the MCCD is to secure the purposes of this chapter and the general plan, and to ensure that the general appearance of buildings, signs, and the development of the lands does not detract from the purpose and intent of this chapter.

B. Design Review Approval Required: No exterior portion of any buildings or improvements on any properties shall be erected, altered, restored, or moved within the MCCD until after an application for a design review approval has been submitted, reviewed, and approved. Application for design review approval shall be made on forms furnished by the City's Community and Economic Development Department. The Director or designee shall determine if the application is a major or minor alteration. The determination of the Director or designee may be appealed to the appeal authority.

1. Minor Alterations: Administrative staff shall review and approve applications for minor alterations, signs, awnings, and lighting. Minor alterations denied by the administrative staff may be appealed to the appeal authority. A design review application, when determined to involve signs, awnings, lighting, or minor alterations may be reviewed and approved by administrative staff. A design review application for minor alterations must be approved or denied within thirty (30) days from receipt of a complete application.

2. Major Alterations and New Construction: The design review process for major alterations and all new construction consists of the following:

a. Pre-Application Conference: Application materials will be submitted to the Community and Economic Development Department and a time will be scheduled for a general concept review of the application. The applicant will receive input from staff on the process, design standards and other applicable elements prior to submittal of a final application.

b. Design Review: After a complete application for formal review is submitted:

(1) Meetings will be scheduled for staff review to gain City department input on the plans and review the proposal in relation to this chapter and design review guidelines;

(2) The proposal shall go before the MCCD design review committee for its review and recommendation in relation to this chapter and the design review guidelines; and

(3) The application will then be forwarded to the Planning Commission for final action. The application shall be made on a form available from the Community and Economic

Development Department and shall include minimum application submittal requirements as determined by the Community and Economic Development Department.

c. Design Review Approval: Design review approval must be issued by the Planning Commission prior to the issuance of a building permit or other permit granted for purposes of major alterations including constructing, altering, and moving structures and buildings. Design review approval is required whether or not a building permit is required. The Planning Commission shall review the plans for conformance with the requirements of this title and the MCCD design guidelines. The City shall determine the following before approval is given:

- (1) The project is in general conformance with the current Murray City ~~general~~General ~~plan~~Plan.
- (2) The project is in general conformance with the specific area plan, if any, adopted for the area.
- (3) The project conforms to the requirements of the applicable sections of the land use ordinance.
- (4) The project does not jeopardize the health, safety, or welfare of the public.
- (5) The project is in harmony with the purpose of the MCCD zone and adheres to the principles of the ~~MCCD d~~Design ~~guidelines~~Guidelines.

d. Obtaining ~~A~~a Building Permit: No person shall obtain a building permit for new construction or for renovation of existing buildings without first preparing and presenting the information required by this section, paying the applicable design review fees, and receiving design approval from the Community and Economic Development Department. Any building permits or such other permits not issued in conformity with this chapter shall be invalid.

e. Public Utility Companies: The State of Utah, the City, Salt Lake County, and all public utility companies shall be required to obtain design review approval prior to initiating any changes in the character of street paving, sidewalks, utility installations, lighting, walls, fences, structures and buildings.

f. Design Elements Subject To Review:

- (1) Overall building design including design character, alignment and setback, size, height, proportion, and scale of the building;
- (2) Exterior facades including exterior walls and building materials, roof and parapet, storefronts including windows and doors, bulkheads, cornices, ornamental detail, color, and back entrances;
- (3) Site landscape including pavement, steps, lighting, trees, and ground cover;
- (4) Parking;
- (5) Lighting and other appurtenant fixtures;
- (6) Signs and awnings;
- (7) Public improvements; and
- (8) Site amenities.

g. Exceptions: Even if all design guidelines are not met, design review approval may be granted if the Planning Commission finds that compliance with the design guidelines or

certain design guidelines would: 1) deprive owner of all viable economic use of the owner's property, or 2) result in substantial diminution in value of owner's property.

h. Compliance: Design review approvals shall be issued for a period of eighteen (18) months. All work performed pursuant to a design review approval shall conform to the requirements of the approval. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one (1) year or longer, the approval and any associated building permits shall expire. Applicants may request two (2) extensions of six (6) calendar months during the final month prior to expiration. Requests for extension must be made in writing to the Community and Economic Development Department. (Ord. 19-40)

17.170.050: PROCEDURES:

A. Applications: The Community and Economic Development Department shall receive applications for design review approval as required under section 17.170.040 of this chapter. Applications for new construction or major alteration must be reviewed by the ~~design-MCCD~~ ~~R~~review ~~committee~~Committee, which must forward a recommendation to the Commission. Members of the Planning Commission or ~~MCCD design-r~~Review ~~committee~~Committee may enter, solely in performance of their official duties and only at reasonable times, upon private lands for examination or survey thereof. However, no member, employee, or agent of the Commission or committee may enter any private building without express consent of the owner or occupant thereof.

B. Public Meeting: Prior to action on an application for design review approval, the Commission shall hold a public meeting. The Commission shall take such action as may reasonably be required to inform the owners of any property likely to be materially affected by the application and shall give the applicant and such owners an opportunity to be heard. A written notice of the proposal shall be sent at least ten (10) days prior to the hearing to the applicant and to owners of property (lots, parcels or tracts of land) within three hundred feet (300') of the property that is the subject of an application for design review approval.

C. Final Action: The Commission's final action on an application for design review approval for major alterations and new construction shall be by the passage of a motion to take one (1) of the following actions:

1. Grant the design review approval as proposed;
2. Grant the design review approval subject to specific conditions and/or modifications of the proposal presented in the application;
3. Deny the design review approval as proposed or modified.

D. Appeal:

1. Minor Alterations: Minor alterations denied by the administrative staff may be appealed to the Planning Commission by filing written notice of the appeal with the Community and Economic Development Department within thirty (30) calendar days from issuance of the written decision by the administrative staff.

2. Major Alterations and New Construction: Planning Commission decisions on applications for design review approval may be appealed to the Hearing Officer by an aggrieved party. Written notice of the appeal must be filed with the Community and Economic Development Department within thirty (30) calendar days from the date of the Commission's decision. The appeal shall be a review of the record to determine whether the decision was so unreasonable as to be arbitrary and capricious. (Ord. 19-40)

17.170.060: HISTORIC PRESERVATION:

The preservation, restoration, re-use and/or incorporation of historically significant buildings into new development within the MCCD zone is encouraged wherever possible. Applications for design review approval that include the alteration, renovation, or demolition in whole or in part of any of the historically significant buildings identified herein shall be subject to special considerations outlined in this section.

A. Designation of Historically Significant Buildings: A list of designated historically significant buildings located within the MCCD zone shall be maintained by the Community and Economic Development Department. Buildings designated as historically significant are subject to the special considerations of this section. A property owner may remove their property from the list of designated historically significant buildings by submitting a written request to the Community and Economic Development Department or the office of the Mayor. The City shall update the list and respond in writing to the property owner demonstrating the removal within thirty (30) days of the receipt of the written request. The Mayor shall notify the City Council of the removal of a property from the list of historically significant buildings within thirty (30) days of the removal.

B. Relocation: Relocation of an existing significant historic building is allowed if approved by the Planning Commission after following the design review approval process, if it can be demonstrated that the historical character of the building can be preserved. Application and permit fees for projects involving the relocation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

C. Renovation: Any renovation of all or part of a historically significant building will be considered a major alteration. Application and permit fees for projects involving the renovation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

D. Alteration and/or Demolition: Alteration or demolition of designated historically significant buildings is considered a major alteration and requires design review approval. Design review approval for projects involving the demolition of designated historically significant buildings is subject to the following requirements:

1. Adherence: The Planning Commission must find that the proposed development requiring demolition of the historically significant building demonstrates adherence to the goals and objectives of the Murray City general plan and the MCCD zone.

2. Monument: If demolition is granted, the applicant must propose and install a monument with a narrative inscription describing the historical significance of the building, or a public arts project commemorating the same. The monument or commemoration should be incorporated into the project at or near the original location of the historically significant building and will be installed at the applicant's expense. The location, design, and content of the narrative inscription of the monument must be reviewed by the Murray City History Advisory Board for recommendation to the Planning Commission as a component of the design review application.

3. Memorandum of Understanding: A memorandum of understanding must be executed between the City and applicant regarding the project. The memorandum of understanding must be approved by the City Council prior to the issuance of demolition permits. The memorandum of understanding must establish the following:

a. That there is immediacy of the project and thus for demolition. A development time line must be submitted demonstrating a twenty four (24) month project completion period for that portion of the project where a historically significant building is to be demolished;

b. That demolition of the historically significant building shall not occur until a building permit has been issued for the proposed development or phase of the development that requires the demolition.

c. That the History Advisory Board has approved a monument and inscription as required by this section. The memorandum will establish the receipt of a bond from the applicant with the City to provide for the installation of the monument and inscription.

E. Land Use, Interior Arrangement, Maintenance, Emergency Repairs Not Considered:

1. Nothing herein shall be construed to prevent a property owner from making any use of his or her property not prohibited by other statutes, ordinances, or regulations.

2. The ordinary maintenance or repair of any exterior architectural feature of a building in areas which do not involve replacing the feature or a change in design, material, color, or outer appearance thereof, shall not be prevented by the requirements of this chapter.

3. Nothing in this chapter shall be construed to prevent:

a. The maintenance; or

b. In the event of an emergency, the immediate restoration of any existing aboveground utility structure without approval by the Commission.

4. The construction, reconstruction, alteration, restoration, moving or demolition of any exterior architectural features, which the City building inspector or similar official shall certify is required for public safety because of an unsafe or dangerous condition, shall not be prevented by the requirements of this chapter. (Ord. 19-40)

17.170.070: PERMITTED, CONDITIONAL, & PROHIBITED USES:

A. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. (For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.) Any use not specifically listed shall be prohibited.

B. ~~The following uses are permitted in the~~Uses permitted in the Murray City Center District (MCCD) are contained in Table A, below:

Table A: Permitted Uses	
No.	Land Use Classification
<u>1120</u>	<u>Two-family dwelling in conjunction with mixed use developments</u>
<u>1130</u>	<u>Multiple-family dwelling in conjunction with mixed use developments</u>
<u>1150</u>	<u>Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).</u>
<u>1511</u>	<u>Hotels.</u>
<u>2180</u>	<u>Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).</u>
<u>2300</u>	<u>Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>2510</u>	<u>Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).</u>
<u>2740</u>	<u>Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>2760</u>	<u>Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3259</u>	<u>Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3911</u>	<u>Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3920</u>	<u>Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>3950</u>	<u>Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).</u>
<u>4602</u>	<u>Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).</u>
<u>5230</u>	<u>Paint, Glass, and Wallpaper</u>
<u>5250</u>	<u>Hardware and Supplies</u>
<u>5300</u>	<u>General Merchandise</u>
<u>5400</u>	<u>Food stores.</u>
<u>5600</u>	<u>Apparel and accessories.</u>
<u>5700</u>	<u>Furniture, Home Furnishings, and Equipment</u>
<u>5800</u>	<u>Eating and drinking places (except 5813; CUP required for drive-through sales).</u>

<u>5900</u>	<u>Miscellaneous retail trade (except 5935, 5938, 5939, 5980).</u>
<u>6100</u>	<u>Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).</u>
<u>6213</u>	<u>Dry cleaning (in no more than 7,500 square feet).</u>
<u>6216</u>	<u>Self-service laundries.</u>
<u>6220</u>	<u>Photographic services.</u>
<u>6230</u>	<u>Beauty and barber services.</u>
<u>6250</u>	<u>Apparel repair, alteration, and cleaning, shoe repair services (except 6256).</u>
<u>6290</u>	<u>Personal services (except 6293, 6294).</u>
<u>6300</u>	<u>Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).</u>
<u>6493</u>	<u>Watch, clock, jewelry repair, engraving.</u>
<u>6494</u>	<u>Reupholstery and furniture repair (includes antiques, etc.).</u>
<u>6496</u>	<u>Locksmiths and key shops.</u>
<u>6499</u>	<u>Miscellaneous small item repair (maximum 5,000 square feet).</u>
<u>6500</u>	<u>Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).</u>
<u>6600</u>	<u>General construction services (office only, no material storage or equipment service yards).</u>
<u>6700</u>	<u>Governmental services (except 6714, 6740, 6750, and 6770).</u>
<u>6800</u>	<u>Educational services.</u>
<u>6900</u>	<u>Miscellaneous service organizations.</u>
<u>7100</u>	<u>Cultural activities and nature exhibitions.</u>
<u>7200</u>	<u>Public assembly.</u>
<u>7300</u>	<u>Amusements.</u>
<u>7410</u>	<u>Bowling alleys.</u>
<u>7420</u>	<u>Playgrounds and athletic areas.</u>
<u>7430</u>	<u>Swimming areas.</u>
<u>7451</u>	<u>Archery range (indoor only).</u>
<u>7492</u>	<u>Picnic areas.</u>
<u>7600</u>	<u>Parks (public and private).</u>
<u>7900</u>	<u>Other cultural, entertainment, recreational activities.</u>
<u>8221</u>	<u>Veterinarian services (completely enclosed within a building; no overnight boarding).</u>
<u>8224</u>	<u>Pet grooming (completely enclosed within a building; no overnight boarding).</u>

C. A development parcel may have more than one (1) main building.

D. ~~Parking structures and other~~ ~~The following~~ accessory structures and buildings, which are ~~customarily~~ used in conjunction with and are incidental to the principal uses and structures, are permitted.:

- ~~1. Parking structures; and~~

~~2. Other accessory~~ Accessory buildings and structures may not, ~~which do not~~ in aggregate, have a footprint greater than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one (1) permitted use may be located on a development parcel and within a building.

F. The ~~following~~ uses and structures contained in Table B, below, are ~~permitted~~ allowed in the MCCD only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses

<u>No.</u>	<u>Land Use Classification</u>
<u>3250</u>	<u>Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).</u>
<u>3500</u>	<u>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).</u>
<u>5813</u>	<u>Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front.</u>
<u>6111</u>	<u>Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.</u>
<u>6513</u>	<u>Hospitals.</u>
<u>6516.1</u>	<u>Assisted living facilities.</u>

G. The following ~~are uses not permitted in the area~~ uses are prohibited in the MCCD Zone:

<u>No.</u>	<u>Land Use Classification</u>
<u>5510</u>	<u>Motor vehicle sales.</u>
<u>5530</u>	<u>Service stations.</u>
<u>5590</u>	<u>Automotive, marine crafts, aircraft, and accessories.</u>

<u>5960</u>	<u>Farm and garden supplies.</u>
<u>6379</u>	<u>Self-storage units.</u>
<u>6394</u>	<u>Equipment rental and leasing services.</u>
<u>6397</u>	<u>Automobile, truck, and trailer services.</u>
<u>6410</u>	<u>Automobile repair and related services.</u>
<u>7213</u>	<u>Drive-in movies (outdoor theater).</u>
<u>7394</u>	<u>Go-cart tracks.</u>
<u>7398</u>	<u>Auto racing, miniature.</u>

H. No outside storage will be allowed for any of the uses in the MCCD. (Ord. 19-40)

17.170.080: SUSTAINABILITY STANDARDS:

A. The City has adopted the goal of pursuing and achieving sustainable development practices in the MCCD. No sustainable development certifications are required under this section; however, the City encourages sustainable development through green building rating or certification systems such as LEED, the State of Utah Division of Facilities and Construction Management High-Performance Building Standards, or the equivalent. The City may provide incentives for developers who achieve third-party sustainable development certification for buildings.

B. Any incentives provided will be based on post-performance outcomes, negotiated specifically for each development project and specified through a development agreement which shall be approved by the City Council and/or the Redevelopment Agency of Murray City.

1. Sustainability focus areas include water conservation, stormwater management, energy efficiency and support of transit and active transportation.

2. Sustainable development principles and goals are further defined in the MCCD design guidelines and are recommended as standards for the development of the area.

C. The City recognizes that, regardless of third-party certification level, there are standards that are in the best interest of the health, safety, and general welfare of the residents of Murray. Standards to promote efficient and sustainable development have been included in the parking, landscaping, and building and site design standards of the MCCD and are required whether or not an individual development attains a third-party sustainable development certification. In addition, all new public buildings and uses shall, as practicable, be designed and built to comply with the High-Performance Building Standards developed by the Utah Division of Facilities Construction and Management. (Ord. 19-40)

17.170.090: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

The main entry to a building should provide a strong connection to the street, one which is expressive, welcoming, and easily located. The following standards for setbacks or facades

and entries are intended to contribute to the vibrant, connected, active, pedestrian oriented streetscape that is envisioned for the district:

- A. Proposed development must be designed such that building facades occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public and streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter; or
- B. If greater setbacks are proposed to accommodate site features such as outdoor dining or gathering spaces:
 - 1. All street facing building facades are to be designed so that eighty percent (80%) of the total linear feet are within twenty five feet (25') from the back face of curb and gutter.
 - 2. Municipal, public or quasi-public buildings may have a greater setback as determined through the design review process. The additional setback shall require the development of public plazas, parks or open spaces and comply with the design standards within this chapter. (Ord. 19-40)

17.170.100: PUBLIC IMPROVEMENTS AND STREET CHARACTER:

A. Construction of new buildings or renovations of existing buildings where the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter and as further described in the design guidelines.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

- 1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
- 2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development

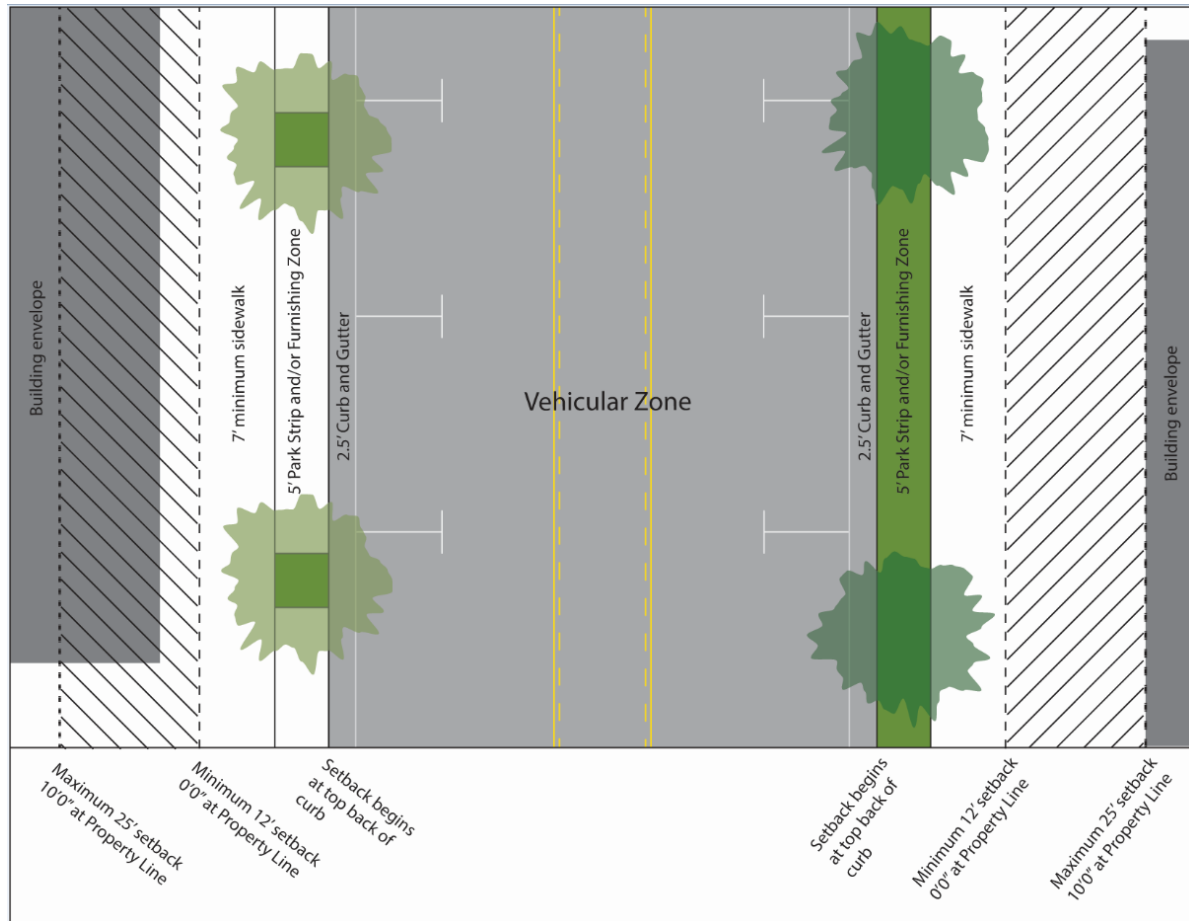
BC. The improvements within the rights-of-way for public streets shall include, but not be limited to, the following standards:

- 1. The right-of-way widths within the Murray City Center District vary from one hundred forty feet (140') to seventy feet (70') and respond to the site conditions and traffic volume. There are five (5) primary public streets that run through the Murray City center including State Street, 5th Avenue, Box Elder Street, Hanauer Street, 4800 South, and Vine Street.
- 2. Within the right-of-way, the drive lanes vary from ten feet (10') to twelve feet (12') with most streets having seven (7) to eight foot (8') on street parallel parking areas. A minimum twelve foot (12') pedestrian sidewalk is included within the right-of-way that includes a seven (7') pedestrian zone along with a five foot (5') furnishing or landscape strip between the sidewalk and edge of curb.

CD. Benches and other street furniture shall be provided and spaced as approved by the City through the design review process.

DE. All streets and sidewalks shall be available for general public use and access and not gated.

EE. District standard street furniture shall be used for public sidewalks, seating areas, and trails to provide visual continuity. Courtyards, pedestrian ways, plazas, and seating areas located on private property should also include furnishings that are compatible with the projects and surrounding areas in which they are located.



G. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the CMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
2. Intersection with another interior access or public street.
3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signaled where possible. Where signaled

crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials

17.170.110: BUILDING DESIGN, SCALING AND DENSITY:

- A. The primary entrance to buildings must be clearly identifiable and must be oriented to face a street, plaza, or pedestrian way. Other street facing entries must appear at least once every seventy five feet (75') on average. Alternate designs for public, quasi-public, and commercial buildings may be approved if the Planning Commission finds that there are demonstrated security concerns which cannot be reasonably mitigated without the elimination of multiple entries as required here.
- B. The functional entry of new buildings must be oriented to face the public street, public square, park, or plaza, but not a parking lot.
- C. The primary entrance to a building shall have a pedestrian scaled facade.
- D. Building entries must be covered with canopies/awnings and/or recessed entries.
- E. Building entries must meet all local, State, and Americans With Disabilities Act accessibility requirements.
- F. For corner buildings, entries are required on both street facades.
- G. All front setback areas, if proposed, shall either be landscaped or used as pedestrian ways, plazas, courtyards, or outdoor seating and dining areas.
- H. Off-street parking is not permitted in the front setback area and/or between the street and building. Parking shall be located to the side or rear of the building. However, parking associated with municipal, public, or quasi-public buildings may be located between the street and the building provided that the parking serves multiple uses or planned multiple uses.
- I. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.
- J. The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.
- K. Encroachments may project into the public right-of-way provided that the encroachments are between nine feet (9') and seventeen feet (17') above the sidewalk height, subject to City and Utah Department of Transportation approval where applicable. They must not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.
- L. Blank walls shall not occupy over fifty percent (50%) of a principal frontage. Non-residential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window or glass entry door. All development shall provide ground floor windows on the building facade and adjacent to a public or private

street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block visibility are prohibited as ground floor windows. Alternate designs for public, quasi-public, and commercial buildings may be approved if the Planning Commission finds that there are demonstrated security concerns that cannot be reasonably mitigated with full compliance to this requirement.

M. Ground level unit entries shall have a finished floor less or equal to twenty four inches (24") above sidewalk grade.

N. Exceptions to these standards are allowed if buildings are located in designated open space area as identified in the design guidelines. Structures located or being relocated into these areas shall be allowed residential setback standards.

O. Principal Streets. Principal streets in the MCCD are identified as Vine Street, 4800 South, State Street, Box Elder Street, and Hanauer Street.

OP. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a ~~public principal~~ street for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking. ~~A leasing~~ Leasing offices and lobbies ~~or lobby~~ allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or ~~up to one thousand (1,000)~~ 1,800 -square feet, whichever is less. Horizontal mixed-use projects shall provide a minimum commercial square footage component equal to an area calculated as one hundred percent (100%) of the project frontage on the ~~principal public~~ street(s) and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the public street.

Q. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

1. Excluding garage space, the entire ground floor of the live/work unit must be designed and used as commercial space.
2. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
3. The live/work unit's first story height must be a minimum of twelve feet (12').
4. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
5. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

PR. A ~~master site plan~~ Master Site Plan approved by the Planning Commission is required for horizontal mixed-use developments and mixed-use developments located on a parcel or combination of parcels three (3) acres or greater, ~~than five three (53) acres.~~ In addition to the

requirements of the M CCD ~~zone~~Zone, the Planning Commission shall address the following when considering the ~~master-site-plan~~Master Site Plan:

1. Building Orientation. Commercial and residential buildings in the same project should be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed-use projects should consider the residential components of the project and facilitate convenient access to them.

2. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.

3. Outdoor Spaces. ~~To the extent possible, buildings~~Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. ~~Where possible, t~~Ihe potential linkages to existing and future adjacent developments should be considered.

4. ~~Memorandum Of Understanding~~Master Site Plan Agreement. Mixed-use developments that require a ~~master-site-plan~~Master Site Plan shall be approved in conjunction with a ~~memorandum-of-understanding (MOU)~~Master Site Plan Agreement between Murray City and the developer. The ~~Master Site Plan Agreement~~MOU shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the ~~master-site-plan~~Master Site Plan and other project approvals.

a. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:

- i. Allowed phasing of residential and commercial development components.
- ii. Allowed residential densities.
- iii. Required parking for all uses.
- iv. Buffering of adjacent single-family residential zones.
- v. Adequate public facilities and services.
- vi. Establishment, maintenance, or enhancement of commercial elements.

5. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:

- a. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.

b. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.

c. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

QS. Residential Densities in Mixed Use Projects. Residential uses are allowed only in projects with associated commercial components as required by this chapter. Greater residential density in mixed use development is allowed where access to public transportation and the availability of on-site and nearby services limit the need for and impact from vehicle use by residents. Allowed residential densities in the MCCD Zone are categorized by development east and west of State Street.

1. The maximum residential density for a development or redevelopment project located on property in the MCCD Zone west of State Street shall not exceed one hundred (100) units per acre. (Ord. 19-40)
2. The maximum residential density for projects located on property in the MCCD Zone east of State Street shall not exceed 80 units per acre.
3. Adequate Public Facilities & Services Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. Review of a proposed development's impact upon other services including Police, Fire, Schools, Parks, and Community and Family Services may also be required.

17.170.120: HEIGHT REGULATIONS:

~~There are no height restrictions in the district except as provided herein:~~

A. Buildings shall not exceed ten (10) stories in height or one hundred thirty-five feet (135') whichever is less. A pedestrian scaled façade must be provided on lower floors.

AB. For new buildings located west of State Street and south of 4800 South, a minimum height of forty feet (40') or four (4) stories, whichever is less, is required.

C. Buildings located east of State Street are exempt from the minimum height requirement.

BD. The height of a structure located adjacent to a residential zoning district may not exceed fifty feet (50') within sixty feet (60') of a residential zoning district.

E. On properties located north of Court Avenue that are adjacent to Center Street, buildings shall not be erected to a height greater than thirty five feet (35').

~~C. Buildings shall not exceed ten (10) stories in height, or one hundred thirty five feet (135'), whichever is less. A pedestrian scaled facade must be provided on lower floors.~~

~~D. Buildings located east of State Street are exempt from the minimum height requirement.~~

EE. Public or quasi-public utility buildings and structures are exempt from the minimum height regulations above. This exemption does not include office buildings for public or quasi-public utility companies. (Ord. 19-40)

17.170.130: LIGHTING STANDARDS:

A. Street and sidewalk lighting shall meet adopted City light design standards.

B. Illumination levels shall not exceed IESNA recommended standards.

C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty-three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

D. Lighting shall be shielded and directed downward to prevent any off-site glare.

E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.

F. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky.

G. Banners may be attached to banner arms on light standards between sixteen feet (16') and twenty three feet (23') in height. A top banner arm is required with a bottom eyelet, or eyebolt for a banner to be attached to a light standard (see chapter 17.48, "Sign Code", of this title). The bottom of a banner must be at least eight feet (8') above a walkway, surfaced area, or ground level below. (Ord. 19-40)

17.170.140: PARKING REGULATIONS:

This section establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas in the MCCD. Other titles of this code and guidelines of the MCCD may regulate other aspects of parking and loading.

A. General Regulations:

1. General. The regulations of this chapter apply to all parking areas in the MCCD, whether required by this code or constructed for the convenience of property owners or users. Parking areas include those that are accessory to a use, part of a commercial parking use, or for a park and ride facility in the community services use category.

2. Occupancy. All parking areas must be paved, striped, and landscaped prior to occupancy of any structure unless a deferral agreement is completed with appropriate security as allowed in section 17.76.110 of this title.

3. Calculations ~~Of Amounts Of~~ Required ~~And and~~ Allowed Parking.

a. When computing parking spaces based on floor area, areas inside of structures which are used for parking are not counted.

b. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection ~~B3-B4~~ of this section. When there are two (2) or more separate primary uses on a site, the required or allowed parking is the sum of the required or allowed parking for the individual primary uses.

c. For joint use parking, see subsection ~~B3-B4~~ of this section.

d. When more than twenty percent (20%) of the floor area on a site is in an accessory use, parking is calculated separately for the accessory use.

e. On street parking spaces immediately adjacent to the property may not be used to meet the parking requirements set forth herein.

4. Use of Required Parking Spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required off street parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See subsection ~~B3-B4~~ of this section. ~~Also, Required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.~~

~~5. Proximity of Parking to Use. Required parking spaces for residential uses must be located on the site of the use or within a tract owned in common by all the owners of the properties that will use the tract or in public parking facilities. Required parking spaces for non-residential uses must be located on the site of the use or in parking areas within five hundred feet (500') of the development site property boundary.~~

~~65.~~ Stacked Parking:

a. The requirements for parking spaces and all parking area development standards continue to apply for stacked parking.

b. Stacked (individual mechanical lift), tandem, or valet parking is allowed for non-residential sites if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee or affidavit must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

c. Tandem parking is allowed for residential sites if parking spaces (front and back stalls) are reserved or designated for a single unit. Each stall constitutes a separate stall as counted toward the total required number of parking stalls.

d. Stacked (multiple mechanical lift systems, or other automatic parking where individuals are not required to manually access and control the equipment) may be utilized for all uses without requiring an on-site attendant.

e. Proper equipment safety labels, operational protocols, equipment maintenance and other fire, life and safety issues must be reviewed and approved by all applicable City

departments and meet any International Building Code and any other applicable Plumbing, Electric, or Building Codes.

~~76. Buildings That Exceed Four (4) Stories.~~ For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or in a parking structure or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

7. Parking structures and decks should provide the majority of parking in the MCCD Zone.

a. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.

b. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

c. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

8. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

9. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

~~10. -8. -Parking And Access Review And Approval:~~ In addition to Community and Economic Development Department review, the Streets Division and Engineering Division shall review the layout of parking areas, curb cut and access restrictions as set forth in chapter 17.72, "Off Street Parking ~~And and~~ Motor Vehicle Access Standards", of this title. Parking for projects located along State Street shall also require approval from the Utah Department of Transportation (UDOT) related to access locations, curb cuts, and the like.

B. Requirement of ~~4~~ Parking Spaces. ~~1. Purpose:~~ The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Mixed-use sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need less off-street parking than other types of development. The MCCD Zone encourages the inclusion of transit supportive plazas and bicycle parking ~~may be substituted for some required parking on a site~~ to encourage transit use and bicycling by employees and visitors to the site, reducing the need for off-street vehicle parking over time. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking located close to the building entrance will encourage carpool use.

~~21. Required Parking~~ Parking Requirements East and West of State Street. The residential and commercial parking requirements for developments and redevelopment of property in the MCCD Zone are contained in Table C below.

<u>Table C: Parking Requirements</u>	
<u>Land Use</u>	<u>Parking Spaces Required</u>
<u>Residential, Studio</u>	<u>1 space per unit</u>
<u>Residential, 1-bedroom</u>	<u>1.05 spaces per unit</u>
<u>Residential, 2-bedroom</u>	<u>1.5 spaces per unit</u>
<u>Residential, 3-bedroom +</u>	<u>2.5 spaces per unit</u>
<u>Office</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Medical/Dental Offices & Clinics</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Retail/Commercial</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Restaurants / Eating & Drinking Establishments</u>	<u>1 space per 500 ft² net usable floor area</u>
<u>Uses not listed</u>	<u>As determined by the Planning Commission based on comparable standards</u>
<u>Disabled / ADA Accessible</u>	<u>See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act</u>
<u>Parking in excess of 125% of minimum requirements</u>	<u>Allowed as approved by the Planning Commission if provided within structures or the building envelope</u>

~~_Spaces For The MCCD: Table A of this section outlines the required number of spaces for each specified use category. The standards of table A of this section apply to the entire MCCD unless specifically superseded by other portions of this code:~~

~~— in the MCCD Zone the right-of-way A minimum of 75% of all required parking shall be provided in parking decks or structures, or within the envelope of the building.~~

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~~34. Joint Use Parking: Joint use of required parking spaces may occur where two (2) or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required non-residential parking spaces is allowed if the following documentation is submitted in writing to the City Planning Commission as part of a building or zoning permit application or land use review:~~

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
- b. The location and number of parking spaces that are being shared.

c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses.

d. A legal instrument such as a cross-access and parking ~~re~~ easement or deed restriction that guarantees continued access to the parking for both uses.

~~45.~~ Limit on Size: If the total parking area of a project exceeds two (2) acres, it shall be divided into a series of separate lots. No single parking area shall exceed one (1) acre.

~~56.~~ Carpool Spaces: Carpool spaces shall be designated ~~F~~for new commercial and non-residential portions of mixed-use buildings at a, ~~the number of carpooling parking spaces~~ equivalent to ten percent (10%) of the total automobile parking for each non-residential and mixed-use building on the site. Signage indicating carpool parking spots must be provided, and the spaces. ~~Carpool parking~~ must be within two hundred feet (200') of entrances to buildings served.

~~67.~~ Compact Stalls: Compact stalls may be used within the MCCD and shall not constitute more than fifteen percent (15%) of the total provided spaces for a use or development. In the case of parking structures, compact spaces shall be limited to fifteen percent (15%) of the total spaces in the structure. Minimum dimension for compact spaces shall be eight feet by sixteen feet (8' x 16').

~~78.~~ Bicycle Parking: ~~Bicycle parking may be substituted for up to ten percent (10%) of required parking. For every five (5) non-required bicycle parking spaces that meet the short or long term bicycle parking standards, the motor vehicle parking requirement may be reduced by one (1) space. Parking existing prior to the effective date hereof may be converted in accordance with this provision.~~ Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long term bicycle parking based on the demand generated by the different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. Bicycle racks shall be placed on every development as follows:

a. The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.

b. At least two feet by six feet (2' x 6') per bicycle.

c. Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.

d. Located to prevent damage to bicycles by vehicles and the like.

e. In a convenient, visible, lighted area.

f. Located so as not to interfere with pedestrian movements.

g. Located to provide safe access to and from the street.

h. Designed to allow each bicycle to be supported by its frame.

i. Designed to allow the frame and wheels of each bicycle to be secured against theft.

- j. Anchored to resist rust or corrosion, or removal by vandalism.
- k. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.
- l. Bike lockers designed for long term storage may be substituted for up to half the required bicycle parking spaces.
- m. Except for bike lockers, bicycle parking must be located within fifty feet (50') of a building's primary entrance. (Ord. 19-40)

17.170.150: LOADING AND SERVICE AREAS:

Utilities, mechanical equipment placement and screening and service entries shall be considered early on in a project to minimize the impact both visually and acoustically and to address safety concerns. The visual impacts of utilities and mechanical equipment and any service area canopy shall be minimized using the following techniques:

- A. Service entrances, waste disposal areas and other similar uses shall be located to the side or rear of buildings and shall be oriented toward service lanes and away from major streets.
- B. Service areas shall be positioned to minimize conflicts with other abutting uses.
- C. Screening walls/landscaping shall be provided to minimize visual impact of service and utility areas, using materials consistent with building design to integrate service and utility areas into design.
- D. Screen height shall be sufficient to conceal view from right-of-way and public areas of site.
- E. Screening shall be required for both ground level mounted and rooftop mounted mechanical equipment and utilities.
- F. Height of screening around outdoor/rooftop equipment shall be limited to the minimum height necessary to screen equipment from public view including adjacent properties' circulation routes.
- G. Mechanical equipment, satellite dishes, vents, flues, and associated penetrations shall not be located on a roof slope that faces the public right-of-way.
- H. Mechanical equipment may be screened by extension of the roof parapet if no rooftop equipment is visible from any public right-of-way within five hundred feet (500').
- I. Ground screening materials shall be of the same or complementary material/detailing as that of the main structure. (Ord. 19-40)

17.170.160: LANDSCAPING, OPEN SPACE, & PROJECT AMENITIES/LANDSCAPING:

- A. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and public trails. Sustainable landscaping including xeriscape species and innovative water recycling or irrigation systems is encouraged. All landscape plans must be approved by the City.
- B. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of

buffering, screening and beautifying the site, and shall comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040A1a of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. The preservation of existing trees located at least fifteen feet (15') outside of the building footprint is encouraged wherever possible. Applicants for new construction shall submit tree surveys in conjunction with landscaping plans in order to identify trees that may be preserved.

D. Trees shall be spaced in order to provide shade for fifty percent (50%) of sidewalk length within five (5) years of planting when combined with shade provided by approved structures.

E. Where new plant materials are to be used, indigenous species should be included. No more than fifty percent (50%) of the landscaping areas shall be turf. Where turf is specified, an eco-lawn mix shall be used. Appropriate, indigenous species of plant materials and trees will be established by Community and Economic Development staff ~~and the City Forester~~.

F. A ~~one hundred fifty~~ foot (~~100'50'~~) minimum setback shall be provided from top of bank of Little Cottonwood Creek. No buildings, parking facilities, or vehicular accesses may be placed in the required setback. The Planning Commission may approve pedestrian, bicycle, or multi-use paths and trails and other open space improvements or amenities within the setback if they are not disruptive to any structure. Top of bank shall be located by a licensed surveyor or engineer.

G. Public spaces that are adjacent to wetlands or watercourse setbacks must have a native planting transition zone that blends into sensitive habitat areas.

H. Fifteen percent (15%) of the area of each project shall be developed as landscaped setbacks, public plazas, parks open spaces, or walkways. In addition, each project shall have a system of pedestrian walkways and sidewalks that provide connections between building entrances, neighboring building entrances, sidewalks, parking areas, open spaces, and walkways. Amenity areas provided in conjunction with multi-family uses will qualify as open space. (Ord. 19-40)

I. Project Amenities must be provided in each mixed-use development. Developments with up to 100 units must provide a minimum of one (1) project amenity. Projects with more than 100 units must provide one (1) additional amenity for each additional one-hundred (100) units or portion thereof. Project amenities can include both indoor spaces such as club houses and exercise facilities, and outdoor spaces such as walking paths, dog parks, playgrounds, pools. For required amenities, selections may be made from the list below. The Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields

2. Sport Courts

3. Playground areas (to include four pieces of playground equipment minimum)

4. Picnic areas

5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and water features.

17.170.170: SIGN REGULATIONS:

A. Signage in the MCCD shall be governed by the standards of the City Sign Code found in chapter 17.48 of this title unless modified by the standards below. In calculating allowed sign area for attached signs the standards of section 17.48.200 of this title related to signs in commercial and manufacturing zones shall apply. Residential buildings shall be limited to signage indicating the name and address of the project and required informational and regulatory signs such as lobby hours or parking garage wayfinding.

B. Signs shall be designed in accordance with the MCCD design guidelines in relation to materials, color, and sign type. New signs in the MCCD shall be considered a minor alteration requiring administrative design review approval.

C. Wayfinding and directional signage related to parking and access up to a maximum of eight (8) square feet may be located on the same building, ~~or property,~~ or within the same project. Such signage may also or be reasonably located ~~off-site elsewhere~~ within the same ~~district project~~ if the necessity for such locations can be demonstrated through the design review process. (Ord. 19-40)

17.170.180: NONCONFORMING USES AND DEVELOPMENTS:

A. Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

B. Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 19-40)

CHAPTER 17.170:

MURRAY CITY CENTER DISTRICT, MCCD

SECTION:

- 17.170.010: Purpose
- 17.170.020: Design Guidelines
- 17.170.030: Definitions
- 17.170.040: Process
- 17.170.050: Procedures
- 17.170.060: Historic Preservation
- 17.170.070: Permitted, Conditional & Prohibited Uses
- 17.170.080: Sustainability Standards
- 17.170.090: Area, Width, Frontage and Yard Regulations
- 17.170.100: Public Improvements and Street Character
- 17.170.110: Building Design, Scaling and Density
- 17.170.120: Height Regulations
- 17.170.130: Lighting Standards
- 17.170.140: Parking Regulations
- 17.170.150: Loading and Service Areas
- 17.170.160: Landscaping, Open Space, & Project Amenities
- 17.170.170: Sign Regulations
- 17.170.180: Nonconforming Uses and Developments

17.170.010: PURPOSE:

A. The Murray City Center District (MCCD) is envisioned as the commercial, civic, and cultural center for the community and is intended to enhance physical, social, and economic connections by redeveloping "downtown" Murray City resulting in a richer, more vibrant cultural environment. The 2017 Murray City General Plan suggests that the City center should include development which is pedestrian oriented with a strong emphasis on the urban design and streetscape.

B. The regulations and design guidelines of the MCCD are intended to promote mixed use development, encourage pedestrian oriented design, promote development opportunities, and increase residential and commercial densities. The anticipated development model promotes sustainable, compact, mixed use, transit-oriented uses with neighborhood oriented commercial, restaurant, civic, cultural, and residential spaces to promote street life and activity. (Ord. 19-40)

17.170.020: DESIGN GUIDELINES:

The Murray City Council has adopted the Murray City Center District (MCCD) Design Guidelines. The guidelines shall be consulted during the review of proposed development in order to provide guidance, direction, and options which will further the stated purposes of the MCCD. Wherever practicable, development should adhere to the objectives and principles contained in the design guidelines. (Ord. 19-40)

17.170.030: DEFINITIONS:

ADMINISTRATIVE STAFF or STAFF: Representatives from the Community and Economic Development Department.

DESIGN GUIDELINES: The principles of appropriate development activity that promote the purposes and standards of this title.

MCCD REVIEW COMMITTEE or COMMITTEE: The committee established under chapter 2.68 of this code. The committee acts in an advisory capacity to the Planning Commission and City Council and serves to facilitate the design review approval process.

REVIEW PROCESS: The process by which applications for development within the MCCD zone are reviewed for conformance with the applicable standards of this section. The process can include pre-application conferences and review by Community and Economic Development Department staff, review by the MCCD Review Committee as well as referral to and review by the Planning Commission.

HORIZONTAL MIXED-USE: A mixed-use project in which all or some of the commercial and residential components are provided in separate buildings on the same parcel or on contiguous parcels included together in a master site plan.

MAJOR ALTERATION: A physical modification to a building that involves the entire building or has a substantial visual impact on the building or the surroundings. By way of illustration, major alteration includes, without limitation, overall building design, exterior facades, site landscape and parking.

MINOR ALTERATION: A physical modification that is limited in scope or has a minor visual impact in relation to the total building. By way of illustration, minor alteration includes, without limitation, lighting and other appurtenant fixtures, signs and awnings.

ORDINARY MAINTENANCE AND REPAIR: Work to repair or prevent deterioration of a building that does not constitute a minor or major alteration. Examples of ordinary maintenance and repair include repairing deteriorated masonry, replacing broken windows or damage caused by weather or natural disaster, repainting a building in the same color as existing, replacing doors, and the like. Maintenance and repair does not include major changes in color or building materials.

PLANNING COMMISSION or COMMISSION: The City's Planning Commission.

PRIVATE STREET: Means a right-of-way of easement in private ownership not dedicated or accepted as a public street, which affords the principal means of access to two (2) or more sites.

PUBLIC STREET: Means a thoroughfare which has been dedicated to the public and accepted by proper public authority, or a thoroughfare which has been adjudicated to be a public street by public use as provided by law.

VERTICAL MIXED-USE: A mixed-use project in which the commercial components are provided within the same buildings with the residential components.

SUSTAINABLE DESIGN: Includes methods and materials that conserve natural resources, promote adaptive reuse of materials, buildings, and sites, and promote the health and welfare of residents and property owners. (Ord. 19-40)

17.170.040: PROCESS:

A. Design Review: The purpose and intent of the design review process within the MCCD is to secure the purposes of this chapter and the general plan, and to ensure that the general appearance of buildings, signs, and the development of the lands does not detract from the purpose and intent of this chapter.

B. Design Review Approval Required: No exterior portion of any buildings or improvements on any properties shall be erected, altered, restored, or moved within the MCCD until after an application for a design review approval has been submitted, reviewed, and approved. Application for design review approval shall be made on forms furnished by the City's Community and Economic Development Department. The Director or designee shall determine if the application is a major or minor alteration. The determination of the Director or designee may be appealed to the appeal authority.

1. Minor Alterations: Administrative staff shall review and approve applications for minor alterations, signs, awnings, and lighting. Minor alterations denied by the administrative staff may be appealed to the appeal authority. A design review application, when determined to involve signs, awnings, lighting, or minor alterations may be reviewed and approved by administrative staff. A design review application for minor alterations must be approved or denied within thirty (30) days from receipt of a complete application.

2. Major Alterations and New Construction: The design review process for major alterations and all new construction consists of the following:

a. Pre-Application Conference: Application materials will be submitted to the Community and Economic Development Department and a time will be scheduled for a general concept review of the application. The applicant will receive input from staff on the process, design standards and other applicable elements prior to submittal of a final application.

b. Design Review: After a complete application for formal review is submitted:

(1) Meetings will be scheduled for staff review to gain City department input on the plans and review the proposal in relation to this chapter and design review guidelines;

(2) The proposal shall go before the MCCD design review committee for its review and recommendation in relation to this chapter and the design review guidelines; and

(3) The application will then be forwarded to the Planning Commission for final action. The application shall be made on a form available from the Community and Economic

Development Department and shall include minimum application submittal requirements as determined by the Community and Economic Development Department.

c. **Design Review Approval:** Design review approval must be issued by the Planning Commission prior to the issuance of a building permit or other permit granted for purposes of major alterations including constructing, altering, and moving structures and buildings. Design review approval is required whether or not a building permit is required. The Planning Commission shall review the plans for conformance with the requirements of this title and the MCCD design guidelines. The City shall determine the following before approval is given:

- (1) The project is in general conformance with the current Murray City General Plan.
- (2) The project is in general conformance with the specific area plan, if any, adopted for the area.
- (3) The project conforms to the requirements of the applicable sections of the land use ordinance.
- (4) The project does not jeopardize the health, safety, or welfare of the public.
- (5) The project is in harmony with the purpose of the MCCD zone and adheres to the principles of the MCCD Design Guidelines.

d. **Obtaining a Building Permit:** No person shall obtain a building permit for new construction or for renovation of existing buildings without first preparing and presenting the information required by this section, paying the applicable design review fees, and receiving design approval from the Community and Economic Development Department. Any building permits or such other permits not issued in conformity with this chapter shall be invalid.

e. **Public Utility Companies:** The State of Utah, the City, Salt Lake County, and all public utility companies shall be required to obtain design review approval prior to initiating any changes in the character of street paving, sidewalks, utility installations, lighting, walls, fences, structures and buildings.

f. **Design Elements Subject To Review:**

- (1) Overall building design including design character, alignment and setback, size, height, proportion, and scale of the building;
- (2) Exterior facades including exterior walls and building materials, roof and parapet, storefronts including windows and doors, bulkheads, cornices, ornamental detail, color, and back entrances;
- (3) Site landscape including pavement, steps, lighting, trees, and ground cover;
- (4) Parking;
- (5) Lighting and other appurtenant fixtures;
- (6) Signs and awnings;
- (7) Public improvements; and
- (8) Site amenities.

g. **Exceptions:** Even if all design guidelines are not met, design review approval may be granted if the Planning Commission finds that compliance with the design guidelines or

certain design guidelines would: 1) deprive owner of all viable economic use of the owner's property, or 2) result in substantial diminution in value of owner's property.

h. Compliance: Design review approvals shall be issued for a period of eighteen (18) months. All work performed pursuant to a design review approval shall conform to the requirements of the approval. If the construction of building improvements has not commenced within eighteen (18) months of the design approval or if construction has ceased for a period of one (1) year or longer, the approval and any associated building permits shall expire. Applicants may request two (2) extensions of six (6) calendar months during the final month prior to expiration. Requests for extension must be made in writing to the Community and Economic Development Department. (Ord. 19-40)

17.170.050: PROCEDURES:

A. Applications: The Community and Economic Development Department shall receive applications for design review approval as required under section 17.170.040 of this chapter. Applications for new construction or major alteration must be reviewed by the MCCD Review Committee, which must forward a recommendation to the Commission. Members of the Planning Commission or MCCD Review Committee may enter, solely in performance of their official duties and only at reasonable times, upon private lands for examination or survey thereof. However, no member, employee, or agent of the Commission or committee may enter any private building without express consent of the owner or occupant thereof.

B. Public Meeting: Prior to action on an application for design review approval, the Commission shall hold a public meeting. The Commission shall take such action as may reasonably be required to inform the owners of any property likely to be materially affected by the application and shall give the applicant and such owners an opportunity to be heard. A written notice of the proposal shall be sent at least ten (10) days prior to the hearing to the applicant and to owners of property (lots, parcels or tracts of land) within three hundred feet (300') of the property that is the subject of an application for design review approval.

C. Final Action: The Commission's final action on an application for design review approval for major alterations and new construction shall be by the passage of a motion to take one (1) of the following actions:

1. Grant the design review approval as proposed;
2. Grant the design review approval subject to specific conditions and/or modifications of the proposal presented in the application;
3. Deny the design review approval as proposed or modified.

D. Appeal:

1. Minor Alterations: Minor alterations denied by the administrative staff may be appealed to the Planning Commission by filing written notice of the appeal with the Community and Economic Development Department within thirty (30) calendar days from issuance of the written decision by the administrative staff.

2. Major Alterations and New Construction: Planning Commission decisions on applications for design review approval may be appealed to the Hearing Officer by an aggrieved party.

Written notice of the appeal must be filed with the Community and Economic Development Department within thirty (30) calendar days from the date of the Commission's decision. The appeal shall be a review of the record to determine whether the decision was so unreasonable as to be arbitrary and capricious. (Ord. 19-40)

17.170.060: HISTORIC PRESERVATION:

The preservation, restoration, re-use and/or incorporation of historically significant buildings into new development within the MCCD zone is encouraged wherever possible. Applications for design review approval that include the alteration, renovation, or demolition in whole or in part of any of the historically significant buildings identified herein shall be subject to special considerations outlined in this section.

A. Designation of Historically Significant Buildings: A list of designated historically significant buildings located within the MCCD zone shall be maintained by the Community and Economic Development Department. Buildings designated as historically significant are subject to the special considerations of this section. A property owner may remove their property from the list of designated historically significant buildings by submitting a written request to the Community and Economic Development Department or the office of the Mayor. The City shall update the list and respond in writing to the property owner demonstrating the removal within thirty (30) days of the receipt of the written request. The Mayor shall notify the City Council of the removal of a property from the list of historically significant buildings within thirty (30) days of the removal.

B. Relocation: Relocation of an existing significant historic building is allowed if approved by the Planning Commission after following the design review approval process, if it can be demonstrated that the historical character of the building can be preserved. Application and permit fees for projects involving the relocation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

C. Renovation: Any renovation of all or part of a historically significant building will be considered a major alteration. Application and permit fees for projects involving the renovation of historically significant buildings will be waived. Fees to be waived include fees for design review approval, conditional use permits, building permits, sign permits, land disturbance permits, and excavation permits.

D. Alteration and/or Demolition: Alteration or demolition of designated historically significant buildings is considered a major alteration and requires design review approval. Design review approval for projects involving the demolition of designated historically significant buildings is subject to the following requirements:

1. Adherence: The Planning Commission must find that the proposed development requiring demolition of the historically significant building demonstrates adherence to the goals and objectives of the Murray City general plan and the MCCD zone.
2. Monument: If demolition is granted, the applicant must propose and install a monument with a narrative inscription describing the historical significance of the building, or a public

arts project commemorating the same. The monument or commemoration should be incorporated into the project at or near the original location of the historically significant building and will be installed at the applicant's expense. The location, design, and content of the narrative inscription of the monument must be reviewed by the Murray City History Advisory Board for recommendation to the Planning Commission as a component of the design review application.

3. Memorandum of Understanding: A memorandum of understanding must be executed between the City and applicant regarding the project. The memorandum of understanding must be approved by the City Council prior to the issuance of demolition permits. The memorandum of understanding must establish the following:

a. That there is immediacy of the project and thus for demolition. A development time line must be submitted demonstrating a twenty four (24) month project completion period for that portion of the project where a historically significant building is to be demolished;

b. That demolition of the historically significant building shall not occur until a building permit has been issued for the proposed development or phase of the development that requires the demolition.

c. That the History Advisory Board has approved a monument and inscription as required by this section. The memorandum will establish the receipt of a bond from the applicant with the City to provide for the installation of the monument and inscription.

E. Land Use, Interior Arrangement, Maintenance, Emergency Repairs Not Considered:

1. Nothing herein shall be construed to prevent a property owner from making any use of his or her property not prohibited by other statutes, ordinances, or regulations.

2. The ordinary maintenance or repair of any exterior architectural feature of a building in areas which do not involve replacing the feature or a change in design, material, color, or outer appearance thereof, shall not be prevented by the requirements of this chapter.

3. Nothing in this chapter shall be construed to prevent:

a. The maintenance; or

b. In the event of an emergency, the immediate restoration of any existing aboveground utility structure without approval by the Commission.

4. The construction, reconstruction, alteration, restoration, moving or demolition of any exterior architectural features, which the City building inspector or similar official shall certify is required for public safety because of an unsafe or dangerous condition, shall not be prevented by the requirements of this chapter. (Ord. 19-40)

17.170.070: PERMITTED, CONDITIONAL, & PROHIBITED USES:

A. The inclusion of a major heading includes all subcategories listed under the major heading unless otherwise excepted. (For example, listing 6900 miscellaneous service organizations includes all categories and subcategories listed from 6910 through 6999.) Any use not specifically listed shall be prohibited.

B. Uses permitted in the Murray City Center District (MCCD) are contained in Table A, below:

Table A: Permitted Uses	
No.	Land Use Classification
1120	Two-family dwelling in conjunction with mixed use developments
1130	Multiple-family dwelling in conjunction with mixed use developments
1150	Apartment high rise (subject to requirements for ground floor commercial uses, see section 17.170.100).
1511	Hotels.
2180	Beverages (only in conjunction with a restaurant, 5,000 square feet or smaller).
2300	Manufacture; apparel (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2510	Household furniture (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors; no outside storage).
2740	Commercial printing (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
2760	Greeting cards (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3259	Pottery (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3911	Jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3920	Musical instruments and parts (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
3950	Costume jewelry (handwork trades only in no more than 5,000 square feet; deliveries and shipping only during normal business hours; no odors).
4602	Commercial parking lots and garages on a fee basis (except surface parking lots not associated with a permitted use).
5230	Paint, Glass, and Wallpaper
5250	Hardware and Supplies
5300	General Merchandise
5400	Food stores.
5600	Apparel and accessories.
5700	Furniture, Home Furnishings, and Equipment
5800	Eating and drinking places (except 5813; CUP required for drive-through sales).
5900	Miscellaneous retail trade (except 5935, 5938, 5939, 5980).

6100	Finance, insurance, and real estate services (except 6112, 6123, 6124, 6141 - surety bail bonding only).
6213	Dry cleaning (in no more than 7,500 square feet).
6216	Self-service laundries.
6220	Photographic services.
6230	Beauty and barber services.
6250	Apparel repair, alteration, and cleaning, shoe repair services (except 6256).
6290	Personal services (except 6293, 6294).
6300	Business services, office only (except 6320, 6342, 6345, 6370, 6380, 6393, 6394, 6397).
6493	Watch, clock, jewelry repair, engraving.
6494	Reupholstery and furniture repair (includes antiques, etc.).
6496	Locksmiths and key shops.
6499	Miscellaneous small item repair (maximum 5,000 square feet).
6500	Professional services (office only, except 6513 and 6516, 6518, 6518.1, 6550).
6600	General construction services (office only, no material storage or equipment service yards).
6700	Governmental services (except 6714, 6740, 6750, and 6770).
6800	Educational services.
6900	Miscellaneous service organizations.
7100	Cultural activities and nature exhibitions.
7200	Public assembly.
7300	Amusements.
7410	Bowling alleys.
7420	Playgrounds and athletic areas.
7430	Swimming areas.
7451	Archery range (indoor only).
7492	Picnic areas.
7600	Parks (public and private).
7900	Other cultural, entertainment, recreational activities.
8221	Veterinarian services (completely enclosed within a building; no overnight boarding).
8224	Pet grooming (completely enclosed within a building; no overnight boarding).

C. A development parcel may have more than one (1) main building.

D. Parking structures and other accessory structures and buildings which are used in conjunction with and are incidental to the principal uses and structures, are permitted. Accessory buildings and structures may not, in aggregate, have a footprint greater

than twenty five percent (25%) of the footprint of the main buildings on a development parcel.

E. More than one (1) permitted use may be located on a development parcel and within a building.

F. The uses and structures contained in Table B, below, are allowed in the MCCD only after a conditional use permit has been approved by the Planning Commission and subject to the terms and conditions thereof:

Table B: Conditional Uses	
No.	Land Use Classification
3250	Pottery and related products (except 3251 and 3255; handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
3500	Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks (handwork trades only; no loading dock; deliveries and shipping only by van or small truck during normal business hours; no odors).
5813	Drive-through restaurant. Parking and maneuvering areas must be located to the rear of building; drive-through windows and lanes may not be located between the street and building front.
6111	Banking services, including drive-through services. Service windows, related maneuvering lanes, and any associated structures must be located to the rear or side of the building; drive-through windows and lanes may not be located between the street and building front unless allowed by an approved Master Site Plan.
6513	Hospitals.
6516.1	Assisted living facilities.

G. The following uses are prohibited in the MCCD Zone:

No.	Land Use Classification
5510	Motor vehicle sales.
5530	Service stations.
5590	Automotive, marine crafts, aircraft, and accessories.
5960	Farm and garden supplies.
6379	Self-storage units.
6394	Equipment rental and leasing services.
6397	Automobile, truck, and trailer services.
6410	Automobile repair and related services.

7213	Drive-in movies (outdoor theater).
7394	Go-cart tracks.
7398	Auto racing, miniature.

H. No outside storage will be allowed for any of the uses in the M CCD. (Ord. 19-40)

17.170.080: SUSTAINABILITY STANDARDS:

A. The City has adopted the goal of pursuing and achieving sustainable development practices in the M CCD. No sustainable development certifications are required under this section; however, the City encourages sustainable development through green building rating or certification systems such as LEED, the State of Utah Division of Facilities and Construction Management High-Performance Building Standards, or the equivalent. The City may provide incentives for developers who achieve third-party sustainable development certification for buildings.

B. Any incentives provided will be based on post-performance outcomes, negotiated specifically for each development project and specified through a development agreement which shall be approved by the City Council and/or the Redevelopment Agency of Murray City.

1. Sustainability focus areas include water conservation, stormwater management, energy efficiency and support of transit and active transportation.

2. Sustainable development principles and goals are further defined in the M CCD design guidelines and are recommended as standards for the development of the area.

C. The City recognizes that, regardless of third-party certification level, there are standards that are in the best interest of the health, safety, and general welfare of the residents of Murray. Standards to promote efficient and sustainable development have been included in the parking, landscaping, and building and site design standards of the M CCD and are required whether or not an individual development attains a third-party sustainable development certification. In addition, all new public buildings and uses shall, as practicable, be designed and built to comply with the High-Performance Building Standards developed by the Utah Division of Facilities Construction and Management. (Ord. 19-40)

17.170.090: AREA, WIDTH, FRONTAGE AND YARD REGULATIONS:

The main entry to a building should provide a strong connection to the street, one which is expressive, welcoming, and easily located. The following standards for setbacks or facades and entries are intended to contribute to the vibrant, connected, active, pedestrian oriented streetscape that is envisioned for the district:

A. Proposed development must be designed such that building facades occupy a minimum of fifty percent (50%) of the total linear feet of property frontage on public and streets with setbacks between twelve feet (12') and eighteen feet (18') from the back of curb and gutter; or

B. If greater setbacks are proposed to accommodate site features such as outdoor dining or gathering spaces:

1. All street facing building facades are to be designed so that eighty percent (80%) of the total linear feet are within twenty five feet (25') from the back face of curb and gutter.
2. Municipal, public or quasi-public buildings may have a greater setback as determined through the design review process. The additional setback shall require the development of public plazas, parks or open spaces and comply with the design standards within this chapter. (Ord. 19-40)

17.170.100: PUBLIC IMPROVEMENTS AND STREET CHARACTER:

A. Construction of new buildings or renovations of existing buildings where the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property shall include construction and installation of the adjacent sidewalks, park strips and other landscaping, curbs, gutters, lighting, and street furniture as required in this chapter and as further described in the design guidelines.

B. Curbside Management Plans. New development and renovation projects shall include curbside management considerations with plans for the installation of public and private improvements. Curbside management planning must thoughtfully address:

1. The location of loading and unloading space for public transportation, ride-sharing, and micro-transit.
2. The location of consolidated, easily identifiable space for commercial freight loading and unloading if needed, and the accommodation of delivery for residential and commercial uses in the development

C. The improvements within the rights-of-way for public streets shall include, but not be limited to, the following standards:

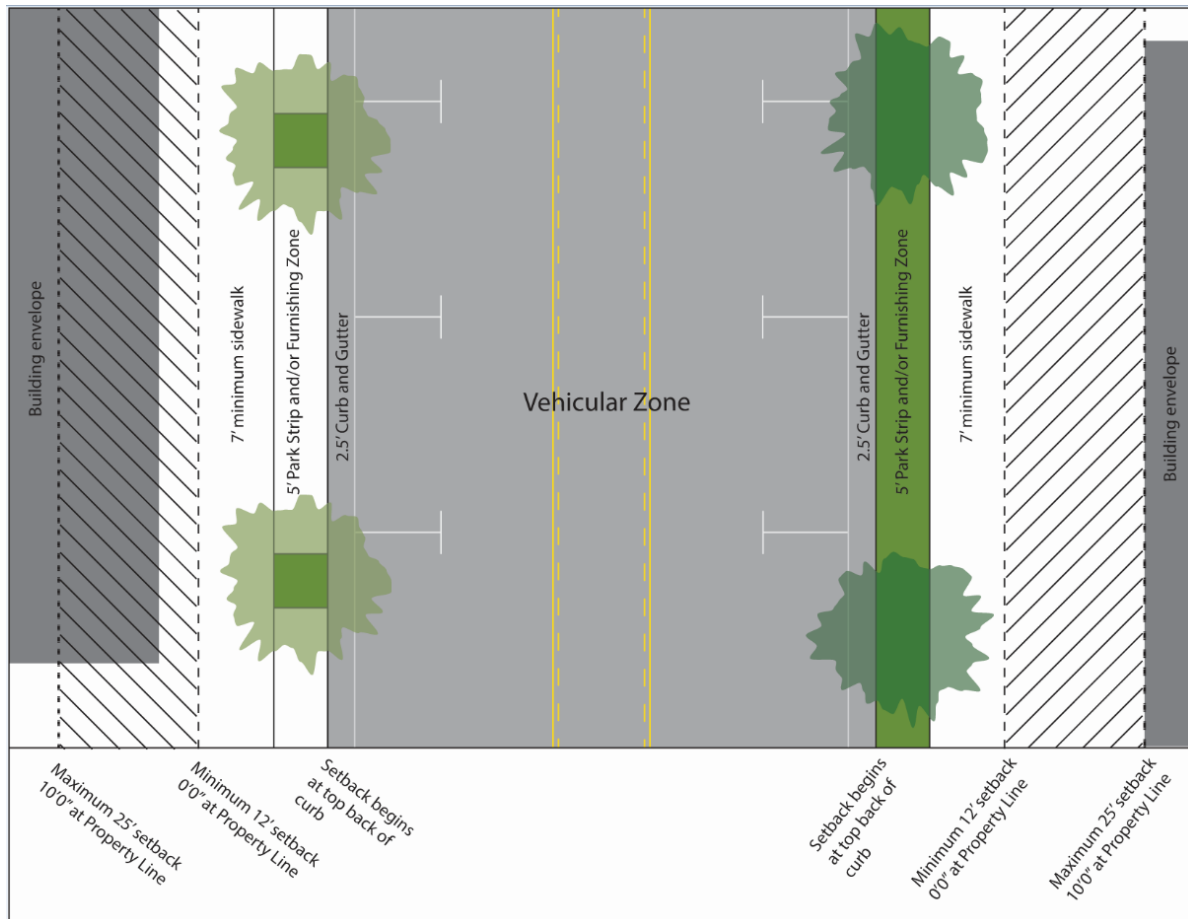
1. The right-of-way widths within the Murray City Center District vary from one hundred forty feet (140') to seventy feet (70') and respond to the site conditions and traffic volume. There are five (5) primary public streets that run through the Murray City center including State Street, 5th Avenue, Box Elder Street, Hanauer Street, 4800 South, and Vine Street.
2. Within the right-of-way, the drive lanes vary from ten feet (10') to twelve feet (12') with most streets having seven (7) to eight foot (8') on street parallel parking areas. A minimum twelve foot (12') pedestrian sidewalk is included within the right-of-way that includes a seven (7') pedestrian zone along with a five foot (5') furnishing or landscape strip between the sidewalk and edge of curb.

D. Benches and other street furniture shall be provided and spaced as approved by the City through the design review process.

E. All streets and sidewalks shall be available for general public use and access and not gated.

F. District standard street furniture shall be used for public sidewalks, seating areas, and trails to provide visual continuity. Courtyards, pedestrian ways, plazas, and seating areas

located on private property should also include furnishings that are compatible with the projects and surrounding areas in which they are located.



G. Block Length. To facilitate and promote human scale and pedestrian connectivity in development and redevelopment in the CMU Zone, block lengths should not generally exceed 300'. In no case should a single building front, regardless of block length, exceed 300' with no physical break to allow either vehicular or pedestrian access through the building. Block length may be broken under this section by:

1. Intersection with an alley or pedestrian path. Only pedestrian paths with a minimum width of 15' may be considered to limit block length under this section.
2. Intersection with another interior access or public street.
3. The installation of midblock pedestrian crossings on interior access or public streets. Such crossings should be signaled where possible. Where signaled crossings are not possible the crossing should be signed, striped, or delineated with different colors or paving materials

17.170.110: BUILDING DESIGN, SCALING AND DENSITY:

- A. The primary entrance to buildings must be clearly identifiable and must be oriented to face a street, plaza, or pedestrian way. Other street facing entries must appear at least once every seventy five feet (75') on average. Alternate designs for public, quasi-public, and commercial buildings may be approved if the Planning Commission finds that there are demonstrated security concerns which cannot be reasonably mitigated without the elimination of multiple entries as required here.
- B. The functional entry of new buildings must be oriented to face the public street, public square, park, or plaza, but not a parking lot.
- C. The primary entrance to a building shall have a pedestrian scaled facade.
- D. Building entries must be covered with canopies/awnings and/or recessed entries.
- E. Building entries must meet all local, State, and Americans With Disabilities Act accessibility requirements.
- F. For corner buildings, entries are required on both street facades.
- G. All front setback areas, if proposed, shall either be landscaped or used as pedestrian ways, plazas, courtyards, or outdoor seating and dining areas.
- H. Off-street parking is not permitted in the front setback area and/or between the street and building. Parking shall be located to the side or rear of the building. However, parking associated with municipal, public, or quasi-public buildings may be located between the street and the building provided that the parking serves multiple uses or planned multiple uses.
- I. Maintenance buildings, trash collection and recycling areas, storage and service areas, mechanical equipment and loading docks shall not be permitted in the front setback of any building. Single or ganged utility meters or other service equipment may be located in the front setback of any building; provided, there are site constraints which preclude their access in a location elsewhere on site, and they are screened and approved by the City.
- J. The side lot area between non-adjoining buildings and the property line shall be developed as parking, plaza, landscaped open space, or a landscaped walkway with access to the sidewalk.
- K. Encroachments may project into the public right-of-way provided that the encroachments are between nine feet (9') and seventeen feet (17') above the sidewalk height, subject to City and Utah Department of Transportation approval where applicable. They must not obstruct or prevent the placement of street trees or other improvements within the public right-of-way.
- L. Blank walls shall not occupy over fifty percent (50%) of a principal frontage. Non-residential buildings and structures shall not have a section of blank wall exceeding thirty (30) linear feet without being interrupted by a window or glass entry door. All development shall provide ground floor windows on the building facade and adjacent to a public or private street, including private pedestrian only streets, parks, paths, or courts. Darkly tinted windows and mirrored windows which block visibility are prohibited as ground floor windows. Alternate designs for public, quasi-public, and commercial buildings may be

approved if the Planning Commission finds that there are demonstrated security concerns that cannot be reasonably mitigated with full compliance to this requirement.

M. Ground level unit entries shall have a finished floor less or equal to twenty four inches (24") above sidewalk grade.

N. Exceptions to these standards are allowed if buildings are located in designated open space area as identified in the design guidelines. Structures located or being relocated into these areas shall be allowed residential setback standards.

O. Principal Streets. Principal streets in the MCCD are identified as Vine Street, 4800 South, State Street, Box Elder Street, and Hanauer Street.

P. Commercial uses shall occupy the width of the ground floor of multi-story residential buildings facing a principal street for a minimum depth of forty feet (40'). The balance of the ground floor may be occupied by residential uses or parking. Leasing offices and lobbies allowing access to the upper residential floors may occupy no more than fifteen percent (15%) of the ground floor or up to 1,800 square feet, whichever is less. Horizontal mixed-use projects shall provide a minimum commercial square footage component equal to an area calculated as one hundred percent (100%) of the project frontage on the principal street(s) and forty feet (40') in depth. For projects which comprise multiple parcels, square footage shall be calculated based on total project frontage on the public street.

Q. Live/Work Units. The inclusion of live/work units may be used to meet the requirement for commercial uses subject to the following considerations.

1. Excluding garage space, the entire ground floor of the live/work unit must be designed and used as commercial space.
2. Commercial spaces within the live/work unit that are used to satisfy the minimum commercial square footage or frontage requirements of this chapter may not be used for residential parking or storage.
3. The live/work unit's first story height must be a minimum of twelve feet (12').
4. Parking provided for live/work unit(s) must meet both the residential and commercial requirements of this chapter.
5. For developments on a parcel or combination of parcels greater than two (2) acres, live/work units may comprise no more than 10% of the required commercial space.

R. A Master Site Plan approved by the Planning Commission is required for horizontal mixed-use developments and mixed-use developments located on a parcel or combination of parcels three (3) acres or greater. In addition to the requirements of the MCCD Zone, the Planning Commission shall address the following when considering the Master Site Plan:

1. Building Orientation. Commercial and residential buildings in the same project should be oriented to face public and private streets and accesses, and not parking lots. The orientation of commercial buildings in mixed-use projects should consider the residential components of the project and facilitate convenient access to them.

2. Central Feature. A prominent, centrally located feature such as a park, plaza, or other gathering place should be provided to unify the residential and commercial uses of the project. This location should include features and amenities to encourage public use and activity, with convenient access from both residential and commercial components of the development.

3. Outdoor Spaces. Buildings should be designed to form outdoor spaces such as courtyards, plazas, and terraces that can integrate the components of the development. Pedestrian walkways linking the components of the development with these outdoor spaces and the public streets should be developed. The potential linkages to existing and future adjacent developments should be considered.

4. Master Site Plan Agreement. Mixed-use developments that require a Master Site Plan shall be approved in conjunction with a Master Site Plan Agreement between Murray City and the developer. The Master Site Plan Agreement shall govern requirements for the timing of the installation of improvements, performance on construction of critical development components, and shall further memorialize the requirements for development of the several buildings and parcels as contained in the Master Site Plan and other project approvals.

- a. Required Elements. The Master Site Plan Agreement must address the following components of the proposed project:
 - i. Allowed phasing of residential and commercial development components.
 - ii. Allowed residential densities.
 - iii. Required parking for all uses.
 - iv. Buffering of adjacent single-family residential zones.
 - v. Adequate public facilities and services.
 - vi. Establishment, maintenance, or enhancement of commercial elements.

5. Master Site Plan Application Requirements. When making applications for Master Site Plan approval to the Planning Commission, the applicant shall provide, at a minimum, the following:

- a. Traffic Impact Study. The study must be prepared by a licensed traffic engineer and analyze the traffic impacts of the proposed development on surrounding public and private transportation facilities.
- b. Parking Analysis. The applicant must prepare a parking analysis for the proposed mix of uses, demonstrating that the project's parking and circulation needs can be accommodated.
- c. Adequate Public Utilities & Facilities Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department.
- 4. Public Services Review. The City may require review of the project's impact upon services including Police, Fire, Schools, Parks, and others.

S. Residential Densities in Mixed Use Projects. Residential uses are allowed only in projects with associated commercial components as required by this chapter. Greater residential density in mixed use development is allowed where access to public transportation and the availability of on-site and nearby services limit the need for and impact from vehicle use by residents. Allowed residential densities in the M CCD Zone are categorized by development east and west of State Street.

1. The maximum residential density for a development or redevelopment project located on property in the M CCD Zone west of State Street shall not exceed one hundred (100) units per acre. (Ord. 19-40)
2. The maximum residential density for projects located on property in the M CCD Zone east of State Street shall not exceed 80 units per acre.
3. Adequate Public Facilities & Services Review. In order to determine the availability of and impact upon public facilities and services the applicant shall conduct a review of all public utilities including power, water, sanitary sewer, and storm water with the Public Works Department. Review of a proposed development's impact upon other services including Police, Fire, Schools, Parks, and Community and Family Services may also be required.

17.170.120: HEIGHT REGULATIONS:

- A. Buildings shall not exceed ten (10) stories in height or one hundred thirty-five feet (135') whichever is less. A pedestrian scaled façade must be provided on lower floors.
- B. For new buildings located west of State Street and south of 4800 South, a minimum height of forty feet (40') or four (4) stories, whichever is less, is required.
- C. Buildings located east of State Street are exempt from the minimum height requirement.
- D. The height of a structure located adjacent to a residential zoning district may not exceed fifty feet (50') within sixty feet (60') of a residential zoning district.
- E. On properties located north of Court Avenue that are adjacent to Center Street, buildings shall not be erected to a height greater than thirty five feet (35').
- F. Public or quasi-public utility buildings and structures are exempt from the minimum height regulations above. This exemption does not include office buildings for public or quasi-public utility companies. (Ord. 19-40)

17.170.130: LIGHTING STANDARDS:

- A. Street and sidewalk lighting shall meet adopted City light design standards.
- B. Illumination levels shall not exceed IESNA recommended standards.
- C. Lighting shall be provided for pedestrian ways that is appropriately scaled to walking. Light standards shall not be taller than sixteen feet (16'). However, light standards adjacent to State Street or 4500 South (major arterial roadways), as well as Vine Street and 4800 South (major collector roadways) are allowed up to twenty-three feet (23') in height. Light standard height will be reviewed on a case by case basis by City staff.

- D. Lighting shall be shielded and directed downward to prevent any off-site glare.
- E. All site lighting luminaires will conform to IESNA "cutoff" or "sharp cutoff" classification. City staff will provide additional details as needed.
- F. For property owner installed private lighting, metal halide and induction lamp sources may be used subject to approval by the City Power Department and CED staff. Building facade lighting must be shielded and directed downward to avoid light trespass and illumination of the night sky.
- G. Banners may be attached to banner arms on light standards between sixteen feet (16') and twenty three feet (23') in height. A top banner arm is required with a bottom eyelet, or eyebolt for a banner to be attached to a light standard (see chapter 17.48, "Sign Code", of this title). The bottom of a banner must be at least eight feet (8') above a walkway, surfaced area, or ground level below. (Ord. 19-40)

17.170.140: PARKING REGULATIONS:

This section establishes the standards for the amount, location, and development of motor vehicle parking, standards for bicycle parking, and standards for on-site loading areas in the MCCD. Other titles of this code and guidelines of the MCCD may regulate other aspects of parking and loading.

A. General Regulations:

1. General. The regulations of this chapter apply to all parking areas in the MCCD, whether required by this code or constructed for the convenience of property owners or users. Parking areas include those that are accessory to a use, part of a commercial parking use, or for a park and ride facility in the community services use category.
2. Occupancy. All parking areas must be paved, striped, and landscaped prior to occupancy of any structure unless a deferral agreement is completed with appropriate security as allowed in section 17.76.110 of this title.
3. Calculation of Required and Allowed Parking.
 - a. When computing parking spaces based on floor area, areas inside of structures which are used for parking are not counted.
 - b. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection B4 of this section. When there are two (2) or more separate primary uses on a site, the required or allowed parking is the sum of the required or allowed parking for the individual primary uses.
 - c. For joint use parking, see subsection B4 of this section.
 - d. When more than twenty percent (20%) of the floor area on a site is in an accessory use, parking is calculated separately for the accessory use.
 - e. On street parking spaces immediately adjacent to the property may not be used to meet the parking requirements set forth herein.
4. Use of Required Parking Spaces. Required parking spaces must be available for the use of residents, customers, or employees of the use. Fees may be charged for the use of required

off street parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for joint parking situations. See subsection B4 of this section. Required parking spaces may not be used for the parking of equipment or storage of goods or inoperable vehicles.

5. Stacked Parking:

a. The requirements for parking spaces and all parking area development standards continue to apply for stacked parking.

b. Stacked (individual mechanical lift), tandem, or valet parking is allowed for non-residential sites if an attendant is present to move vehicles. If stacked parking is used for required parking spaces, some form of guarantee or affidavit must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

c. Tandem parking is allowed for residential sites if parking spaces (front and back stalls) are reserved or designated for a single unit. Each stall constitutes a separate stall as counted toward the total required number of parking stalls.

d. Stacked (multiple mechanical lift systems, or other automatic parking where individuals are not required to manually access and control the equipment) may be utilized for all uses without requiring an on-site attendant.

e. Proper equipment safety labels, operational protocols, equipment maintenance and other fire, life and safety issues must be reviewed and approved by all applicable City departments and meet any International Building Code and any other applicable Plumbing, Electric, or Building Codes.

6. Buildings That Exceed Four (4) Stories. For buildings that exceed four (4) stories in height, at least fifty percent (50%) of the parking shall be located within the exterior walls of the building or in a parking structure or structures. For the purposes of this chapter, building height is determined by measuring the vertical distance from the average of the finished ground level adjoining the building at the exterior wall to a flat roof deck or, for sloped roofs, to the average height of the highest roof surface. Pursuant to section 17.76.090 of this title, the height limitations shall not apply to architectural screening for mechanical equipment, church steeples, or decorative tower elements.

7. Parking structures and decks should provide the majority of parking in the MCCD Zone.

a. Direct Access Required. Parking decks and structures must provide direct, interior, or weather protected access to the buildings, uses, and projects that they serve.

b. Exception. The Planning Commission may approve parking intended to fill commercial requirements in structures located up to three hundred feet (300') from the commercial location if it can be shown to be necessary.

c. Wayfinding signage and marked pedestrian pathways through structures and sites must be provided in all structured and surface parking.

8. On-street parking adjacent to the development parcel shall not count toward the minimum parking required by this chapter.

9. Parking in excess of one hundred twenty five percent (125%) of the minimums outlined in this section may only be provided in parking structures or within the envelope of the building.

10. In addition to Community and Economic Development Department review, the Streets Division and Engineering Division shall review the layout of parking areas, curb cut and access restrictions as set forth in chapter 17.72, "Off Street Parking and Motor Vehicle Access Standards", of this title. Parking for projects located along State Street shall also require approval from the Utah Department of Transportation (UDOT) related to access locations, curb cuts, and the like.

B. Requirement of Parking Spaces. The purpose of required parking spaces is to provide enough on-site parking to accommodate the majority of traffic generated by the range of uses which might locate at the site over time. Mixed-use sites that are located in close proximity to transit, have good street connectivity, and good pedestrian facilities may need less off-street parking than other types of development. The MCCD Zone encourages the inclusion of transit supportive plazas and bicycle parking to encourage transit use and bicycling by employees and visitors to the site, reducing the need for off-street vehicle parking over time. The required parking numbers correspond to broad use categories, not specific uses, in response to this long term emphasis. Provision of carpool parking located close to the building entrance will encourage carpool use.

1. Parking Requirements East and West of State Street. The residential and commercial parking requirements for developments and redevelopment of property in the MCCD Zone are contained in Table C below.

Table C: Parking Requirements	
Land Use	Parking Spaces Required
Residential, Studio	1 space per unit
Residential, 1-bedroom	1.05 spaces per unit
Residential, 2-bedroom	1.5 spaces per unit
Residential, 3-bedroom +	2.5 spaces per unit
Office	1 space per 500 ft ² net usable floor area
Medical/Dental Offices & Clinics	1 space per 500 ft ² net usable floor area
Retail/Commercial	1 space per 500 ft ² net usable floor area
Restaurants / Eating & Drinking Establishments	1 space per 500 ft ² net usable floor area

Uses not listed	As determined by the Planning Commission based on comparable standards
Disabled / ADA Accessible	See Section 17.72.040 of this title. Other requirements per the Americans with Disabilities Act
Parking in excess of 125% of minimum requirements	Allowed as approved by the Planning Commission if provided within structures or the building envelope

4. Joint Use Parking: Joint use of required parking spaces may occur where two (2) or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required non-residential parking spaces is allowed if the following documentation is submitted in writing to the Planning Commission:

- a. The names and addresses of the uses and of the owners or tenants that are sharing the parking.
- b. The location and number of parking spaces that are being shared.
- c. An analysis showing that the peak parking times of the uses occur at different times and that the parking area will be large enough for the anticipated demands of both uses.
- d. A legal instrument such as a cross-access and parking easement or deed restriction that guarantees continued access to the parking for both uses.

5. Limit on Size: If the total parking area of a project exceeds two (2) acres, it shall be divided into a series of separate lots. No single parking area shall exceed one (1) acre.

6. Carpool Spaces: Carpool spaces shall be designated for new commercial and non-residential portions of mixed-use buildings at a number equivalent to ten percent (10%) of the total automobile parking for each non-residential and mixed-use building on the site. Signage indicating carpool parking spots must be provided, and the spaces must be within two hundred feet (200') of entrances to buildings served.

7. Compact Stalls: Compact stalls may be used within the MCCD and shall not constitute more than fifteen percent (15%) of the total provided spaces for a use or development. In the case of parking structures, compact spaces shall be limited to fifteen percent (15%) of the total spaces in the structure. Minimum dimension for compact spaces shall be eight feet by sixteen feet (8' x 16').

8. Bicycle Parking: Bicycle parking is required for most use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. These regulations ensure adequate short and long term bicycle parking based on the demand generated by the

different use categories and on the level of security necessary to encourage the use of bicycles for short and long stays. Bicycle racks shall be placed on every development as follows:

- a. The minimum number of bicycle parking spaces provided for any use shall be five percent (5%) of the vehicular parking spaces required for such use, up to a maximum of twelve (12) spaces.
- b. At least two feet by six feet (2' x 6') per bicycle.
- c. Designed to have sufficient space, to be a minimum of twenty four inches (24"), beside each parked bicycle to allow access. This access may be shared by adjacent bicycles. Racks shall be installed a minimum of twenty four inches (24") from any wall or other obstruction.
- d. Located to prevent damage to bicycles by vehicles and the like.
- e. In a convenient, visible, lighted area.
- f. Located so as not to interfere with pedestrian movements.
- g. Located to provide safe access to and from the street.
- h. Designed to allow each bicycle to be supported by its frame.
- i. Designed to allow the frame and wheels of each bicycle to be secured against theft.
- j. Anchored to resist rust or corrosion, or removal by vandalism.
- k. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles.
- l. Bike lockers designed for long term storage may be substituted for up to half the required bicycle parking spaces.
- m. Except for bike lockers, bicycle parking must be located within fifty feet (50') of a building's primary entrance. (Ord. 19-40)

17.170.150: LOADING AND SERVICE AREAS:

Utilities, mechanical equipment placement and screening and service entries shall be considered early on in a project to minimize the impact both visually and acoustically and to address safety concerns. The visual impacts of utilities and mechanical equipment and any service area canopy shall be minimized using the following techniques:

- A. Service entrances, waste disposal areas and other similar uses shall be located to the side or rear of buildings and shall be oriented toward service lanes and away from major streets.
- B. Service areas shall be positioned to minimize conflicts with other abutting uses.
- C. Screening walls/landscaping shall be provided to minimize visual impact of service and utility areas, using materials consistent with building design to integrate service and utility areas into design.
- D. Screen height shall be sufficient to conceal view from right-of-way and public areas of site.
- E. Screening shall be required for both ground level mounted and rooftop mounted mechanical equipment and utilities.

F. Height of screening around outdoor/rooftop equipment shall be limited to the minimum height necessary to screen equipment from public view including adjacent properties' circulation routes.

G. Mechanical equipment, satellite dishes, vents, flues, and associated penetrations shall not be located on a roof slope that faces the public right-of-way.

H. Mechanical equipment may be screened by extension of the roof parapet if no rooftop equipment is visible from any public right-of-way within five hundred feet (500').

I. Ground screening materials shall be of the same or complementary material/detailing as that of the main structure. (Ord. 19-40)

17.170.160: LANDSCAPING, OPEN SPACE, & PROJECT AMENITIES:

A. Each development shall have a system of pedestrian walkways and sidewalks that provide easy connections between the building entrances, neighboring building entrances, sidewalks, parking areas, open space, and public trails. Sustainable landscaping including xeriscape species and innovative water recycling or irrigation systems is encouraged. All landscape plans must be approved by the City.

B. Water conserving landscape designs shall be used. All landscaping must be irrigated and planted with substantial live plant material or appropriate xeriscape for the purpose of buffering, screening and beautifying the site, and shall comply with applicable landscape requirements found in chapter 17.68 of this title, except lawn shall not be required as stated in subsection 17.68.040A1a of this title. At plant maturity the landscaping shall represent compatibility with surrounding developed properties and uses and must be permanently maintained by the owner or occupants.

C. The preservation of existing trees located at least fifteen feet (15') outside of the building footprint is encouraged wherever possible. Applicants for new construction shall submit tree surveys in conjunction with landscaping plans in order to identify trees that may be preserved.

D. Trees shall be spaced in order to provide shade for fifty percent (50%) of sidewalk length within five (5) years of planting when combined with shade provided by approved structures.

E. Where new plant materials are to be used, indigenous species should be included. No more than fifty percent (50%) of the landscaping areas shall be turf. Where turf is specified, an eco-lawn mix shall be used. Appropriate, indigenous species of plant materials and trees will be established by Community and Economic Development staff.

F. A fifty foot (50') minimum setback shall be provided from top of bank of Little Cottonwood Creek. No buildings, parking facilities, or vehicular accesses may be placed in the required setback. The Planning Commission may approve pedestrian, bicycle, or multi-use paths and trails and other open space improvements or amenities within the setback if they are not disruptive. Top of bank shall be located by a licensed surveyor or engineer.

G. Public spaces that are adjacent to wetlands or watercourse setbacks must have a native planting transition zone that blends into sensitive habitat areas.

H. Fifteen percent (15%) of the area of each project shall be developed as landscaped setbacks, public plazas, parks open spaces, or walkways. In addition, each project shall have a system of pedestrian walkways and sidewalks that provide connections between building entrances, neighboring building entrances, sidewalks, parking areas, open spaces, and walkways. Amenity areas provided in conjunction with multi-family uses will qualify as open space. (Ord. 19-40)

I. Project Amenities must be provided in each mixed-use development. Developments with up to 100 units must provide a minimum of one (1) project amenity. Projects with more than 100 units must provide one (1) additional amenity for each additional one-hundred (100) units or portion thereof. Project amenities can include both indoor spaces such as club houses and exercise facilities, and outdoor spaces such as walking paths, dog parks, playgrounds, pools. For required amenities, selections may be made from the list below. The Planning Commission may consider and approve the use of other amenities not anticipated here.

1. Playing fields
2. Sport Courts
3. Playground areas (to include four pieces of playground equipment minimum)
4. Picnic areas
5. Tennis courts
6. Swimming pool
7. Exercise rooms, gymnasiums
8. Club rooms
9. Outdoor patios areas
10. Gazebos
11. Walking paths
12. Multi-purpose trails
13. Dog parks
15. Nature paths with improvements
16. Climbing Walls and Gyms
17. Amphitheaters and outdoor entertainment areas
18. Tot-lots (may consist of single playground equipment with seating adjacent)
19. Community gardens
20. Interactive fountains and water features.

17.170.170: SIGN REGULATIONS:

A. Signage in the MCCD shall be governed by the standards of the City Sign Code found in chapter 17.48 of this title unless modified by the standards below. In calculating allowed sign area for attached signs the standards of section 17.48.200 of this title related to signs in commercial and manufacturing zones shall apply. Residential buildings shall be limited to

signage indicating the name and address of the project and required informational and regulatory signs such as lobby hours or parking garage wayfinding.

B. Signs shall be designed in accordance with the MCCD design guidelines in relation to materials, color, and sign type. New signs in the MCCD shall be considered a minor alteration requiring administrative design review approval.

C. Wayfinding and directional signage related to parking and access up to a maximum of eight (8) square feet may be located on the same building, property, or within the same project. Such signage may also be reasonably located off-site within the same district if the necessity for such locations can be demonstrated through the design review process. (Ord. 19-40)

17.170.180: NONCONFORMING USES AND DEVELOPMENTS:

A. Nonconforming uses shall be allowed to continue and expand in accordance with chapter 17.52 of this title. Establishment of permitted or conditional uses on properties that are nonconforming in relation to building or parking setback, landscaping, or other site development standards shall not be required to bring the site into conformance with the standards of this chapter until the cost of improvements or renovations to a property or site exceeds fifty percent (50%) of the assessed value of the buildings on the property.

B. Applications for renovations or improvements to properties that are nonconforming in relation to development standards shall include a calculation of the cost of the improvements. (Ord. 19-40)



MURRAY
CITY COUNCIL

Business Items



MURRAY
CITY COUNCIL

Business Item #1



MURRAY


Public Works Department

Service Area Boundary Adjustment between Murray and Taylorsville-Bennion Improvement District

Council Action Request

Council Meeting

Meeting Date: July 20, 2021

Department Director Danny Astill Phone # 801-270-2404 Presenters Danny Astill Required Time for Presentation 30 Is This Time Sensitive Yes Mayor's Approval  Date May 4, 2021	Purpose of Proposal Service Area Boundary Adjustment between Murray and Taylorsville-Bennion Improvement District Action Requested Consideration of joint resolution of intent in city council meeting Attachments Joint resolution declaring an intent to adjust our common service boundary. Budget Impact No budget impacts to the City Description of this Item Over the years there have been several development projects proposed near Winchester Street and 1300 West. There are challenges with water infrastructure in this area related to the river and slope of the land, as well as the meeting of Taylorsville, West Jordan, and Murray City boundaries. The City has worked with Taylorsville-Bennion (Tay-Ben) Service District to coordinate water and wastewater services. For clarification moving forward, and to ensure fees and taxes are applied appropriately, Tay-Ben recently requested that the common service boundaries be formalized through a joint resolution.
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**JOINT RESOLUTION
OF THE
TAYLORSVILLE-BENNION IMPROVEMENT DISTRICT (Resolution No. 21-08)
AND OF
MURRAY CITY MUNICIPAL COUNCIL (Resolution No. _____)
DECLARING AN INTENT TO ADJUST THEIR COMMON SERVICE AREA BOUNDARY**

WHEREAS, the Taylorsville-Bennion Improvement District ("Taylorsville-Bennion") provides water and sewer services to an area in Salt Lake County primarily in Taylorsville City;

WHEREAS, Murray City ("Murray") is a municipality that also provides water and sewer services to an area in Salt Lake County adjacent to Taylorsville-Bennion to its residents in Murray;

WHEREAS, having considered the matter, the Board of Trustees of Taylorsville-Bennion and the City Council of Murray have concluded that it is in the best interest of each of the entities and of the property owners and residents in the affected area (defined below) for Taylorsville-Bennion and Murray to adjust their common service area boundary such that certain areas will be moved into the Taylorsville-Bennion service area and certain areas will be moved into the Murray service area, in accordance with the requirements of Utah Code Ann. §§ 17B-1-503; 17B-1-417. **The municipal boundaries of Murray will not change.**

NOW, THEREFORE, BE IT RESOLVED and enacted by the Board of Trustees of Taylorsville-Bennion and by the Murray City Municipal Council as follows:

1) That the Board of Trustees of Taylorsville-Bennion and the City Council of Murray hereby declare their intent to adjust their common service area boundary as identified and described with more particularity on attached Exhibit "A," which is incorporated by reference as part of this Resolution. The "affected area" is identified in attached Exhibit "A." The purpose of this boundary adjustment is to correct the boundaries to reflect which entity is actually the service provider currently. In some instances, where services (water and sewer) are split between the two parties, an Interlocal agreement will be entered between the parties to cover the details regarding any extra-territorial service being provided. That agreement will state that if only one service is provided by Taylorsville-Bennion to a property owner, the district will credit half of the property taxes back to the property owner. **The municipal boundary of Murray will not change.**

2) That this Resolution is adopted by the Board of Trustees of Taylorsville-Bennion and the Murray City Municipal Council of Murray for the purpose of fulfilling and complying with the requirements of Utah Code Ann. § 17B-1-417(3)(a) to initiate the statutory procedure for adjusting their common service area boundary.

3) That the Taylorsville-Bennion Board of Trustees shall hold a public hearing on the proposed boundary adjustment at 3:00 p.m. on July 21, 2021 at 1800 W 4700 South, Taylorsville, Utah 84029, which date is no less than 60 days after the adoption of this Joint Resolution.

4) That the Murray City Council shall hold a public hearing on the proposed boundary adjustment at _____ p.m. on _____, 2021 at _____, Utah, which date is no less than 60 days after the adoption of this Joint Resolution.

4) That a notice that this Joint Resolution has been adopted and that public hearings are to be held shall be provided in accordance with the requirements of Utah Code Ann. §§ 17B-1-417(3)(a)-(b), which notice shall either be published (a) once a week for two successive weeks in a newspaper of general circulation within the district and the city, with the first publication of the notice to be not later than 14 days after the adoption of this Joint Resolution, and on the Utah Public Notice Website created in Utah Code Ann. § 63F-1-701, for two weeks; or (b) the notice shall be mailed to each owner of property located within the affected area and to each registered voter residing within the affected area.

5) That the required notice may be given jointly by Taylorsville-Bennion and Murray.

6) That, after the Board of Trustees and the City Council have held their public hearings, each body may adopt a resolution adjusting the common service area boundary unless, at or before the public hearing, the requisite number of written protests to the service area boundary adjustment have been filed with the entity as provided by law, and may take other steps necessary to complete the service area boundary adjustment.

7) That, if the requisite number of protests are filed, the service area boundary adjustment shall be abandoned.

8) That this Joint Resolution has been placed on the agenda of a Taylorsville-Bennion Board of Trustees meeting and on the agenda of a Murray City Council meeting and this action is taken in compliance with the Utah Open and Public Meetings Act.

9) That this Joint Resolution shall take effect immediately when it has been approved by both the Board of Trustees of Taylorsville-Bennion and by the City Council of Murray in accordance with the dates set forth below.

Approved and passed by the Board of Trustees of the Taylorsville-Bennion Improvement District and by the City Council of Murray City on the dates set forth on the following pages.

TAYLORSVILLE-BENNION IMPROVEMENT DISTRICT

Date: 4-19-21

By: Donald Russell
Chair

ATTEST:

[Signature]
Clerk

MURRAY CITY MUNICIPAL COUNCIL

Date: _____

By: _____

ATTEST:

Recorder

EXHIBIT A AFFECTED AREA



List of Affected Parcels

Address	Map Number	Add or Remove from TBID	Parcel Id No.
6673 S TRIPP VIEW LN	01	Remove	21-23-301-058-0000
1274 W TRIPP VIEW LN	02	Remove	21-23-301-022-0000
1276 W TRIPP VIEW LN	03	Remove	21-23-301-021-0000
1278 W TRIPP VIEW LN	04	Remove	21-23-301-020-0000
6628 S RYKER VISTA LN	05	Remove	21-23-301-016-0000
6630 S RYKER VISTA LN	06	Remove	21-23-301-017-0000
6632 S RYKER VISTA LN	07	Remove	21-23-301-018-0000
6642 S RYKER VISTA LN	08	Remove	21-23-301-019-0000
1279 W TRIPP VIEW LN	09	Remove	21-23-301-051-0000
1275 W TRIPP VIEW LN	10	Remove	21-23-301-052-0000
6675 S RYKER VISTA LN	11	Remove	21-23-310-021-0000
1268 W OVERLOOK POINT PL	12	Remove	21-23-310-003-0000
1270 W OVERLOOK POINT PL	13	Remove	21-23-310-002-0000
1272 W OVERLOOK POINT PL	14	Remove	21-23-310-001-0000
6654 S RYKER VISTA LN	15	Remove	21-23-310-005-0000
6656 S RYKER VISTA LN	16	Remove	21-23-310-006-0000
6660 S RYKER VISTA LN	17	Remove	21-23-310-007-0000
6662 S RYKER VISTA LN	18	Remove	21-23-310-008-0000
6670 S RYKER VISTA LN	19	Remove	21-23-310-009-0000
6672 S RYKER VISTA LN	20	Remove	21-23-310-010-0000
6676 S RYKER VISTA LN	21	Remove	21-23-310-011-0000
6678 S RYKER VISTA LN	22	Remove	21-23-310-012-0000
1275 W RYKER VISTA LN	23	Remove	21-23-310-017-0000
1273 W RYKER VISTA LN	24	Remove	21-23-310-018-0000
1271 W RYKER VISTA LN	25	Remove	21-23-310-019-0000
1269 W RYKER VISTA LN	26	Remove	21-23-310-020-0000
1285 W WINCHESTER ST	27	ADD	21-23-311-001-0000
1285 W WINCHESTER ST # 1	28	ADD	21-23-311-011-0000
1285 W WINCHESTER ST # 2	29	ADD	21-23-311-012-0000
1285 W WINCHESTER ST # 3	30	ADD	21-23-311-013-0000
1285 W WINCHESTER ST # 16	31	ADD	21-23-311-021-0000
1285 W WINCHESTER ST # 15	32	ADD	21-23-311-022-0000
1285 W WINCHESTER ST # 14	33	ADD	21-23-311-023-0000
1285 W WINCHESTER ST # 13	34	ADD	21-23-311-024-0000
1298 W BREWSKI BAY	35	ADD	21-23-311-025-0000
1294 W BREWSKI BAY	36	ADD	21-23-311-026-0000
1286 W BREWSKI BAY	37	ADD	21-23-311-027-0000
1282 W BREWSKI BAY	38	ADD	21-23-311-028-0000
1274 W BREWSKI BAY	39	ADD	21-23-311-029-0000
1273 W BREWSKI BAY	40	ADD	21-23-303-034-0000
1269 W BREWSKI BAY	41	ADD	21-23-303-035-0000
1263 W BREWSKI BAY	42	ADD	21-23-303-038-0000
1262 W BREWSKI BAY	43	ADD	21-23-303-039-0000
1262 W BREWSKI BAY	44	ADD	21-23-303-037-0000



Business Item #2



MURRAY


Public Work Department / Wastewater Division

Approval of Wastewater Master Plan

Council Action Request

Council Meeting

Meeting Date: July 20, 2021

Department Director Danny Astill Phone # 801-270-2404 Presenters Ben Ford, Steven Jones, - Hansen, Allen and Luce, Consulting Engineers Required Time for Presentation Is This Time Sensitive No Mayor's Approval  Date July 6, 2021	Purpose of Proposal Wastewater Master Plan approval Action Requested Consideration of a resolution approving the Wastewater Master Plan Attachments Wastewater Master Plan, draft resolution Budget Impact The master plan outlines the system priorities to help determine future budget impacts. Description of this Item As a requirement of our wastewater collections UPDES permit, we are to perform an evaluation of our collections system performance at least every five years and make recommendations to resolve any deficiencies found. This plan outlines the history of our system, the methodologies deployed to develop our findings and identifies and helps to set priorities for the next five to 10 years. Pages ES-1 through ES-4 contain an executive summary of the report which provides a great snap shot of the overall report.
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MURRAY

WASTEWATER COLLECTION SYSTEM MASTER PLAN

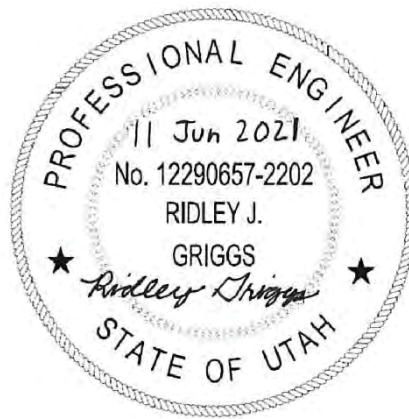
(HAL Project No.: 026.14.130)

June 2021

MURRAY CITY

WASTEWATER COLLECTION SYSTEM MASTER PLAN

(HAL Project No.: 026.14.130)



Ridley J. Griggs, M.Eng., P.E.
Project Engineer



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Steve Kollman, Wastewater Supervisor

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Tyler G. Allen, Ph.D., P.E., Vice President, Project Manager
Steven C. Jones, P.E., Vice President
Ridley J. Griggs, Staff Engineer

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GLOSSARY OF TECHNICAL TERMS

Equivalent Residential Unit: A unit used for purposes of wastewater planning, defined as the amount of flow in a wastewater system attributable to one residential housing unit.

Hydrograph: Graph that describes the variation of flow over the course of a specified time period

Infiltration: Groundwater that enters a sewer system through pipe joints, cracks in the pipe, and leaks in manholes or building connections

Inflow: Surface water that enters a sewer system through roof, basement, foundation, yard, area drains, or other points of entry

Lift Station: Pump station used to convey wastewater to a higher elevation

Loading: Allocation of wastewater flows to a wastewater system or wastewater system model.

Surcharge: A condition in which the water surface elevation in a sewer system exceeds the top of the pipe. Surcharge can be contained within manholes during minor events or may exit manholes during major events.

Unit Flows: Sewer flows attributable to one unit of measurement (typically, one ERU)

Water Reclamation Facility: Facility used to treat wastewater to an appropriate quality for release into the environment

ABBREVIATIONS AND UNITS

COVID-19	Novel coronavirus pandemic of 2019 – 2021
CVWRF	Central Valley Water Reclamation Facility
E	East
EPA	United States Environmental Protection Agency
ERU	Equivalent Residential Unit
ft	foot (length)
ft/s	feet per second (velocity)
gal	gallon (volume)
gpd	gallons per day (flow rate)
gpm	gallons per minute (flow rate)
GIS	Geographic Information Systems
HAL	Hansen, Allen & Luce, Inc.
HDPE	High Density Polyethylene pipe
hr	Hour (time)
ID	Identification number
I&I	Infiltration and Inflow
M-C-C-D	Murray City Center Zoning District
MG	Million Gallons (volume)
MGD	Million Gallons per Day (flow rate)
mi	mile (length)
M-U	Murray City Mixed-Use Zoning District
N	North
PVC	Polyvinyl Chloride pipe
S	South
St	Street
SWMM	Storm Water Management Model
USMP	Utah Sewer Management Plan
T-O-D	Murray City Transit-Oriented Development District
W	West
WRF	Water Reclamation Facility
yr	Year (time)

EXECUTIVE SUMMARY

PURPOSE OF STUDY

The purpose of this study is to update the Murray City 2017 Master Plan and provide direction for wastewater management decisions. This plan provides information and analysis necessary to maintain Murray City's Utah Sewer Management Plan General Permit.

PLANNING HORIZONS

The ultimate planning horizon for this study is the year 2060. However, this report provides guidance applicable at various time intervals:

1. Near future: low-cost actions and best practices the City can implement to reduce costs and improve operations.
2. 0 - 5 year: system improvements needed within 5 years to provide capacity for anticipated new development. The cost of these improvements will be used to guide the formulation of near-term budgets and rates.
3. 5 - 10 year: system improvements needed within 5 to 10 years for anticipated new development. These improvements are included in the capital facility plan to guide the formulation of longer-term budgets.
4. Future: all system improvements necessary to serve the City at year 2060, when it is developed at the density defined by the City's current general plan and zoning ordinances. These recommendations will help the City secure key pieces of land and work with developers to properly plan for infrastructure that is compatible with the future system.

COMPONENTS OF A WASTEWATER MANAGEMENT SYSTEM

A wastewater management system consists primarily of the following two components:

1. Collections – pipes and lift stations used to collect wastewater from customers and deliver it to the wastewater treatment plant.
2. Treatment – the infrastructure used to remove contaminants from wastewater and purify it so that it can be released to the environment.

The focus of this master plan is the collections system owned and operated by Murray City. Wastewater collected by Murray City is treated at the Central Valley Water Reclamation Facility (CVWRF). CVWRF maintains planning documents for their treatment system, and as such, treatment is not discussed in this report.

METHODS

Portable and in-place wastewater flow meters were used to determine the flow of wastewater at various locations in the collections system. Flow patterns were analyzed to determine the daily, seasonal, and annual variations in wastewater flow.

Hydraulic modeling was used to analyze the performance of the existing wastewater collections system. A hydraulic model uses information about the collections system (such as pipe material, pipe diameter, pipe layout, pipe slope, etc.) to simulate the flow of wastewater through the collections system. Data collected from flow meters was used to calibrate the hydraulic model to

ensure that it accurately represents existing conditions. After calibration, the hydraulic model was used to evaluate system performance and identify any deficiencies or limitations existing in the current collections system. Recommendations to address these deficiencies and limitations were identified using the hydraulic model and input from City personnel.

Growth and development projections formed the basis for future planning. Growth projections were developed with assistance from the Community and Economic Development department. The amount of wastewater flow contributed by future users was forecasted and added to the hydraulic model to simulate a future condition. The model was used to identify capital improvements necessary to accommodate these flows.

Growth projections were used to develop a phasing plan for these capital improvements. Planning-level cost estimates were developed for each capital project.

EXISTING COLLECTIONS SYSTEM DEFICIENCIES AND LIMITATIONS

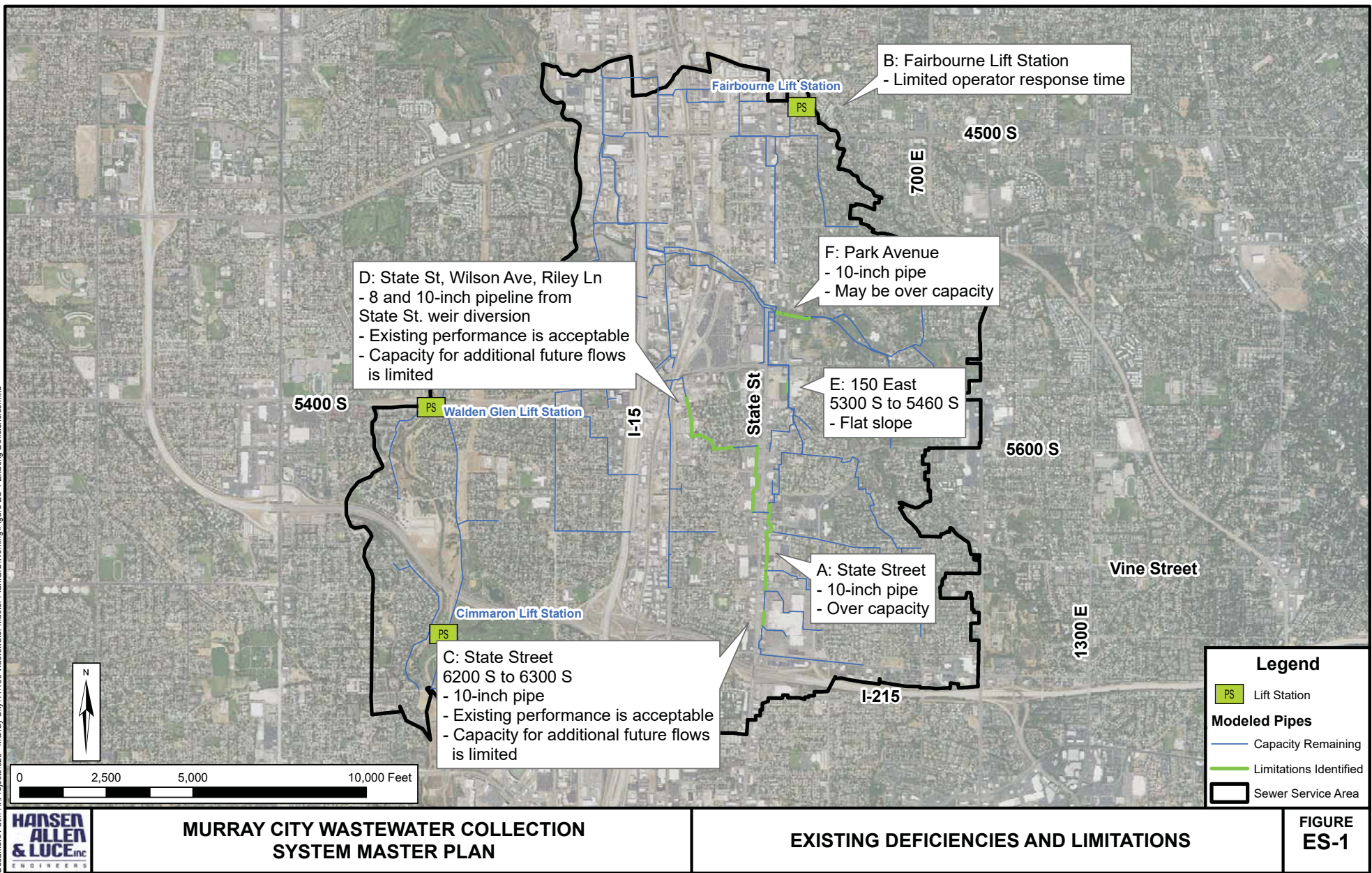
Several deficiencies and limitations in the existing collections system were identified and are discussed in detail in Chapter 6 and shown on Figure ES-1. Key findings regarding the existing system are as follows:

- **State Street – 5800 to 6000 S:** The existing 10-inch diameter pipe in this area is not adequate for existing wastewater flows and is located in an area experiencing growth pressure. It is recommended that this line be replaced with a 15-inch diameter pipe within the next year.
- **Fairbourne Lift Station:** City personnel have a limited response time if a problem occurs at this lift station. Further development within its service area will exacerbate this condition. It is recommended that the City pursue a capital project to reduce the demand on this lift station within the next several years.
- **Pipelines with Limitations:** The model identified several pipelines that provide adequate performance for existing conditions, but do not have capacity to support much additional development. As development concepts are proposed within the City, the City should proactively evaluate the impact that the development will have on these pipelines. Capital projects will be necessary if forecasted wastewater flows exceed available capacity in the pipe. The City should also monitor these pipelines periodically to verify that performance is acceptable.

FUTURE COLLECTIONS SYSTEM

Several capital projects have been identified to resolve existing deficiencies and provide capacity for projected future growth. These projects and their estimated costs are discussed in detail in Chapter 7 and shown on Figure ES-2. A summary of the estimated cost of each project is included in Table ES-1.

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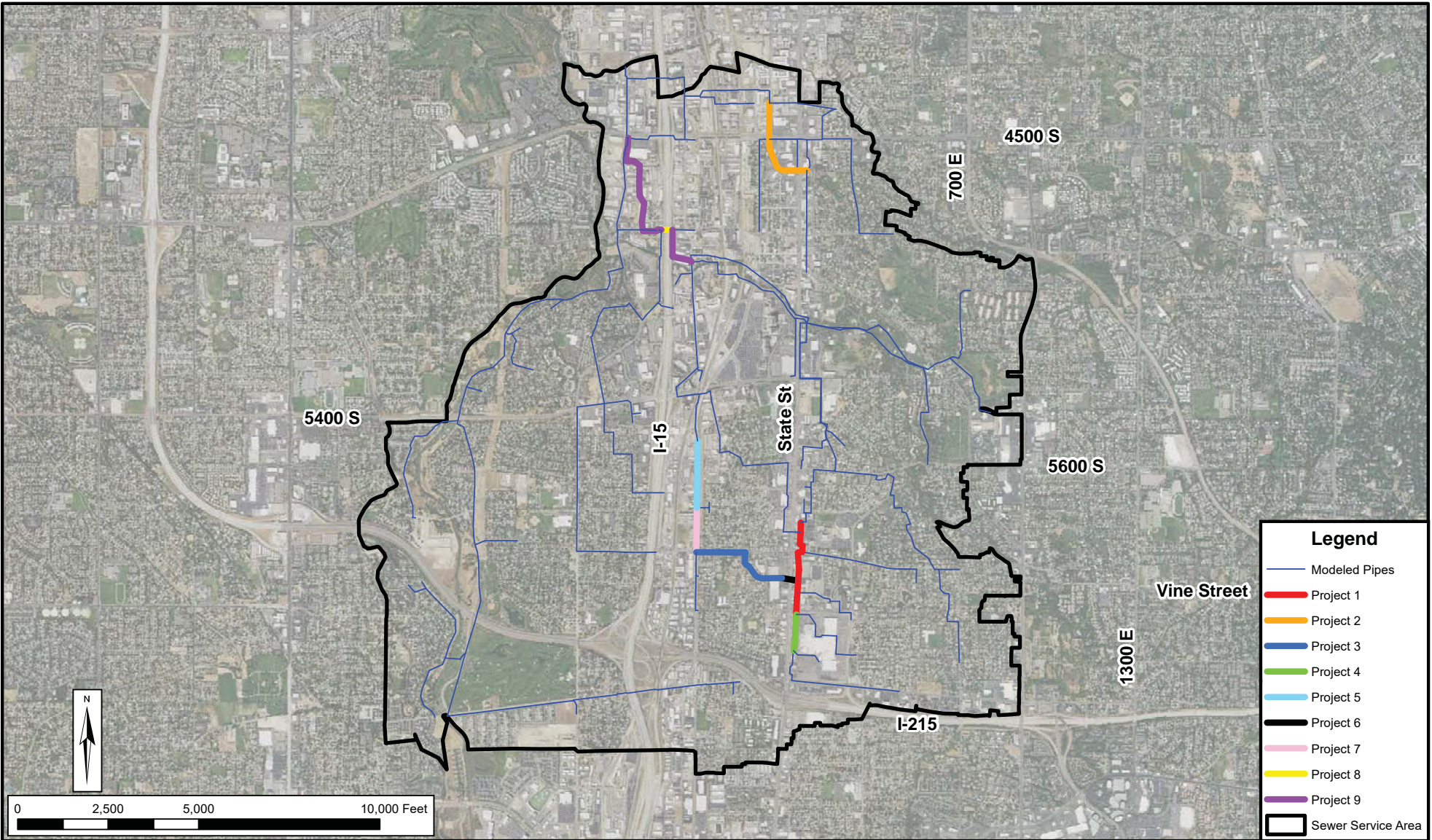


**MURRAY CITY WASTEWATER COLLECTION
SYSTEM MASTER PLAN**

EXISTING DEFICIENCIES AND LIMITATIONS

**FIGURE
ES-1**

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MURRAY CITY WASTEWATER COLLECTION SYSTEM MASTER PLAN

RECOMMENDED PROJECTS

**FIGURE
ES-2**

**Table ES-1
Recommended Projects**

Estimated Phasing Year	ID¹	Components	Cost Estimate
2021	1	<ul style="list-style-type: none"> • 2600 ft of 15" pipeline 	\$1,326,000
2025-2030	2	<ul style="list-style-type: none"> • 1700 ft of 15" pipeline • 1000 ft of 18" pipeline • Rebuild weir diversion manhole • Cross State St. and 4500 S 	\$1,599,000
2025-2030	3	<ul style="list-style-type: none"> • 2900 ft of 12" pipeline 	\$1,375,000
2025-2030	4	<ul style="list-style-type: none"> • 1100 ft of 15" pipeline 	\$561,000
Beyond 2030	5	<ul style="list-style-type: none"> • 1850 ft of 15" pipeline 	\$944,000
Beyond 2030	6	<ul style="list-style-type: none"> • 450 ft of 12" pipeline • Weir diversion manhole 	\$249,000
Beyond 2030	7	<ul style="list-style-type: none"> • 1250 ft of 15" pipeline 	\$638,000
Beyond 2030	8	<ul style="list-style-type: none"> • 350 ft of 36" pipeline 	\$315,000
Beyond 2030	9	<ul style="list-style-type: none"> • 4700 ft of 36" pipeline 	\$4,230,000
TOTAL			\$11,237,000

1. The Map ID corresponds to the project number on the Recommended Projects map. Refer to Figures 7-3 and 7-4.

A summary of costs by time period is shown in Table ES-2.

**Table ES-2
Estimated Costs by Time Period**

Time Period	Project Costs
0 – 5 Years	\$1,326,000
5 – 10 Years	\$3,535,000
Beyond 10 Years	\$6,376,000
Total	\$11,237,000

It must be noted that the timing of each project may need to be accelerated or delayed if growth occurs at a different pace than was projected. Construction prices will also vary depending on current market conditions.

OPERATIONS AND MAINTENANCE

The recommended capital projects identified in this master plan are intended to correct existing deficiencies and/or support future growth. This report does not identify all repair, maintenance, and replacement activities that must take place to ensure continued service. The following subsections contain general recommendations for Murray City to follow to ensure cost-effective wastewater service into the future.

General operation recommendations

The following are recommended actions for Murray City to take to maintain system performance and increase the longevity of their wastewater system:

1. The City currently maintains a portable wastewater flow meter and uses it to measure and record flows throughout the system. Continued flow monitoring is recommended.
2. Murray City has an Asset Management program and is completing a detailed condition assessment of each line owned by the City using videoing equipment. As deficiencies are located, localized repairs, replacement or other necessary maintenance is being completed. Continued video monitoring and strategic asset management is recommended.

General maintenance recommendations

The following are recommended actions for Murray City to take to maintain and increase the longevity of their wastewater system into the future:

1. In some reaches of pipe in Murray City, the slope of the pipe is insufficient to provide adequate velocity to prevent deposition of solids. Sewers with maintenance problems are currently being cleaned regularly by the City. Continued maintenance is recommended. These sections of pipe should also be considered for replacement as resources allow.
2. It is often more cost-effective to rehabilitate old sewer pipelines by installing liners inside the pipe than it is to replace them. As such, pipes with corrosion problems, root intrusion problems, or high infiltration should be prioritized for lining, as resources allow and according to the priorities of the City.

CONCLUSIONS

It is recommended that the City take the following actions within the next year to ensure safe, reliable, cost-effective, and financially responsible wastewater service:

1. Immediately begin planning and budgeting for the projects outlined in the Capital Facility Plan.
2. Begin design work on the above-mentioned State Street 5800 S to 6100 S pipeline replacement, with intentions to construct it in 2021.
3. Use the master plan to review each new development, to ensure properly sized and located infrastructure is constructed as development progresses. Doing so will eliminate the need for guesswork, help the City use its resources most efficiently, and ensure excellent performance of the wastewater system, both now and in the future.

CHAPTER 1 INTRODUCTION

BACKGROUND

Murray City is centrally located in the Salt Lake Valley. Murray City maintains and operates a wastewater collection system consisting of pipelines, manholes and lift stations. Once collected, the wastewater is conveyed to the Central Valley Water Reclamation Facility. Most of the land within the City has been developed, but additional future growth is anticipated. This future growth is expected predominately through the redevelopment of existing parcels in mixed-use zones (residential and non-residential). The City's wastewater collection infrastructure was most recently studied in the Wastewater Collection System Master Plan that was completed for the City by Hansen, Allen & Luce, Inc. (HAL) in 2017.

PURPOSE

The purpose of this Master Plan is to update the 2017 Master Plan, to provide direction to Murray City for wastewater management decisions that will be made during the next 8 to 12 years, and to help the City ensure the wastewater collection system can convey existing and projected flows. This report also provides information and analysis necessary for Murray City to maintain their Utah Sewer Management Plan (USMP) General Permit.

The results of this study are based upon the development projections provided by the City and wastewater flow rate predictions from available flow monitoring. It is expected that the City will review and update this Master Plan every 5 years, or more frequently, if the assumptions included in this effort change significantly.

SCOPE

The scope of work for the Wastewater Collection System Master Plan included the following:

1. Meet with City Staff to review master planning objectives and available information.
2. Prepare for and facilitate land use planning meetings with Murray City Staff in order to predict where growth and redevelopment will occur and at what density.
3. Prepare a map that overlays land use planning information on the City wastewater collection system mapping
4. Prepare a flow monitoring plan with Murray City personnel.
5. Work with Murray City staff to collect and analyze the flow data.
6. Review and analyze winter indoor water use data.
7. Review and analyze treatment plant flow records.
8. Research precipitation data and compare with wastewater treatment plant flow data.
9. Develop peaking factors and loading curves for residential and commercial zones.
10. Update the model with land use data, peaking factors, and loading curves.
11. Use monitoring data to calibrate model.
12. Identify existing deficiencies.
13. Identify projects necessary to avoid future deficiencies. Evaluate and present alternatives to the City.
14. Develop cost estimates for planned projects.
15. Prepare a Capital Improvements Plan.
16. Prepare and present a draft of the Wastewater Master Plan for City comment.
17. Update and prepare a final report.
18. Assist in presentation to the City Council.

CHAPTER 2 EXISTING SYSTEM

SERVICE AREA

This Master Plan is a study of Murray City's wastewater collection system. The study area is the area within the municipal boundaries of the City, except for an annexation area on the east side that is served by another sewer district. The overall area served by Murray City is shown on Figure 2-1.

EXISTING WASTEWATER COLLECTION SYSTEM

Information describing the Murray City wastewater collection system was provided by Murray City and was obtained from design or record drawings. At key locations, survey data was collected to characterize manhole rim elevations and locations, and measurement from the rim to the flow line. The City provided current wastewater collection system geographic information system (GIS) data that included information on pipelines, manholes, and pump stations.

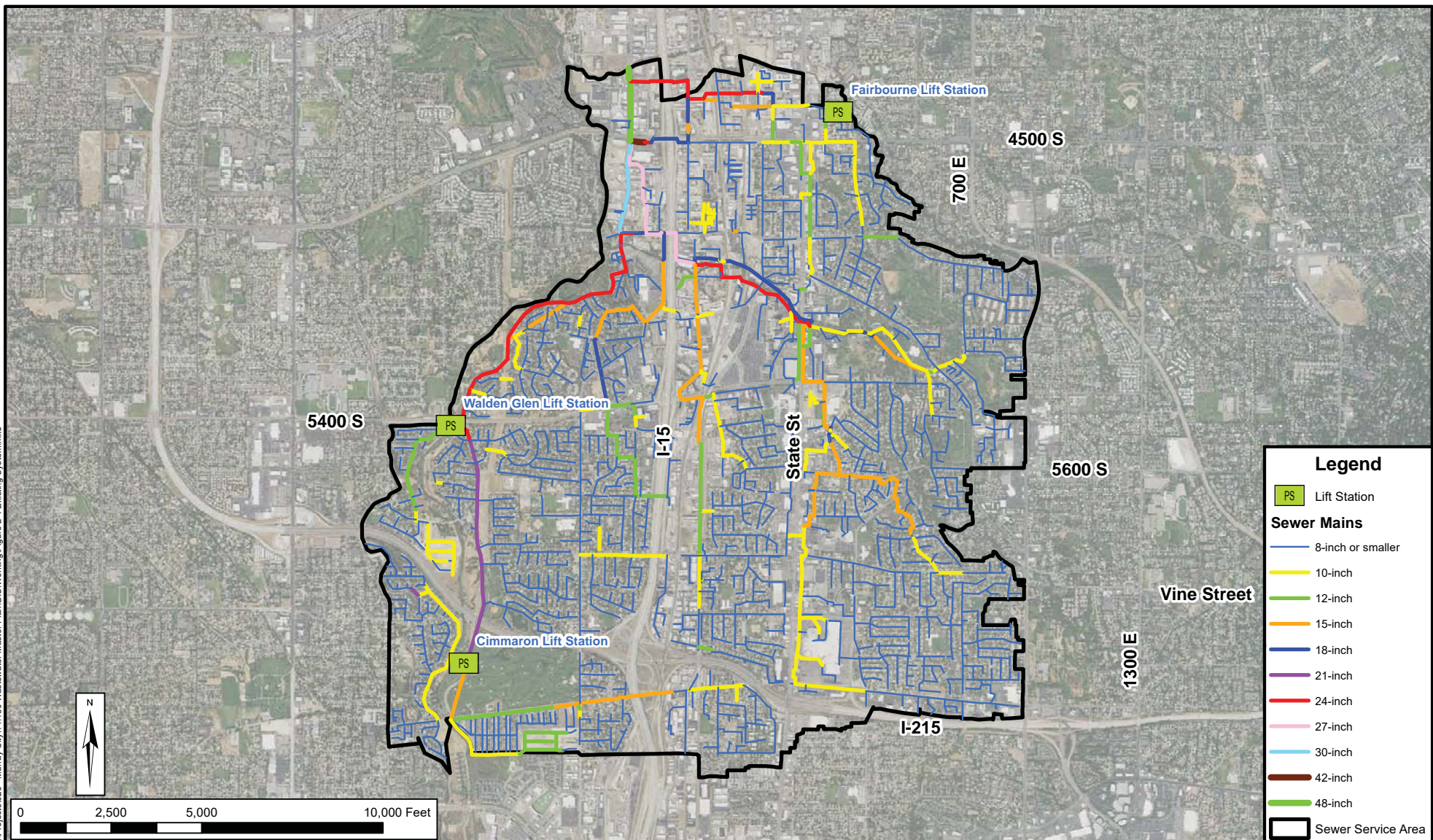
The existing Murray City wastewater collection system consists of over 133 miles of pipeline, over 2,700 manholes and 3 pump stations. Figure 2-1 shows the existing wastewater collection system for Murray City. Pipe sizes range from 6 inches in diameter to 48 inches in diameter with the majority of the pipes in the system measuring less than 15 inches in diameter. Several pipe materials are found within the system including concrete, reinforced concrete, PVC, HDPE, clay, asbestos cement, and tile. Much of the wastewater generated in the study area flows by gravity to the treatment facility. However, some low-elevation areas in the City require pump stations. Table 2-1 summarizes the existing wastewater pump stations.

**Table 2-1
Existing Wastewater Pump Stations**

Pump Station	Location
Cimarron	6425 S. Murray Park Ave.
Fairbourne	242 E. Detroit Ave.
Walden Glen	1070 W. 5400 S.

Each wastewater pump station has adequate capacity to convey existing flows. Operators have indicated that in the event of an emergency they are limited in their response time at the Fairbourne Lift Station. Its present available response time is considered to be adequate for existing conditions but will require attention if additional development occurs upstream.

Date: 4/6/2021
Document Path: H:\Projects\026 - Murray City\14_130 Wastewater Master Plan\GIS\Working\Figure 2-1 Existing System.mxd



MURRAY CITY WASTEWATER COLLECTION SYSTEM MASTER PLAN

EXISTING WASTEWATER COLLECTION SYSTEM

FIGURE
2-1

CHAPTER 3 FLOW MONITORING

FLOW MONITORING PURPOSE

The purpose of flow monitoring was to obtain flow data at several locations throughout the City to provide the basis for characterizing flow, constructing a model, and calibrating the model to field conditions. Several local temporary flow monitoring sites for the Master Plan were selected by the City and HAL to provide representative data to achieve the stated purposes. Selected flow monitoring locations are shown on Figure 3-1. Additionally, flow monitoring data was collected at the point where the Murray City flows enter the Central Valley Water Reclamation Facility (CVWRF) system. A permanent meter is installed at this location and is used for billing purposes.

COLLECTION AREAS

A collection area is defined as a geographic area that contributes flow to a common point in the collection system. Factors considered in the delineation of collection areas may include land use, age of the collection system, pipe material, and groundwater elevation. The collection areas used in this master planning effort were delineated in previous master plans. HAL then refined those areas based on land use and updated sewer mapping provided by the City. The delineated collection areas are shown on Figure 3-1.

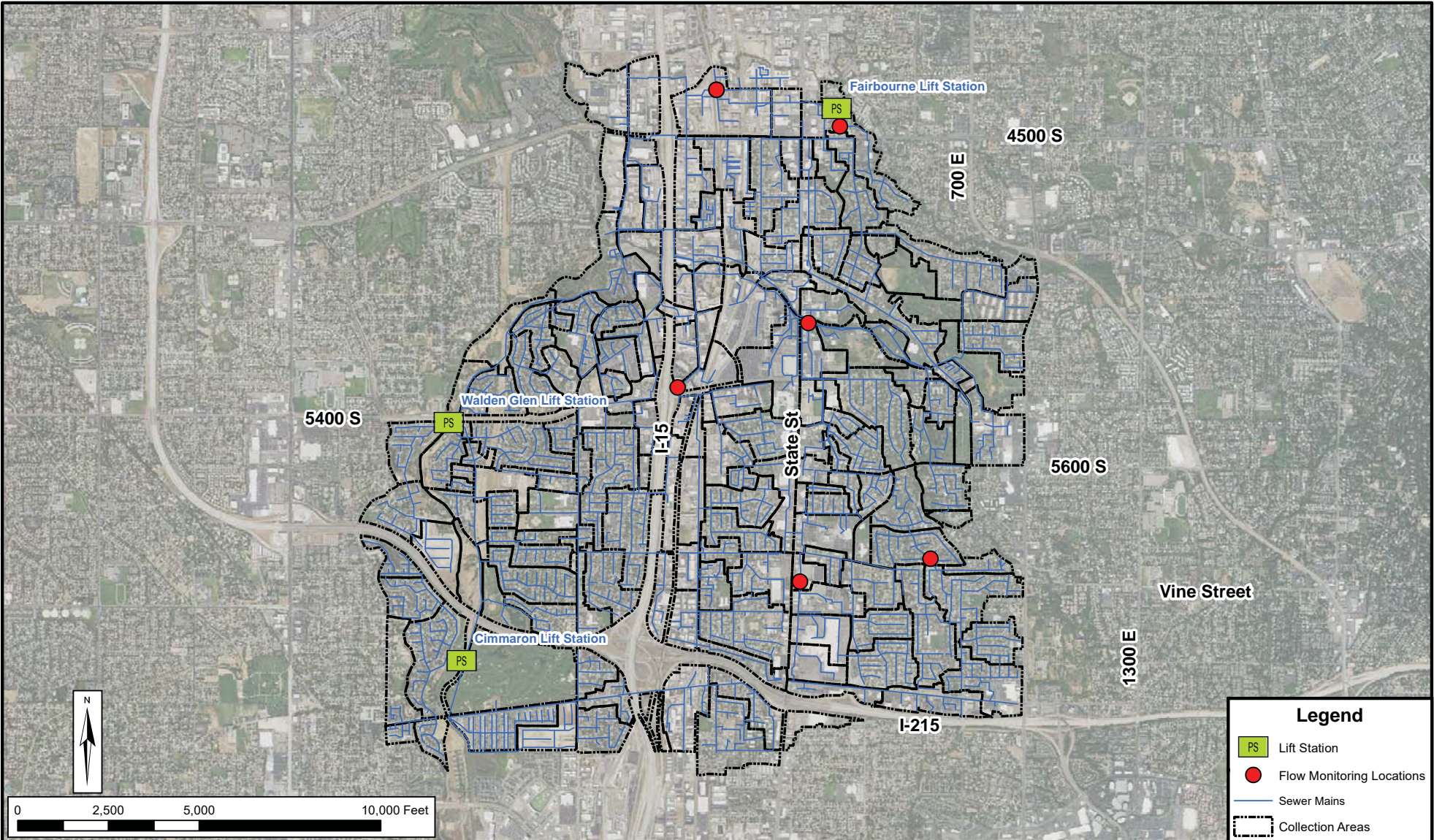
LOCAL FLOW MONITORING DATA COLLECTION

Local flow monitoring data was obtained for key collection areas. The monitoring was accomplished using KTO FL900 Flow Meters. The KTO FL900 estimates the hydraulic loading flow rate by measuring velocity and flow depth. A typical meter installation includes installing a velocity and depth detector into a pipe within a manhole. The KTO FL900 includes a data logger and a sensor connected by an air tube. The sensor is attached to a ring that is inserted in the pipe. The flow meters collected data at each site for approximately one week. The recorded flow data for the monitoring locations can be found in Appendix A.

CENTRAL VALLEY WRF FLOW DATA

For this master planning effort, flow data from November 2015 to July 2020 was obtained from the Central Valley Water Reclamation Facility billing meter. This meter is located at the Murray City wastewater collection system outfall and includes all wastewater flows from Murray City. Data from this meter was considered along with older data which was collected and analyzed as part of previous master planning efforts.

Date: 11/9/2020
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Legend

- PS Lift Station
- Flow Monitoring Locations
- Sewer Mains
- Collection Areas

0 2,500 5,000 10,000 Feet

**HANSEN
ALLEN
& LUCE**
ENGINEERS

**MURRAY CITY WASTEWATER COLLECTION
SYSTEM MASTER PLAN**

**COLLECTION AREAS AND
FLOW MONITORING LOCATIONS**

**FIGURE
3-1**

CHAPTER 4 FLOW CHARACTERIZATION

METHODOLOGY

The purpose of flow characterization is to determine the flow patterns and variations that may exist within a collection system so that pipelines and pump stations can be evaluated and sized appropriately. The methodology used in this master planning effort included evaluation of the following wastewater flow characteristics:

- Daily flow variation
- Annual flow variation
- Long-term flow variation
- Infiltration
- Inflow
- Extraordinary flows
- Unit flows

Each of these characteristics are discussed in the subsequent sections this chapter.

DAILY FLOW VARIATION

Flow in a wastewater collection system varies throughout the day. In Murray City, the minimum hourly flow generally occurs during the early morning between midnight and 6:00 AM. Maximum or peak hourly flow typically occurs during the morning between 8:00 AM and noon or in the evening between 6:00 and 9:00 PM.

Two methods commonly used to characterize daily flow variation include the use of: (1) peaking factors and (2) flow hydrographs. Both methods were employed for this master planning effort. Peaking factors were used to determine whether Murray City's daily flow variation was comparable to other similar municipalities in Utah. Flow hydrographs were used to quantify daily flow variations in the model.

Peaking Factors

The peaking factor is the ratio between the peak hourly flow and the average daily flow. Flow monitoring data from 2020 and prior studies were evaluated to determine the peak hourly flow and the average daily flow at each flow monitoring site. The peak hourly flow was then divided by the average daily flow to determine a peaking factor at each location.

The data obtained from the 2020 flow monitoring efforts had peaking factors generally consistent with prior Master Plans. Figure 4-1 shows the peaking factors measured during the 2020 flow monitoring efforts.

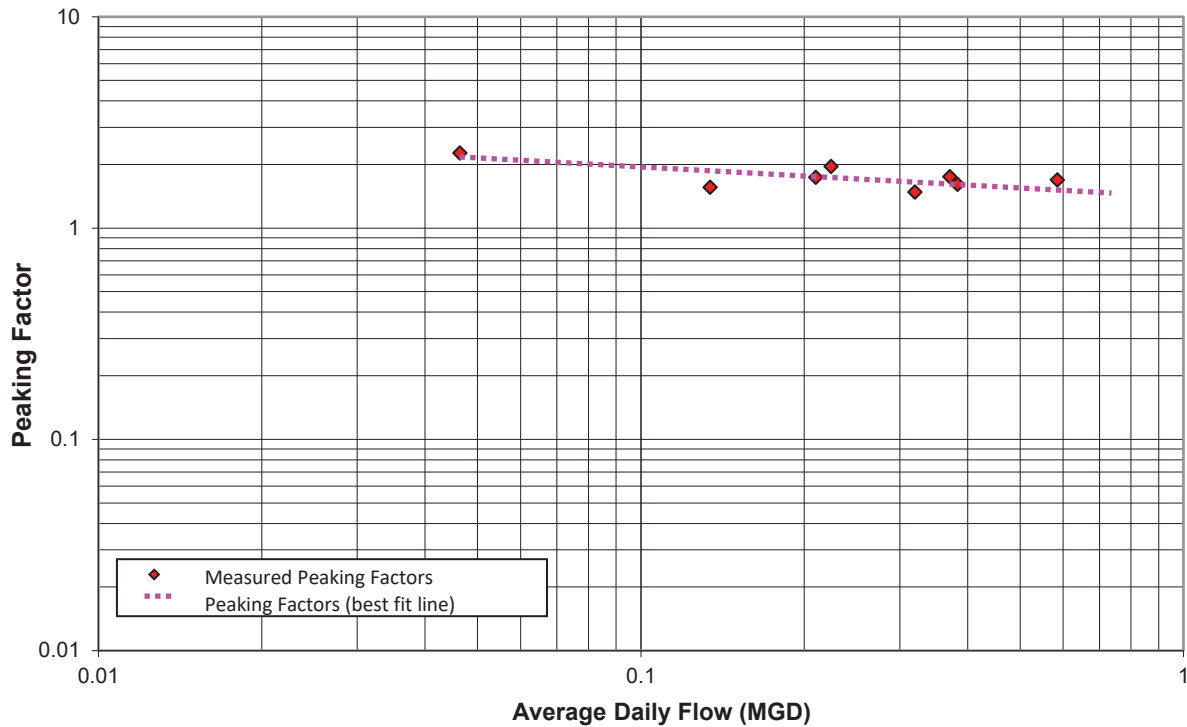


Figure 4-1: Measured Peaking Factors

Hydrographs

A second approach to characterizing daily flow variations utilizes wastewater diurnal flow curves or hydrographs. A hydrograph characterizes the expected change in flow rate over the course of the day. This is typically described using a unitless “flow factor,” which represents the percent of average daily flow expected at a certain time. For example, if a sewer hydrograph shows a peaking factor of 1.4 at 7:00 AM, then the flows at 7:00 AM are expected to be 140% of the average daily flow.

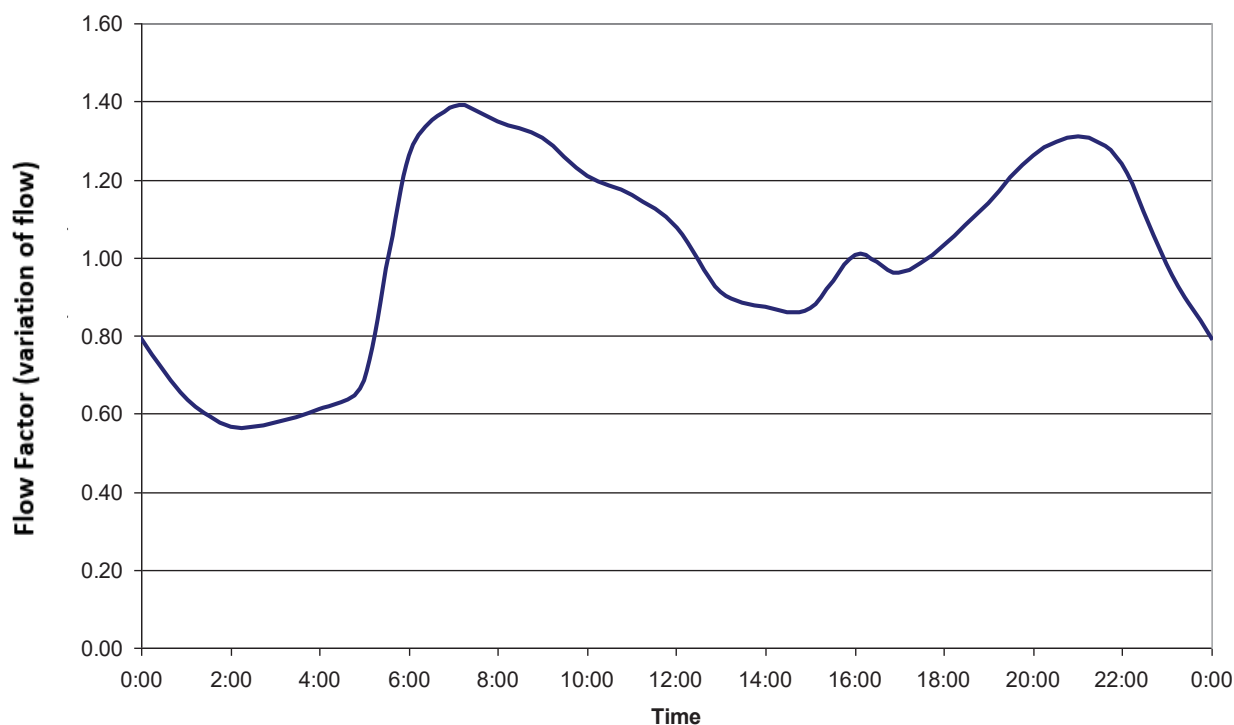
Hydrographs used in this master plan were developed according to the following method:

1. A collection area with consistent land use was selected.
2. Representative flow data were collected from the area.
3. A hydrograph was developed that represents the typical flow variation during a 24-hour period for the selected collection area. This hydrograph was then applied to other collection areas with similar land use patterns throughout the study area.

For this Master Plan, hydrographs were developed both for residential and nonresidential land areas. Further explanation on each of these hydrographs is provided in the following subsections.

Residential

Residential hydrographs were developed for flow monitoring data collected in 2020 and compared to hydrographs developed in prior studies. The 2020 hydrographs generally displayed lower peaks and less daytime variation than those from prior years though normally expected peaking factors occurred with some regularity. This is suspected to be an effect of the COVID-19 pandemic. It is not clear whether the 2020 pattern will continue following the pandemic, thus, the residential hydrograph used in the 2017 Master Plan was used for this study to provide an added measure of safety and consistency. The design residential diurnal flow curve is shown on Figure 4-2.



* The flow factor is calculated as (instantaneous flow) / (average daily flow)

Figure 4-2: Residential Hydrograph

Non-Residential

Hydrographs for non-residential areas typically differ from residential hydrographs. Non-residential hydrographs obtained from 2020 showed significantly lower morning and evening peaks than hydrographs from past data. This is suspected to be an effect of the COVID-19 pandemic. It is not clear whether the 2020 pattern will continue following the pandemic, thus, the non-residential hydrograph used in the 2017 Master Plan was used for this study to provide an added measure of safety and consistency. The non-residential diurnal flow curve is shown in Figure 4-3.

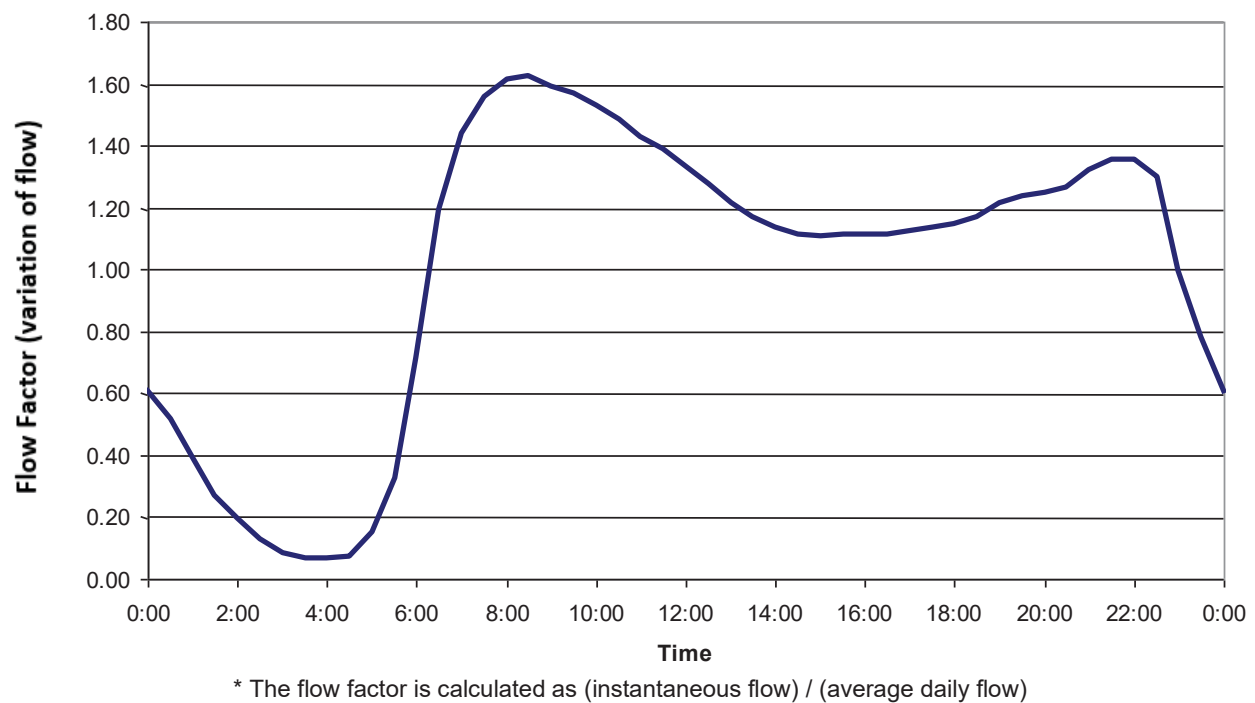


Figure 4-3: Non-Residential Hydrograph

The residential and non-residential hydrographs were used to model flow conditions in the hydraulic model (see details in Chapter 6). The model conjunctively uses both hydrographs in each collection area to develop residential and non-residential flows.

CENTRAL VALLEY WRF METER DATA

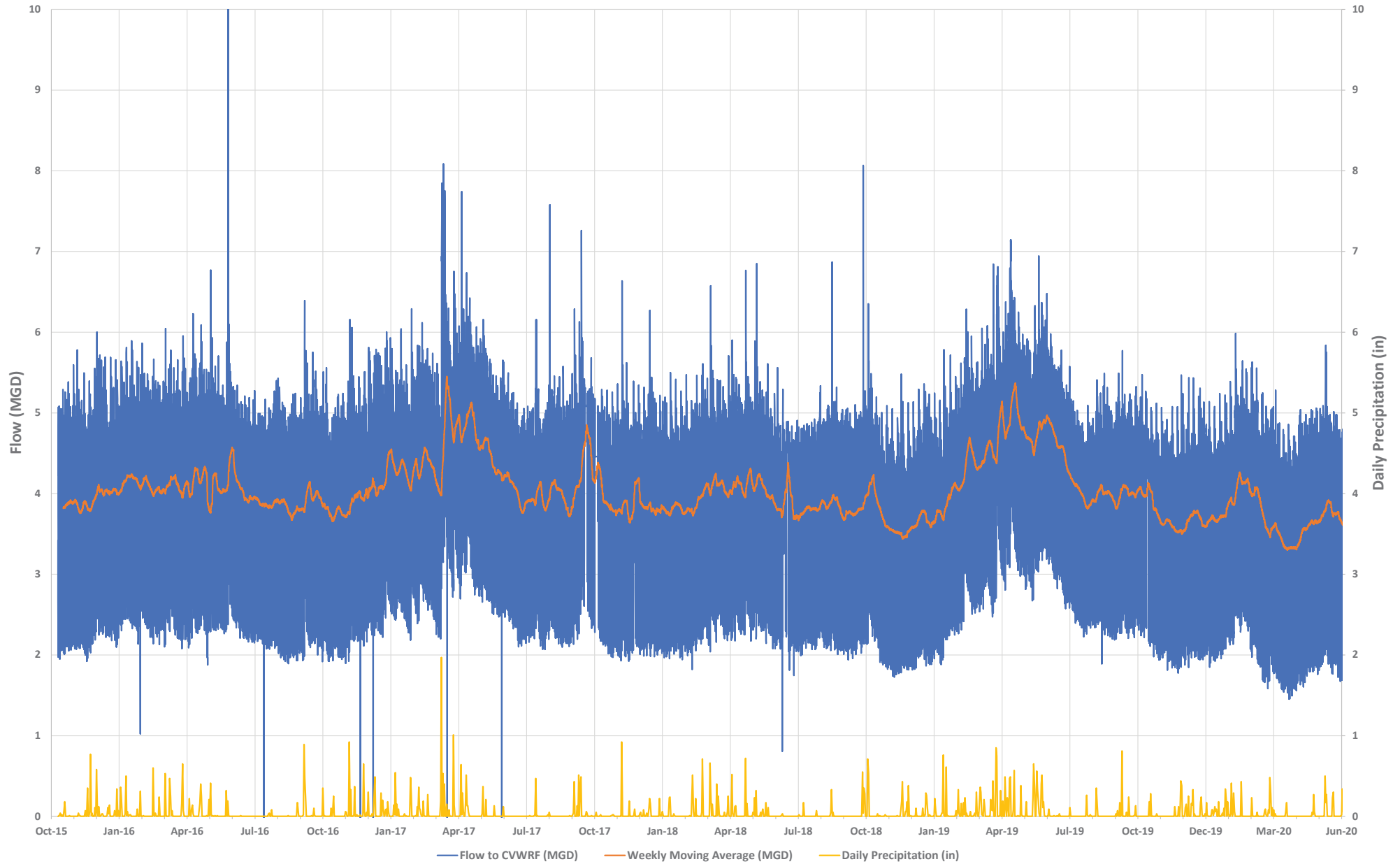
The Murray City wastewater collection system discharges to the CVWRF system. A flow meter is located at the point of connection with the CVWRF system. In addition to the data discussed in the 2017 master plan (January 2008 – October 2015), hourly flow rate data was obtained from November 2015 through July 2020. The wastewater treatment plant flow records are provided in Figure 4-4. The weekly moving average wastewater flow rate and daily precipitation data are also provided.

It was recently discovered that the CVWRF meter had been reading inaccurately. The flow values measured by CVWRF have been adjusted downward by 0.4 MGD to account for recent adjustments to meter calibration.

Flow coming to the CVWRF from Murray City has been lower in 2020 than it has been in most of the previous five years. Effects of the COVID-19 pandemic and a dry weather pattern are likely explanations. Due to these circumstances, flow data collected in year 2020 should not be considered representative of long-term trends.

The spring months (March to May) in 2017 and 2019 displayed greater average and peak daily flows than other years and other times of year. These time periods correspond to times of heavy and/or frequent precipitation events.

Figure 4-4: Wastewater Treatment Plant Loading Data



ANNUAL FLOW VARIATION

Average monthly wastewater flows in Murray City vary by about 10 percent throughout the year. Factors that may cause variation include changes in infiltration and water use patterns. Average monthly flow rates from 2015 to 2020 as recorded at the treatment facility are shown in Figure 4-5. Flow rates are consistent with data from prior years. The annual average flow is 4.0 MGD, while the flow during the spring and early summer is approximately 4.2 MGD. Late summer and fall flows are lower at about 3.9 MGD. The increased flows in the spring may be caused by a higher groundwater table.

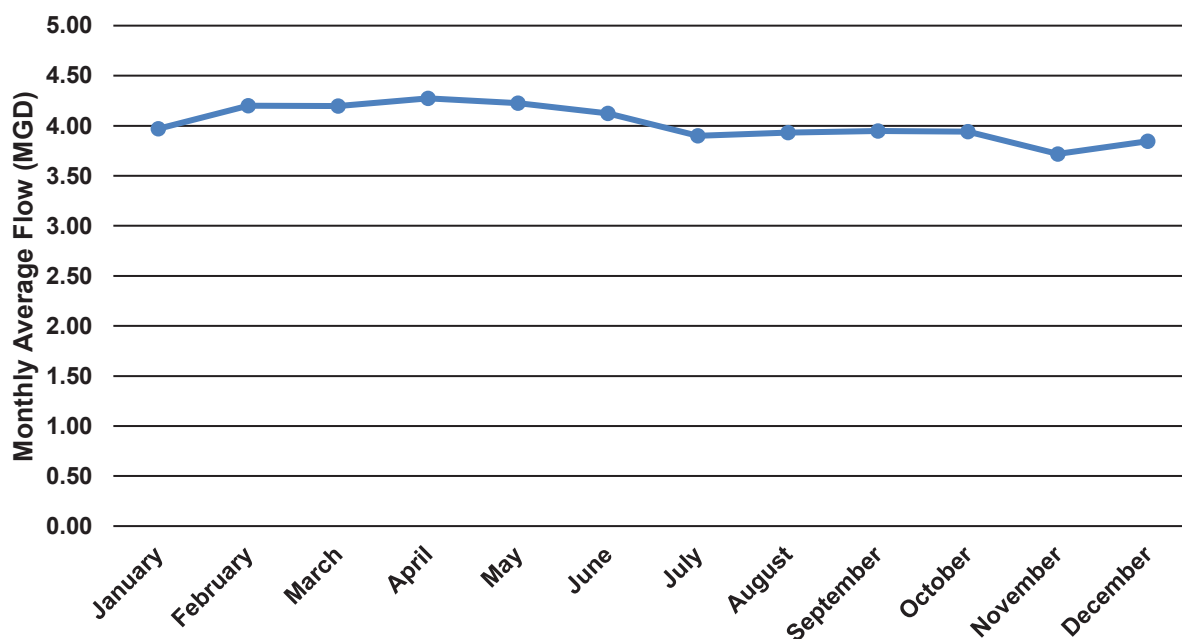


Figure 4-5: Annual Flow Variation (2015 – 2020)

LONG TERM FLOW VARIATION

Average annual wastewater flows vary somewhat from year to year. The most predictable changes in average annual flows are typically associated with changes in population and/or changes in weather patterns that last several years. The wastewater flow history for the Murray City service area from 2015 to 2020 is shown on Figure 4-4. Historic data presents a relatively stable trend with the most significant flow peaks caused by weather events.

INFILTRATION AND INFLOW (I&I)

Infiltration and inflow (commonly referred to as I&I) can contribute significantly to the flow within wastewater collection system pipes. Infiltration is defined as groundwater which enters a sewer system through joints and cracks in pipes, manholes, and building connections. It tends to be relatively constant, although it can change seasonally or annually based on groundwater levels. Inflow is defined as surface water that enters a sewer system (including building connections) through roof, basement, foundation, yard, and area drains. Inflow may also come from cooling water discharges, manhole covers, and cross connections from storm drains. Inflow events occur suddenly as a consequence of storm events. Wastewater collection system pipes must

have adequate capacity to handle both infiltration and inflow. The following subsections describe the extent of infiltration and inflow in the Murray wastewater collection system.

Infiltration

Infiltration is defined as groundwater which enters a sewer system through pipe joints, cracks in the pipe, and leaks in manholes or building connections. Infiltration rates typically fluctuate throughout the year depending on the level of the groundwater table. Some cities, particularly in the western United States where irrigation is commonly practiced, are subject to significant increases in infiltration during the irrigation season. Sewers constructed near irrigation canals, rivers, or streams are especially prone to infiltration.

The amount of infiltration was estimated by analyzing winter water use. During the winter, nearly all of the water delivered by the public water system is used indoors and passes into the wastewater collection system. Table 4-1 shows the average difference between billed winter water use data and flow to the treatment plant.

Table 4-1
WWTP Flows vs. Billed Usage Data (2017 – 2019)

Month	Average Billed Use (MGD)	Average WWTP Flow (MGD)	Difference (MGD)
December	3.19	3.82	0.63
January	3.35	4.02	0.67
February	3.69	4.19	0.50

Available data suggests that infiltration occurs at a rate of about 0.6 MGD.

Changes in weather patterns can result in changes in infiltration and water use patterns. Decreased precipitation may result in lower groundwater table levels and less infiltration. Water conservation measures implemented during droughts may result in reduction in both indoor and outdoor water use. A reduction in indoor use results in less domestic wastewater. A reduction in outside use for watering lawns and gardens may lead to a lower groundwater table and less infiltration.

Inflow

Inflow is defined as surface water that enters a sewer system (including building connections) through roof, basement, foundation, yard, and area drains. Inflow may also come from cooling water discharges, manhole covers, and cross connections from storm drains. To evaluate inflow in the Murray City sewer system, wastewater flow records were reviewed for several time periods with significant rainfall events and for time periods with no precipitation. Precipitation data from the Salt Lake City International Airport was used because it included hourly data and a full record for the study period. While it is recognized that the airport is several miles from Murray City, the airport data is the best data available.

For typical storm events, it was observed that the peak flow rate recorded immediately after the storm was about 1 MGD higher than the peaks the day before and after. After analyzing the flow data and discussing with City personnel, it was decided that a 1.0 MGD inflow event on top of the dry weather diurnal curve would represent the design flow for the model.

EXTRAORDINARY FLOWS

Extraordinary flows include flow anomalies such as holidays. Some communities experience higher flows or unusual peaks on Thanksgiving, Christmas, Super Bowl Sunday, or other similar events. Evaluation of the timing and magnitude of these extraordinary flows indicated that none of the flows exceeded the typical peak flow during a storm event. Therefore, when considering extraordinary flows, no special adjustments to the model were required to represent the projected peak flow situation for Murray City.

UNIT FLOWS

For purposes of this master plan, unit flows are defined as the flows in the sewer system attributable to one ERU.

Residential

Residential wastewater flows are the flows discharged by the plumbing system of a typical residence. Residential wastewater consists of the discharges from sinks, bathtubs, showers, and toilets. Residential winter time drinking water meter data by location was available for Murray City. City wide winter time drinking water use correlated with city wide wastewater flow data if an allowance for infiltration was applied.

Winter water use data was used to determine the approximate proportion of sewer flows attributable to each ERU. Customer water meter locations were used to locate these flows throughout the model. Based on the water use data, the level of service in the Murray wastewater collection system has been defined as 175 gpd/ERU.

Non-Residential

Commercial, institutional, and industrial (referred to as non-residential) wastewater flows typically vary from residential flows both in terms of quantity and diurnal pattern. For this Master Plan, the non-residential wastewater flows were developed the same way residential wastewater flows were developed as described above. Demands for customers with high water use were expressed as multiple ERUs.

CHAPTER 5 WASTEWATER FLOW PROJECTIONS

FLOW PROJECTIONS

For purposes of this master plan, “loading” is defined as the allocation of flows to a wastewater system or model. Flow projections for this Master Plan were made as follows:

- Winter water use data was used to determine flow projections for residential and commercial areas.
- Areas with anticipated redevelopment were assigned a density in units per acre based on City Code and input from City personnel. For these areas loading in the model was allocated at the level of service of 175 gpd per unit. This is based on winter water use data and standard water use patterns for new residential developments.

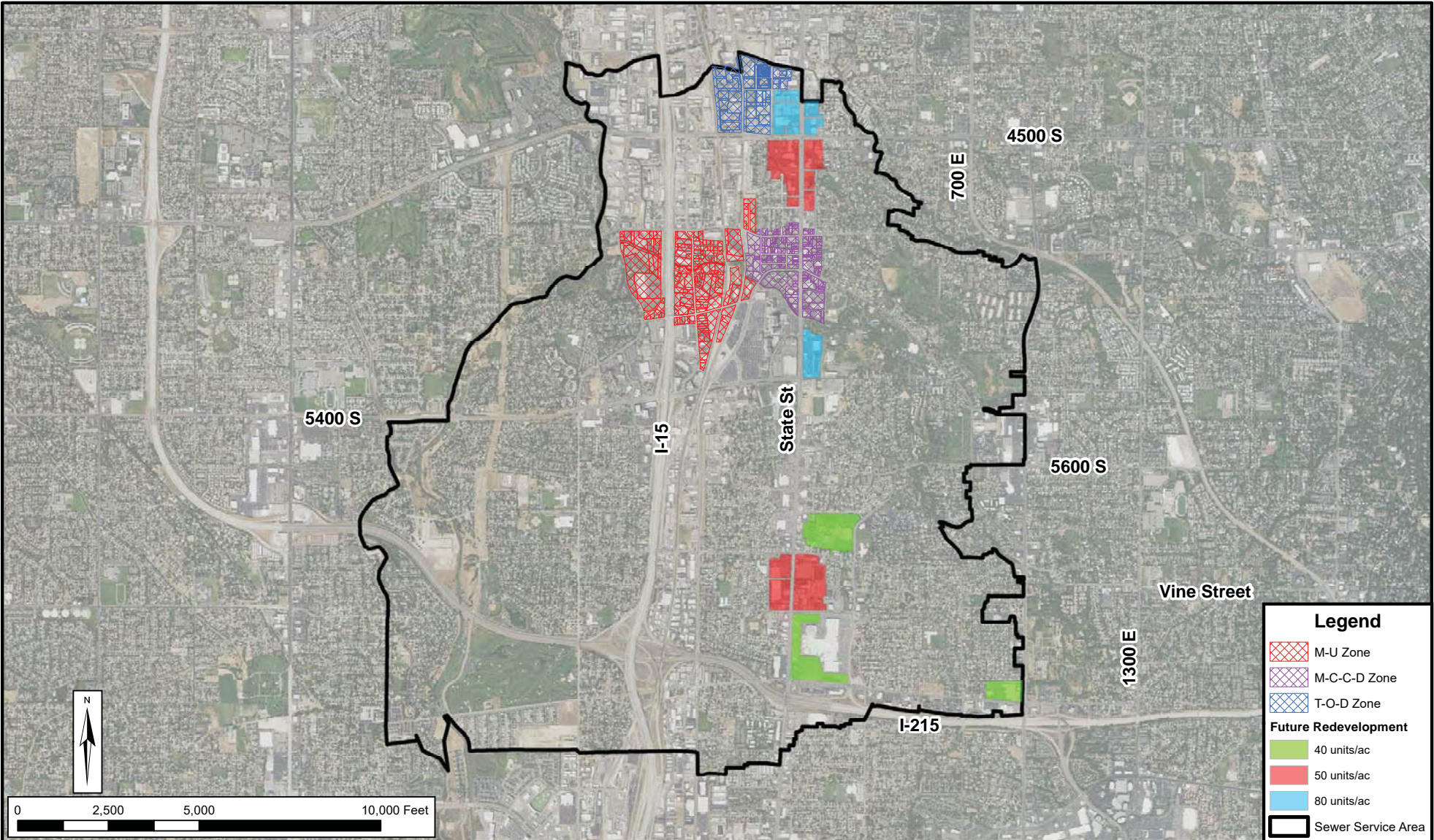
Figure 5-1 shows projected areas of redevelopment and associated densities. Included on this figure are the Mixed-Use (M-U) Zone, Murray City Center District (M-C-C-D), and the Transit-Oriented Development (T-O-D) Zone. These areas are zoned to allow for high-density redevelopment. Other areas likely to experience redevelopment were also defined based on input from City planning staff. Table 5-1 summarizes the projected wastewater flows by area.

Table 5-1
Unit Wastewater Flow Projections by Area

Area	Average Wastewater Flow (gpd/acre)
Single Family Residential	600
Commercial	570
M-U, M-C-C-D, and T-O-D Zones – 100 units/acre	17,500
Redevelopment – 80 units/acre	14,000
Redevelopment – 50 units/acre	8,750
Redevelopment – 40 units/acre	7,000

Table 5-2 shows the existing and future average daily flow and peak daily flow assumed for the wastewater collection system hydraulic model if redevelopment occurs as shown in Figure 5-1. It may be observed that additional anticipated loading from the high-density redevelopment zones would more than double the current loading. Infiltration from groundwater and inflow from precipitation are not expected to change significantly.

Date: 12/9/2020
Document Path: H:\Projects\026 - Murray City\14_130 Wastewater Master Plan\GIS\Working\Figure 5-1 Projected Redevelopment.mxd



**MURRAY CITY WASTEWATER COLLECTION
SYSTEM MASTER PLAN**

PROJECTED REDEVELOPMENT

**FIGURE
5-1**

**Table 5-2
Existing and Future Flow Projections**

Loading Parameter	Modeled Projected Flow (MGD)	
	Average Daily Flow	Peak Daily Flow
Existing Conditions		
Residential and Commercial	3.5	5.4
Infiltration from Groundwater	0.6	0.6
Inflow from Precipitation	1.0	1.0
Total	5.1	7.0
Future Conditions		
Existing Residential and Commercial ¹	3.4	5.3
Infiltration from Groundwater	0.6	0.6
Inflow from Precipitation	1.0	1.0
M-U, M-C-C-D, and T-O-D Zones	4.1	5.7
Other Redevelopment	1.6	2.2
Total	10.7	14.8

1. A slight decrease from existing conditions is shown because existing uses will be replaced by redevelopment

While the actual demand and modeling is based on flow measurements and predicted changes in density, the number of ERUs is provided for reference. Billing data was provided from 2016 through 2018. The number of existing units is based on winter water meter data for existing customers in December 2018. In order to estimate the number of residential ERUs, any billing record with a residential billing code and a 1-inch meter was counted as an ERU. For commercial ERUs, the average commercial demand per connection was divided by the average residential demand per connection. For public facilities, the average demand per connection was divided by the average residential demand per connection. The estimated number of equivalent residential units is provided in Table 5-3.

Table 5-3
Estimated Equivalent Residential Units

Description	ERUs
Existing Conditions	
Residential	8,250
Commercial	5,360
Public Facilities	1,750
Total	15,360
Future Conditions	
Existing Conditions	15,360
M-U, M-C-C-D, and T-O-D Zones	23,430
Other Redevelopment	9,140
Total	47,930

CHAPTER 6 SYSTEM MODELING

MODEL SELECTION

The Autodesk Storm and Sanitary Analysis 2018 software package (SSA) was used for all modeling analysis. SSA uses the EPA Storm Water Management Model (SWMM) software for computations and allows the model to be directly exported to EPA SWMM, which can be used with the EPA's free public software license. This allows the City to utilize the model without the purchase of additional software licenses. Models used for this master plan are included in Appendix B.

MODEL DEVELOPMENT

The Murray City GIS database, survey data, and input from City personnel have been used to build the City's wastewater collection system model. The model has been refined over a number of years as the system has changed and more data has become available.

MODELING CRITERIA

Modeling criteria and parameters were suggested by HAL and reviewed by Murray City. The criteria and parameters adopted for this modeling effort are included in Table 6-1.

Table 6-1
Modeling Criteria

Criteria	Parameter or Assumption
Residential Unit Flows	<ul style="list-style-type: none">As shown in Table 5-1
Non-Residential Unit Flows	<ul style="list-style-type: none">As shown in Table 5-1
Daily Flow Variation	<ul style="list-style-type: none">Flow hydrographs developed from flow monitoring
Annual Flow Variation	<ul style="list-style-type: none">Peak month flow conditions (spring), based on flow data from Central Valley Water Reclamation Facility
Extraordinary Flows	<ul style="list-style-type: none">Magnitude and timing of extraordinary flows did not justify adjustment to the modeled peak flow
Model Calibration	<ul style="list-style-type: none">Model was calibrated to match table 5-2 for CVWRF flows and flows measured at key locations within the City
Planning Period	<ul style="list-style-type: none">To year 2060 based on zoning and projected redevelopment
Pipe	<ul style="list-style-type: none">Roughness Coefficient – Gravity Sewer – $n = 0.013$ / Force Main – $C = 130$Minimum Pipe Velocity = 2.0 fpsRecommended Maximum $d/D = 0.70$ for pipe diameters 12 inches and greater and 0.50 for pipe diameters less than 12 inches
Pump Stations	<ul style="list-style-type: none">Discharge equal to incoming flow

MODEL SCENARIOS

Two modeling scenarios were developed and evaluated for the Murray City wastewater collection system as shown in Table 6-2.

Table 6-2
Modeling Scenarios

Scenario	Description
Existing	The existing scenario was used to identify deficiencies in the wastewater collection system under existing conditions, and was used to establish a baseline for evaluation of future conditions.
Master Plan	This scenario was used to verify the effectiveness of the capital improvements recommended in Chapter 7.

EXISTING DEFICIENCIES AND LIMITATIONS

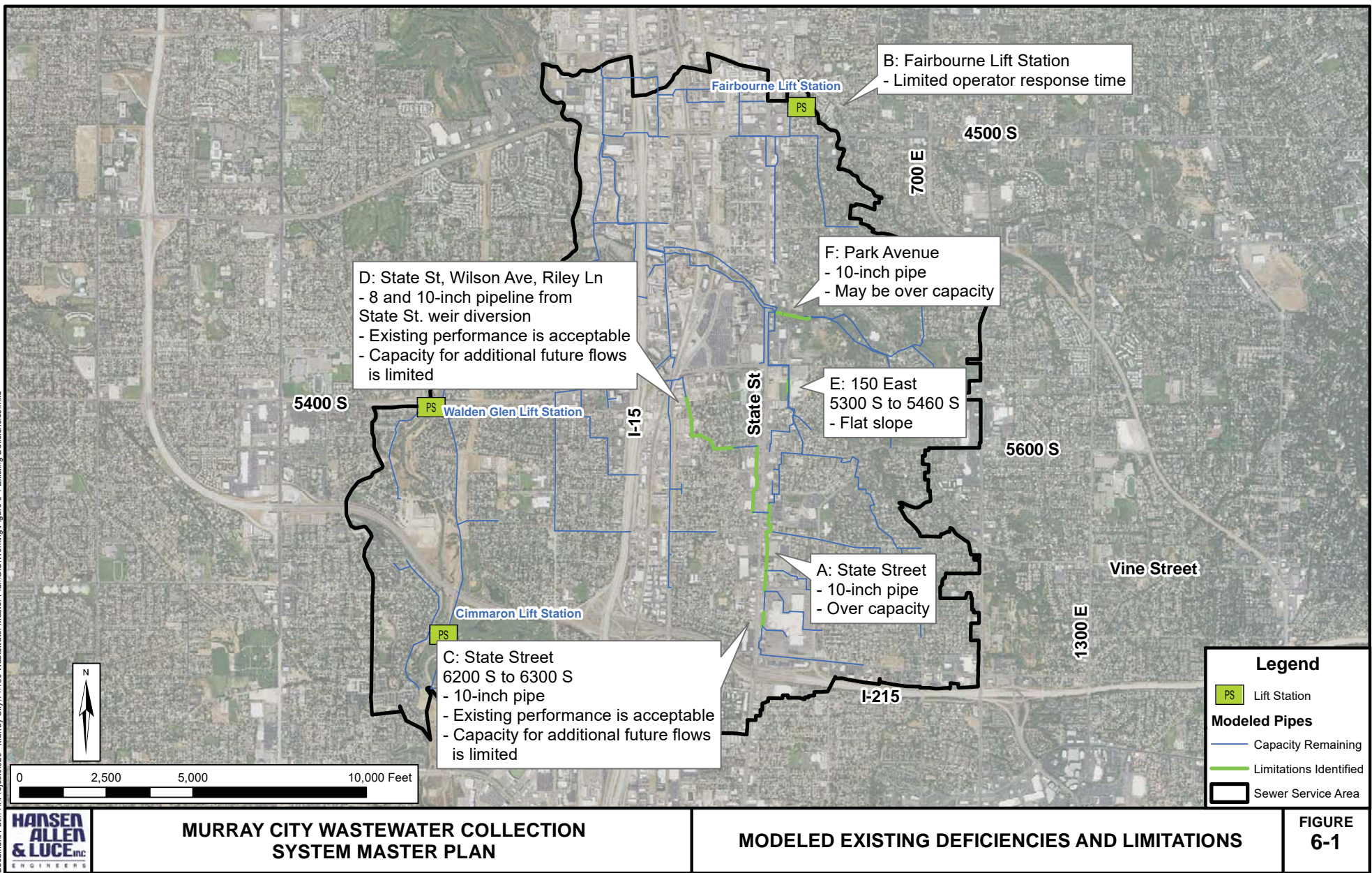
Deficiencies identified in the Existing Scenario model are shown summarized in Table 6-3 and shown on Figure 6-1.

Table 6-3
Existing Deficiencies or Limitations

ID ¹	Location	Description
A	State Street 5800 S to 6000 S	The 10-inch diameter pipe is greater than 70% full and surcharges (exceeds the depth of the pipes within manholes) slightly in a few locations. Problems occur at model pipes P180138, P180137, P180135, P180236, P180316, P180384, P180316, and P180083 (see Appendix B).
B	Fairbourne Lift Station	City personnel have a limited response time if a problem occurs at lift station. Further development within its service area would exacerbate this condition.
C	State Street, 6200 S to 6300 S	The model shows that this section of 10-inch pipeline is at capacity. Existing performance is acceptable, but there is not capacity for future development upstream.
D	State Street, Wilson Ave, and Riley Ln	This section of 8-inch and 10-inch pipeline extends from the weir diversion across State Street north to 5300 S. The model shows that this pipe performs adequately but does not have much capacity for future growth.
E	150 East 5300 S to 5460 S	Flat slope at pipe P70137. The model predicts a hydraulic jump at junction M70148 (see Appendix B), which leads to a d/D ratio slightly higher than 0.75.
F	Murray City Park Park Avenue	The 10-inch diameter pipe is greater than 70% full and surcharges slightly in a few locations. Excessive d/D ratios occur in the model in pipes P70265, P70264, and P70004.

1. See IDs on Figure 6-1.

Date: 4/13/2021
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**MURRAY CITY WASTEWATER COLLECTION
SYSTEM MASTER PLAN**

MODELED EXISTING DEFICIENCIES AND LIMITATIONS

**FIGURE
6-1**

RECOMMENDED ACTIONS - EXISTING

Table 6-4 is a summary of recommended actions to address the deficiencies and limitations identified in this chapter.

Table 6-4
Recommendations for Existing Limitations

ID ¹	Location	Recommendation
A	State Street 5800 S to 6100 S	Replace this pipeline with a 15-inch diameter pipeline. Detailed recommendations are included in Chapter 7.
B	Fairbourne Lift Station	Divert some flow away from the Fairbourne Lift Station prior to allowing substantial redevelopment to occur within its service area. The recommended project to accomplish this is included in Chapter 7.
C	State Street, 6200 S to 6300 S	Monitor flow periodically to verify condition. Replace this section of pipe with 15-inch diameter pipeline prior to allowing substantial redevelopment upstream. Detailed recommendations are included in Chapter 7.
D	State Street, Wilson Ave, and Riley Ln	Monitor flow periodically to verify condition. Problems are not expected except possibly when stormwater inflow causes high peak flows.
E	150 East 5300 S to 5460 S	Monitor flow periodically to verify condition. Replacement will be needed only if monitoring indicates poor performance.
F	Murray City Park Park Avenue	Periodically monitor this pipe to verify flow conditions. Replacement will be needed if monitoring indicates poor performance or if substantial redevelopment occurs upstream.

1. See IDs on Figure 6-1.

FUTURE LIMITATIONS

The future model indicated several pipelines that would not adequately convey the projected future wastewater flow requirement (if redevelopment occurs as is anticipated by the City's planning department and shown in Figure 5-1). Recommended capital projects to address these issues are discussed in detail in Chapter 7.

CHAPTER 7 CAPITAL IMPROVEMENT PLAN

GROWTH PROJECTIONS

Historic population data from the United States Census Bureau and population projections from the Utah Governor's Office of Management and Budget were evaluated and used to make population projections for this study. Future projections were scaled down to account for lower-than-expected growth during the 2010 – 2020 decade. However, substantial growth is expected to occur through 2060 which was selected as the planning horizon for this study. Figure 7-1 shows historic and projected population estimates used for this study.

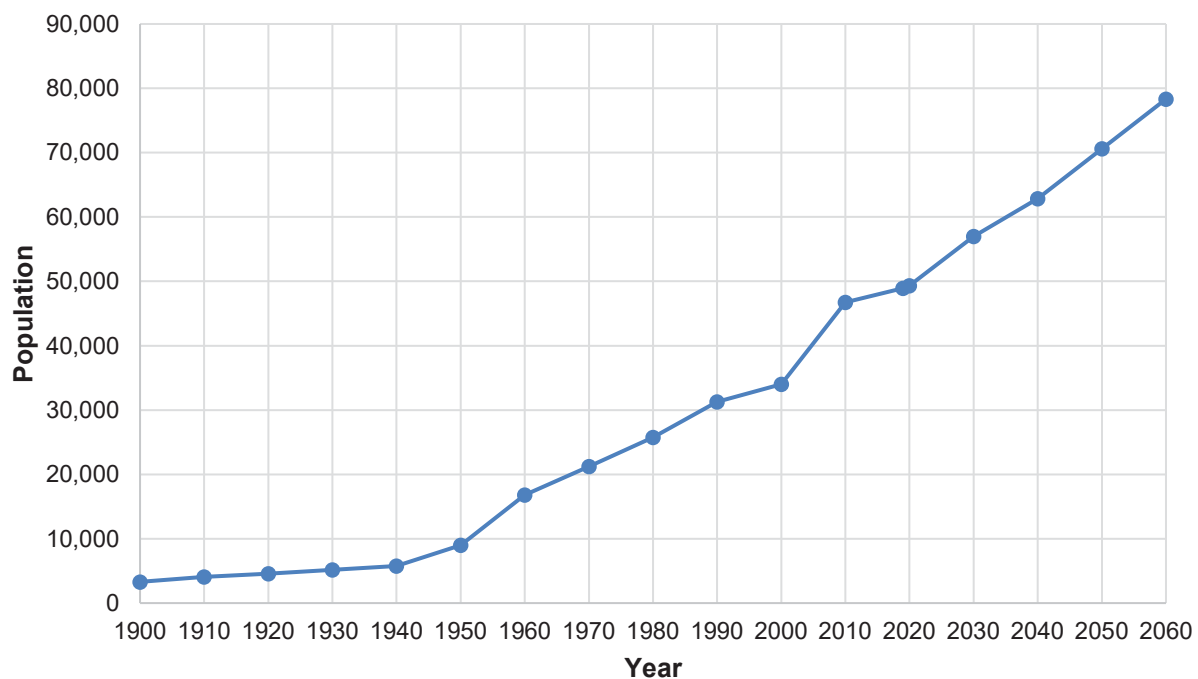


Figure 7-1: Historic and Projected Population

The Murray City planning department together with HAL and the Murray City Wastewater Division worked to identify the timing of growth and redevelopment projected to occur within the City (as discussed in Chapter 5). The projected timing of the development of these areas is shown on Figure 7-2. These projections are based on development concepts and interests known to the City, population projections, zoning code, and commonly accepted planning principles. These projections were used to assist the City in prioritizing future capital projects.

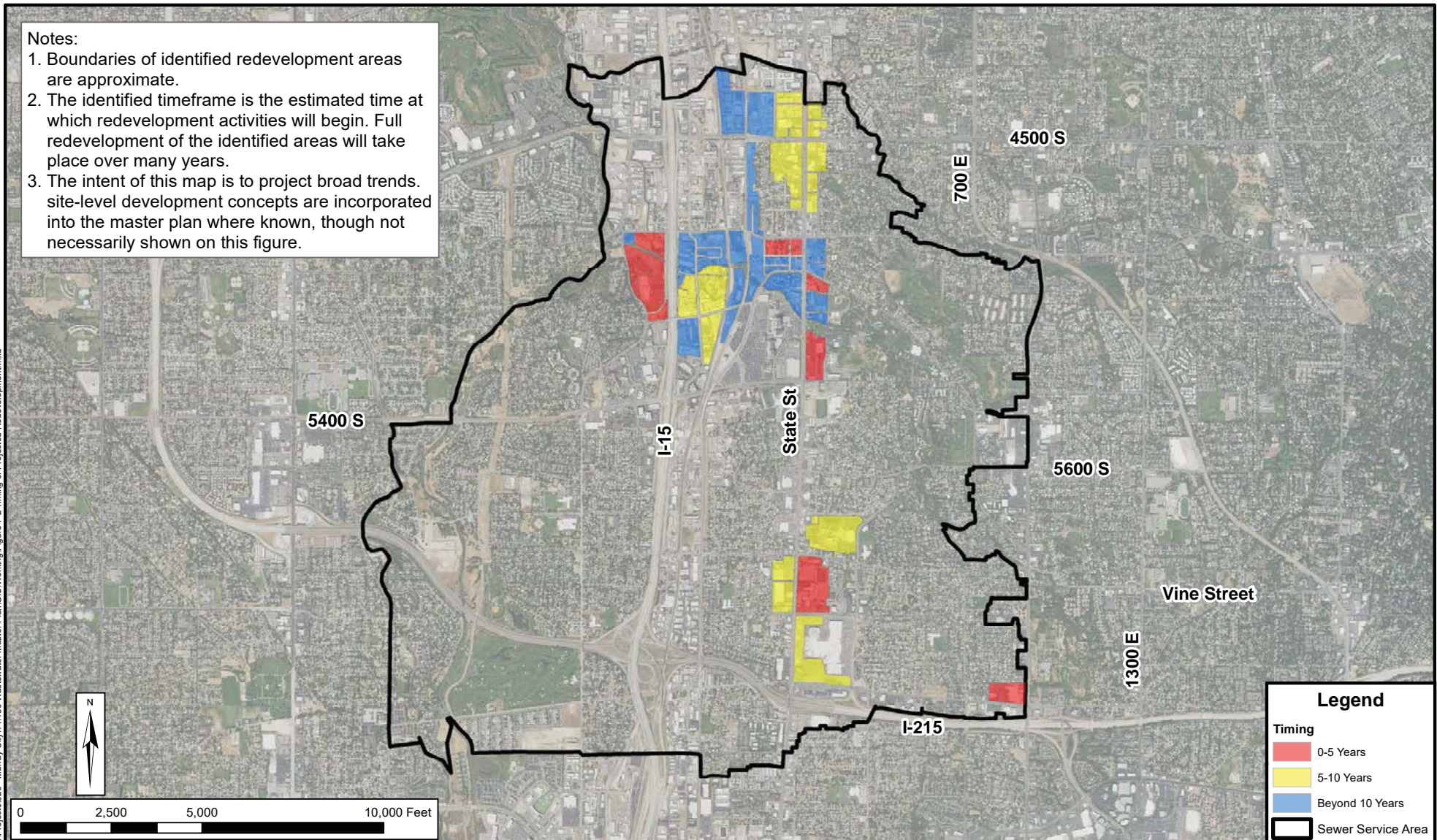
COST ESTIMATES

The following were considered when developing the recommended projects:

- Input from operations personnel and City management
- Priority indicated by modeling efforts
- Expected pace and timing of developments
- Historic project cost estimates

Notes:

1. Boundaries of identified redevelopment areas are approximate.
2. The identified timeframe is the estimated time at which redevelopment activities will begin. Full redevelopment of the identified areas will take place over many years.
3. The intent of this map is to project broad trends. site-level development concepts are incorporated into the master plan where known, though not necessarily shown on this figure.



Legend

Timing

- 0-5 Years
- 5-10 Years
- Beyond 10 Years
- Sewer Service Area

Typical representative unit costs were used to develop the project construction cost estimates. Sources of typical unit costs included HAL's bid tabulation records for similar recent projects in Utah and the RS Means 2020 Heavy Construction Cost Index. Murray City project costs were also used when available and applicable. Project cost estimates and related material are included in Appendix C.

Precision of Cost Estimates

When considering cost estimates there are several levels or degrees of precision depending on the purpose of the estimate and the percentage of detailed design that has been completed. The following levels of precision are typical:

<u>Type of Estimate</u>	<u>Precision</u>
Master Plan	-50% to +100%
Preliminary Design	-30% to +50%
Final Design or Bid	-10% to +10%

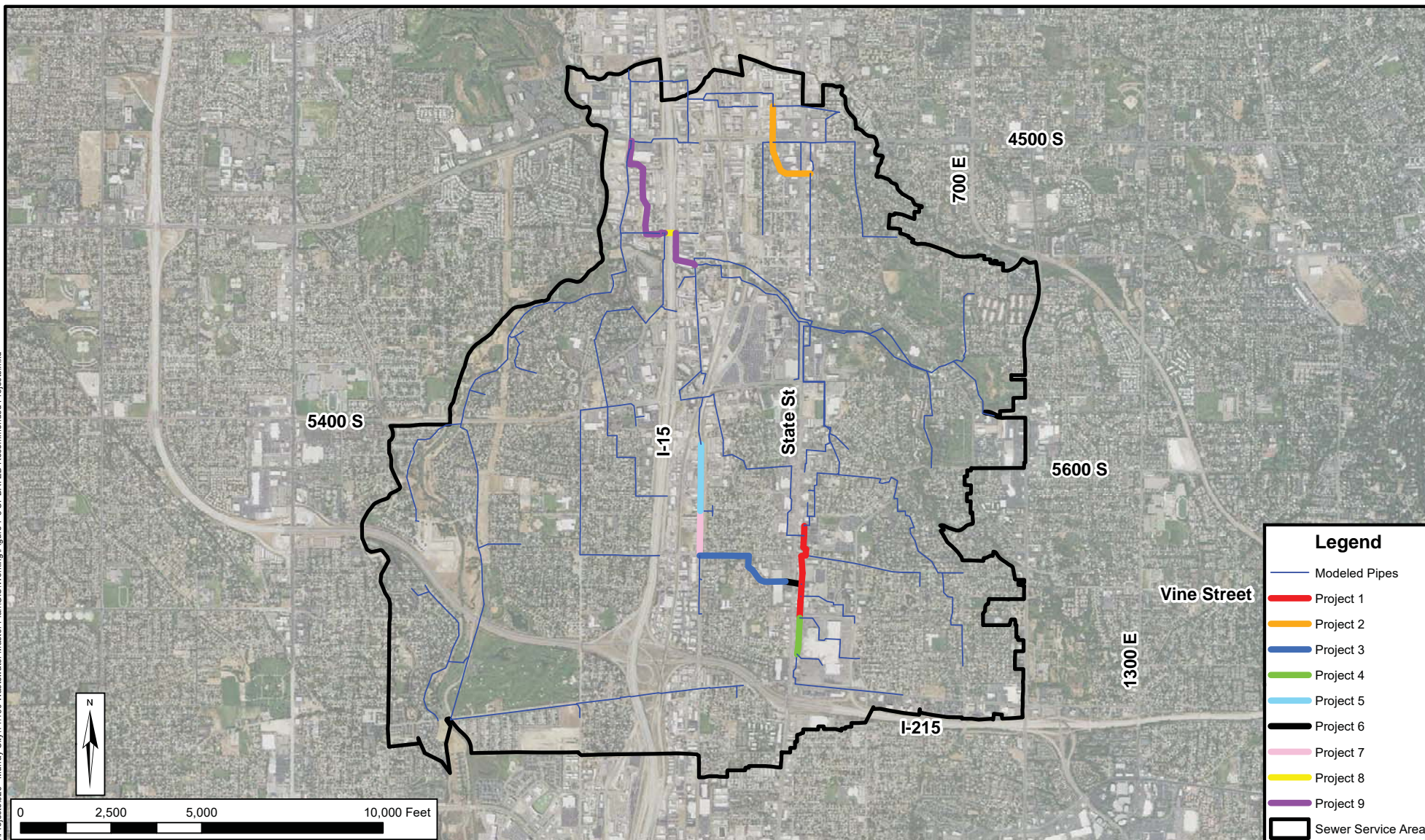
For example, at the master plan level (conceptual or feasibility design level), if a project is estimated to cost \$1,000,000, then the final cost of the project would be expected to range between approximately \$500,000 and \$2,000,000. While this may not seem precise, the purpose of master planning is to develop general sizing, location, cost and scheduling information on a number of individual projects that may be designed and constructed over a period of many years. Master planning also typically includes the selection of common design criteria to help ensure uniformity and compatibility among future individual projects. Details such as the exact capacity of individual projects, the level of redundancy, the location of facilities, the cost of land and easements, the construction methodology, the time of construction, interest and inflation rates, permitting requirements, etc., are typically developed during the more detailed levels of design.

At the preliminary design level, some of the aforementioned information will have been developed. Major design decisions such as the size of facilities, selection of facility sites, pipeline alignments and depths, and the selection of the types of equipment and material to be used during construction will typically have been made. At this level of design, the final cost for the same \$1,000,000 project would be expected to range between approximately \$700,000 and \$1,500,000.

After the project has been designed, and is ready to bid, all design plans and technical specifications will have been completed and nearly all of the significant details about the project should be known. At this level of design, the final cost for the same \$1,000,000 project would be expected to range between approximately \$900,000 and \$1,100,000.

RECOMMENDED GROWTH-RELATED PROJECTS

Recommended projects are shown on Figure 7-3. Figure 7-4 is provided to show additional details related to Project 2. Table 7-1 includes a brief description of the recommended project, the motivation for the project, and an approximate phasing year for the project.



Legend	
—	Modeled Pipes
—	Project 1
—	Project 2
—	Project 3
—	Project 4
—	Project 5
—	Project 6
—	Project 7
—	Project 8
—	Project 9
	Sewer Service Area

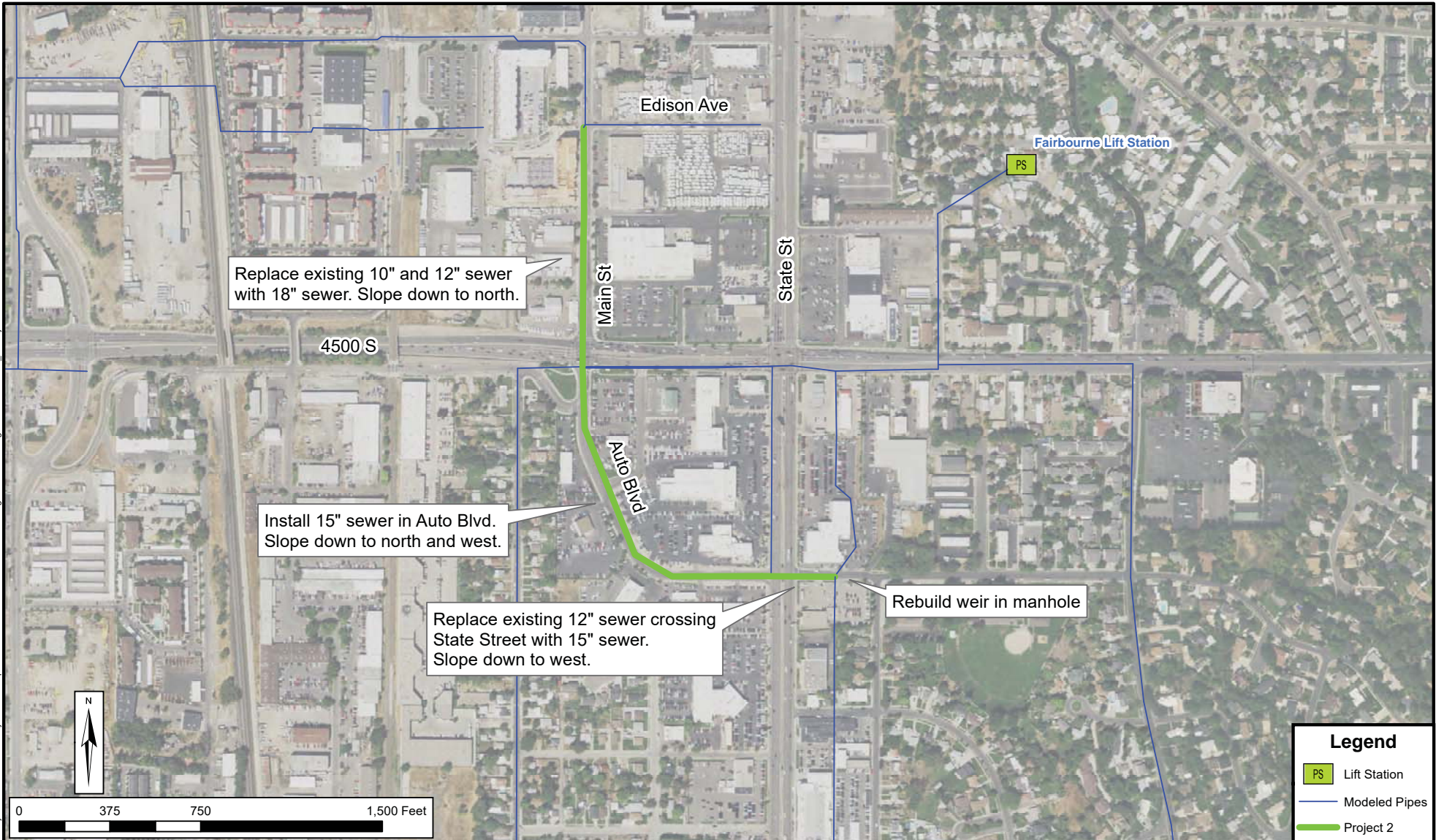


MURRAY CITY WASTEWATER COLLECTION SYSTEM MASTER PLAN

RECOMMENDED PROJECTS

**FIGURE
7-3**

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**Table 7-1
Timing and Need for Recommended Projects**

ID ¹	Location	Need for Project	Estimated Phasing Year
1	State Street, 5800 S to 6100 S	Existing deficiency and expected future growth	2021
2	State Street, Auto Blvd, and Main Street	The model indicates that this project is necessary prior to the construction of approximately 1,050 ERUs upstream of the 10-inch diameter section of pipe in Main Street, or to the construction of a substantial number of additional units upstream of the Fairbourne Lift Station (response time at the Fairbourne Lift Station is limited). This project will divert flow away from the Fairbourne Lift Station and improve system reliability.	2025 - 2030
3	Approx. 5900 S, State St to 300 W	Additional capacity will be needed to support anticipated redevelopment on the site of the Fashion Place Mall and the west side of State Street. This project is development-driven.	2025 - 2030
4	State Street, 6100 to 6200 S	The 10-inch pipeline on the west side of Fashion Place Mall does not have capacity for additional growth. When redevelopment occurs on the Fashion Place site, the pipeline will need to be replaced with a larger pipe to accommodate growth. This project is driven by growth on the Fashion Place site, and its exact configuration will depend on proposed development plans.	2025 - 2030
5	300 W, 5500 S to 5800 S	This section of pipe must be replaced with 15-inch diameter pipeline prior to the construction of approximately 1,050 ERUs upstream. It should not be constructed later than Project 6. This project is development-driven.	Beyond 2030
6	Approx. 5900 S, State Street	A weir diversion across State Street will be needed to support redevelopment to the south. This project will be needed prior to the construction of 2,700 additional ERCs south of Murray Park and east of State Street. Timing may need to be adjusted to accommodate UDOT restrictions.	Beyond 2030
7	300 W, 5800 to 5900 S	Additional capacity will be needed in this pipeline at the time the weir diversion in Project 6 becomes necessary, or possibly before if high-intensity redevelopment takes place west of State Street.	Beyond 2030
8	4800 S and I-15	A low spot exists under I-15. The model indicates that this section of pipe should be replaced prior to the construction of approximately 5,000 additional upstream ERUs to avoid surcharging and tailwater effects.	Beyond 2030
9	500 W, 4800 S, and Cherry Street	The model indicates that this pipeline should be replaced prior to the construction of approximately 12,000 additional upstream ERUs to avoid surcharging and tailwater effects.	Beyond 2030

1. See ID numbers on Figure 7-3.

Estimated costs for the projects in Table 7-1 are summarized in Table 7-2.

**Table 7-2
Preliminary Project Cost Estimates**

ID¹	Location	Components	Cost Estimate
1	State Street, 5800 S to 6100 S	<ul style="list-style-type: none"> • 2600 ft of 15" pipeline 	\$1,326,000
2	State Street, Auto Blvd, and Main Street	<ul style="list-style-type: none"> • 1700 ft of 15" pipeline • 1000 ft of 18" pipeline • Rebuild weir diversion manhole • Cross State St. and 4500 S 	\$1,599,000
3	Approx. 5900 S, State St to 300 W	<ul style="list-style-type: none"> • 2900 ft of 12" pipeline 	\$1,375,000
4	State Street, 6100 to 6200 S	<ul style="list-style-type: none"> • 1100 ft of 15" pipeline 	\$561,000
5	300 W, 5500 S to 5800 S	<ul style="list-style-type: none"> • 1850 ft of 15" pipeline 	\$944,000
6	Approx. 5900 S, State Street	<ul style="list-style-type: none"> • 450 ft of 12" pipeline • Weir diversion manhole 	\$249,000
7	300 W, 5800 to 5900 S	<ul style="list-style-type: none"> • 1250 ft of 15" pipeline 	\$638,000
8	4800 S and I-15	<ul style="list-style-type: none"> • 350 ft of 36" pipeline 	\$315,000
9	500 W, 4800 S, and Cherry Street	<ul style="list-style-type: none"> • 4700 ft of 36" pipeline 	\$4,230,000

1. See ID numbers on Figure 7-3.

Table 7-3 shows a summary of costs by time period.

**Table 7-3
Estimated Costs by Time Period**

Time Period	Project Costs
0-5 Years	\$1,326,000
5 – 10 Years	\$3,535,000
Beyond 10 Years	\$6,376,000
Total	\$11,237,000

CHAPTER 8 OPERATIONS AND MAINTENANCE

This chapter summarizes operations and maintenance practices currently employed by Murray City and discusses recommendations for continued operation and maintenance of the wastewater collection system.

FLOW MONITORING PROGRAM

The City currently maintains a portable wastewater flow meter and uses it to measure and record flows throughout the system. This flow monitoring program is critical in that it allows the system operators to verify the effects of growth and development on the sewer system and to verify that the results of the hydraulic model are accurate. Flow monitoring also allows operators to view the performance of the system and gives them the ability to observe changes in the system, including those that may be unexpected. Continued flow monitoring is recommended.

ASSET MANAGEMENT

The older portions of the Murray City sewer system are reported to be approximately 100 years old. The typical design life for a sanitary sewer is between 50 and 100 years. Factors affecting design life may include pipe material, soil conditions and quality of construction. Because of the variability of these factors, it is difficult to determine the condition of the wastewater collection system based on age alone. Murray City has an Asset Management program and is completing a detailed condition assessment of each line owned by the City using videoing equipment. As deficiencies are located, localized repairs, replacement or other necessary maintenance is being completed. Continued video monitoring and strategic asset management is recommended.

CLEANING

In some reaches of pipe in Murray City, the slope of the pipe is insufficient to provide adequate velocity to prevent deposition of solids. Deposition of solids reduces pipe capacity. Sewers with maintenance problems that currently are being cleaned regularly by the City are included in the Wastewater Collection System Maintenance Problems listed in Appendix D. Continued maintenance is recommended. These sections of pipe should also be considered for replacement as resources allow.

PIPE REHABILITATION

It is often more cost-effective to rehabilitate old sewer pipelines by installing liners inside the pipe than it is to replace them. Lining pipes can increase structural integrity, prevent root intrusion, and decrease infiltration. As such, pipes with corrosion problems, root intrusion problems, or high infiltration should be prioritized for lining.

Operations personnel have compiled a list of pipes that could most benefit from lining. These are included in Appendix D. Lining these pipes is recommended, as resources allow and according to the priorities of the City.

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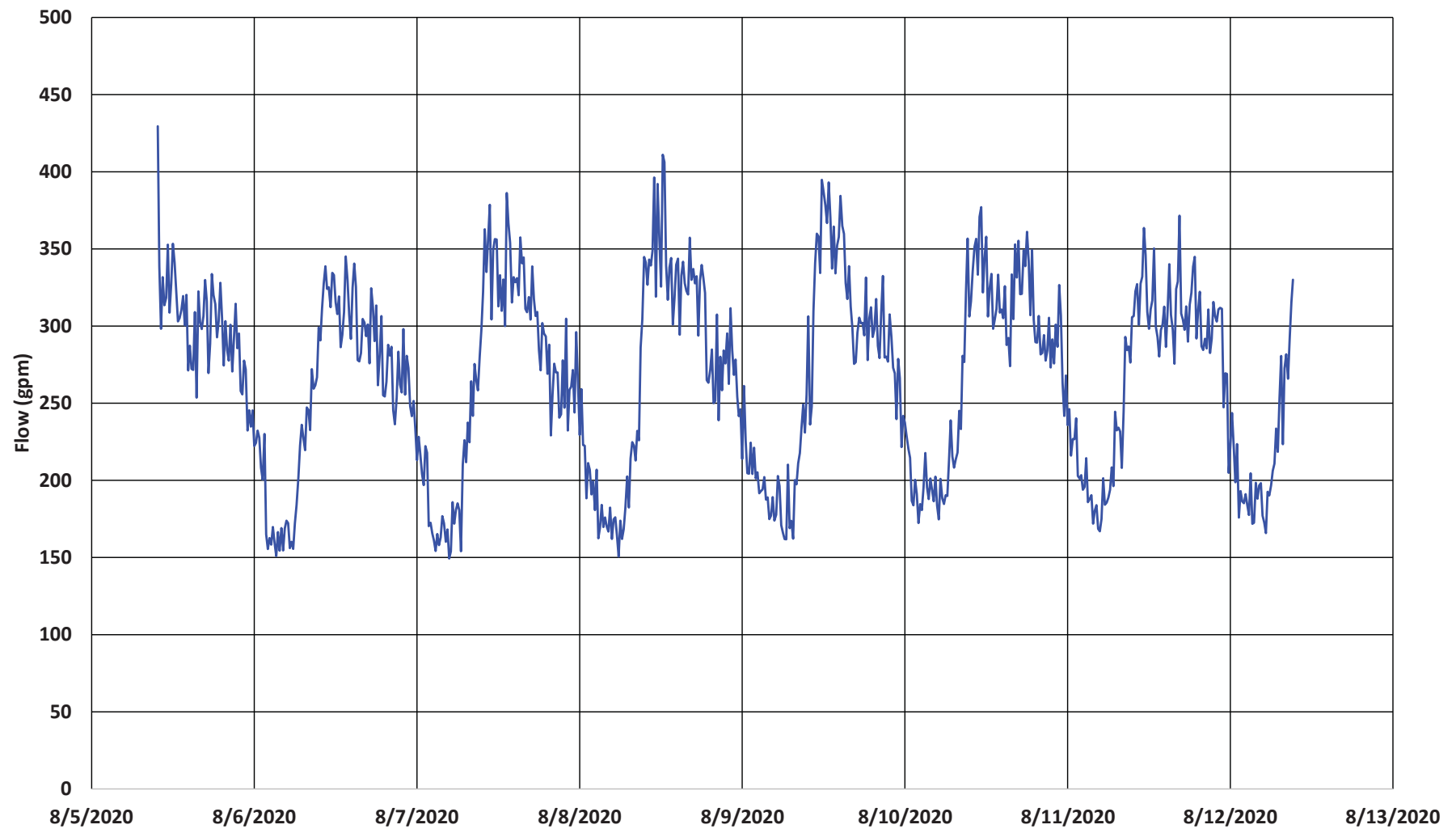
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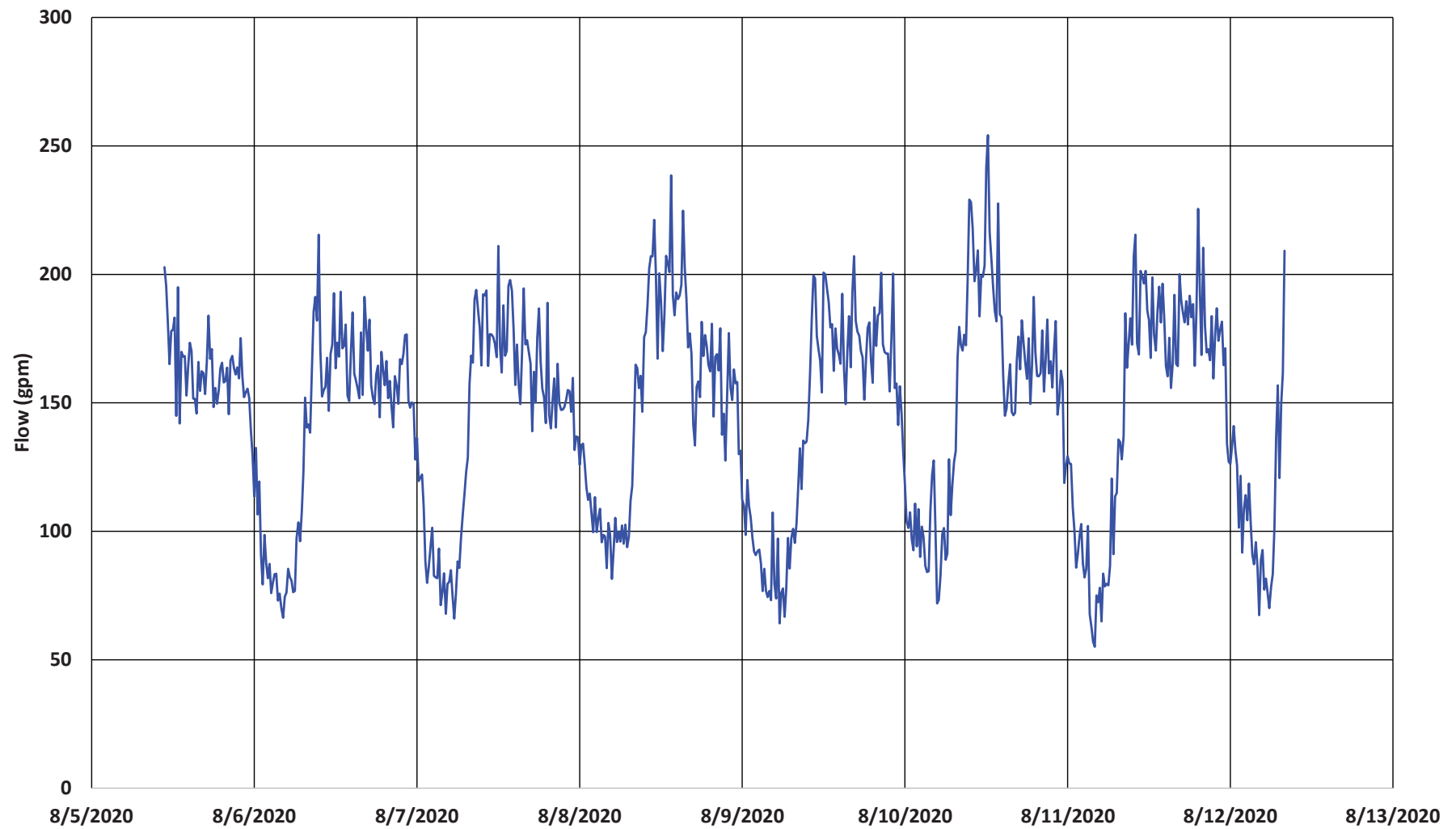
APPENDIX A

Flow Monitoring Data

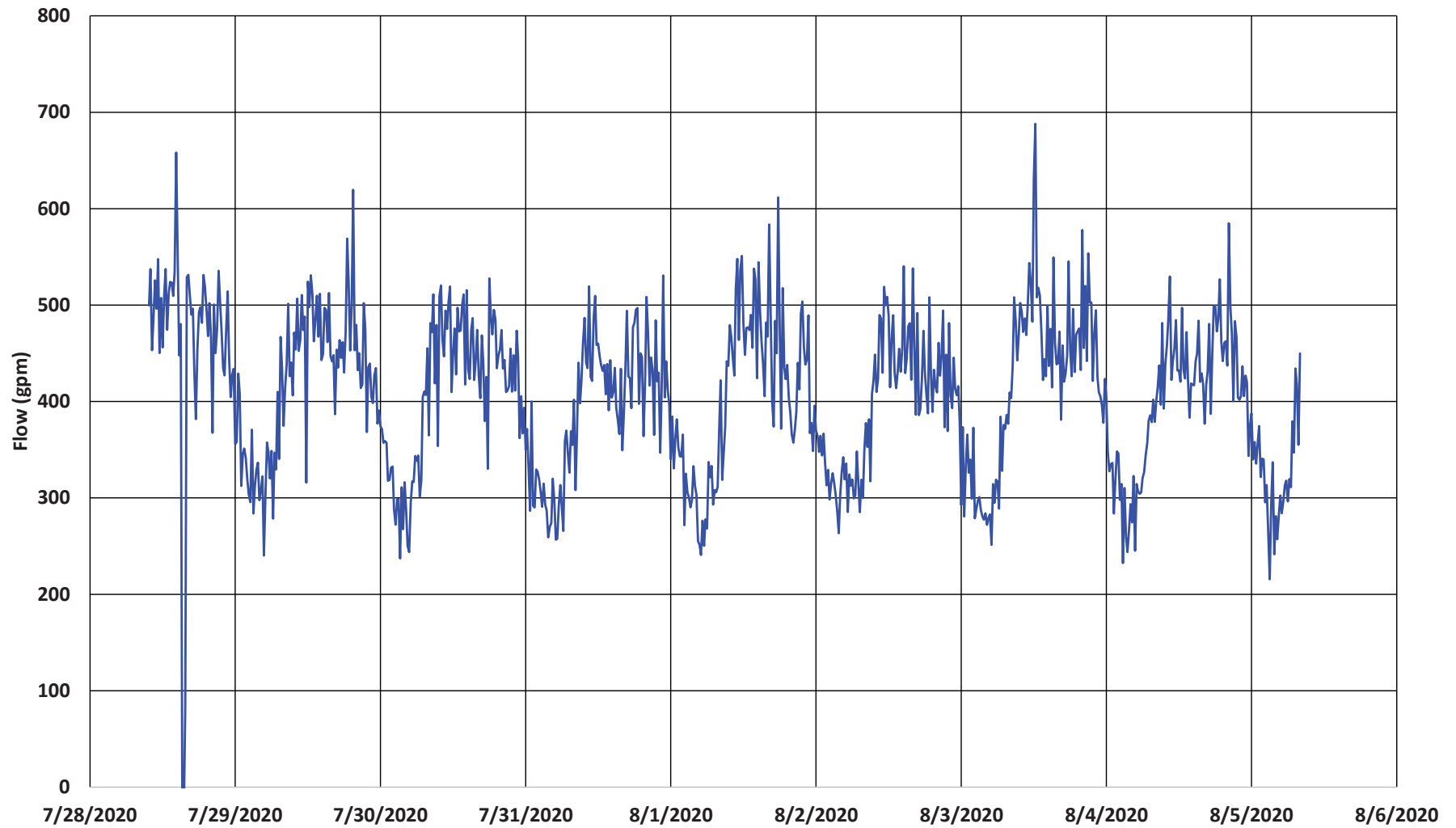
Site location: 242 E Detroit Ave.
Diameter: 14 in
Maximum Flow: 429.5 gpm
Minimum Flow: 149.4 gpm
Average Flow: 266.3 gpm
Peaking Factor: 1.61



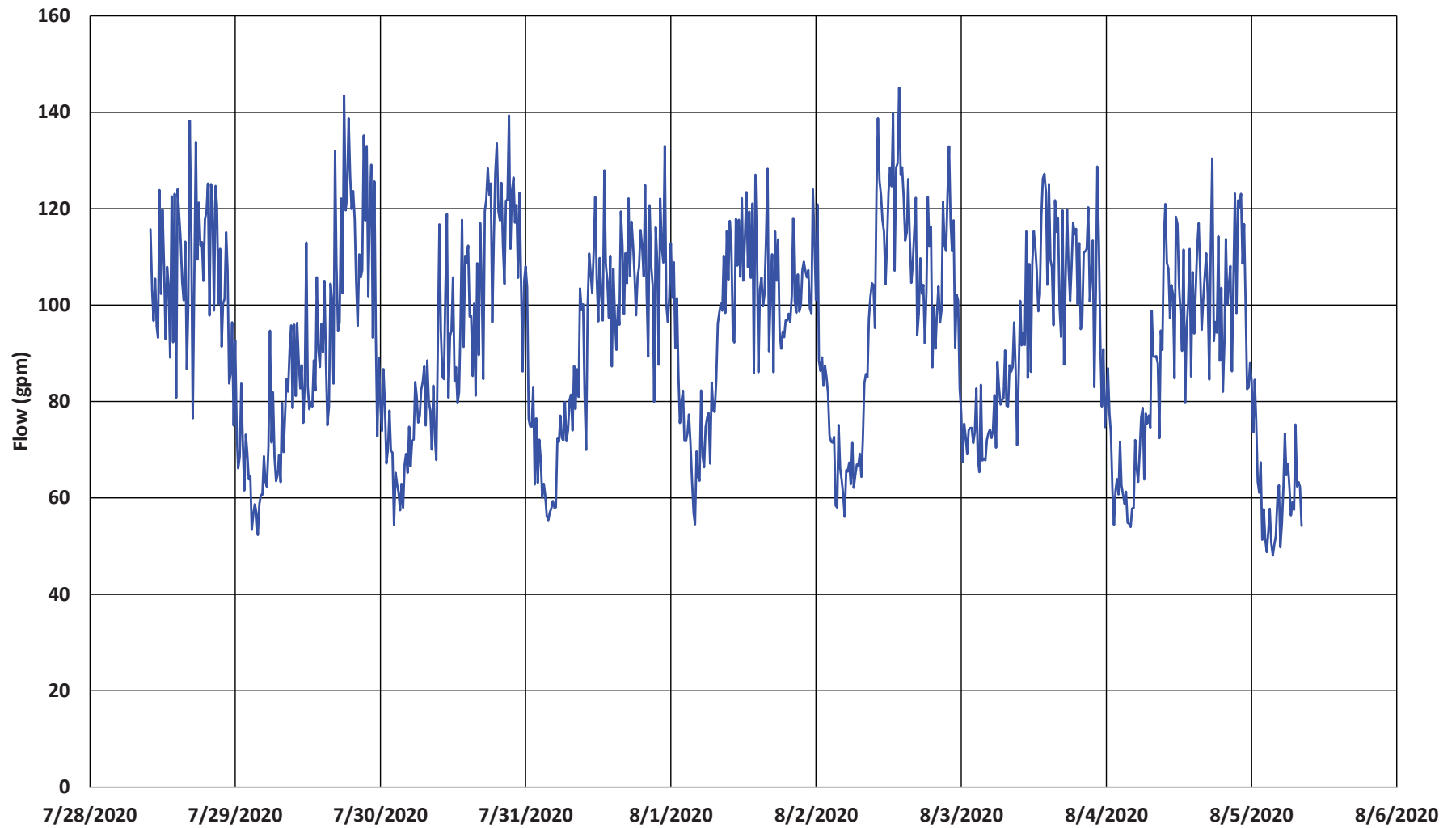
Site location: 5300 S Commerce Ave
Diameter: 21 in
Maximum Flow: 254.2 gpm
Minimum Flow: 55 gpm
Average Flow: 145.9 gpm
Peaking Factor: 1.74



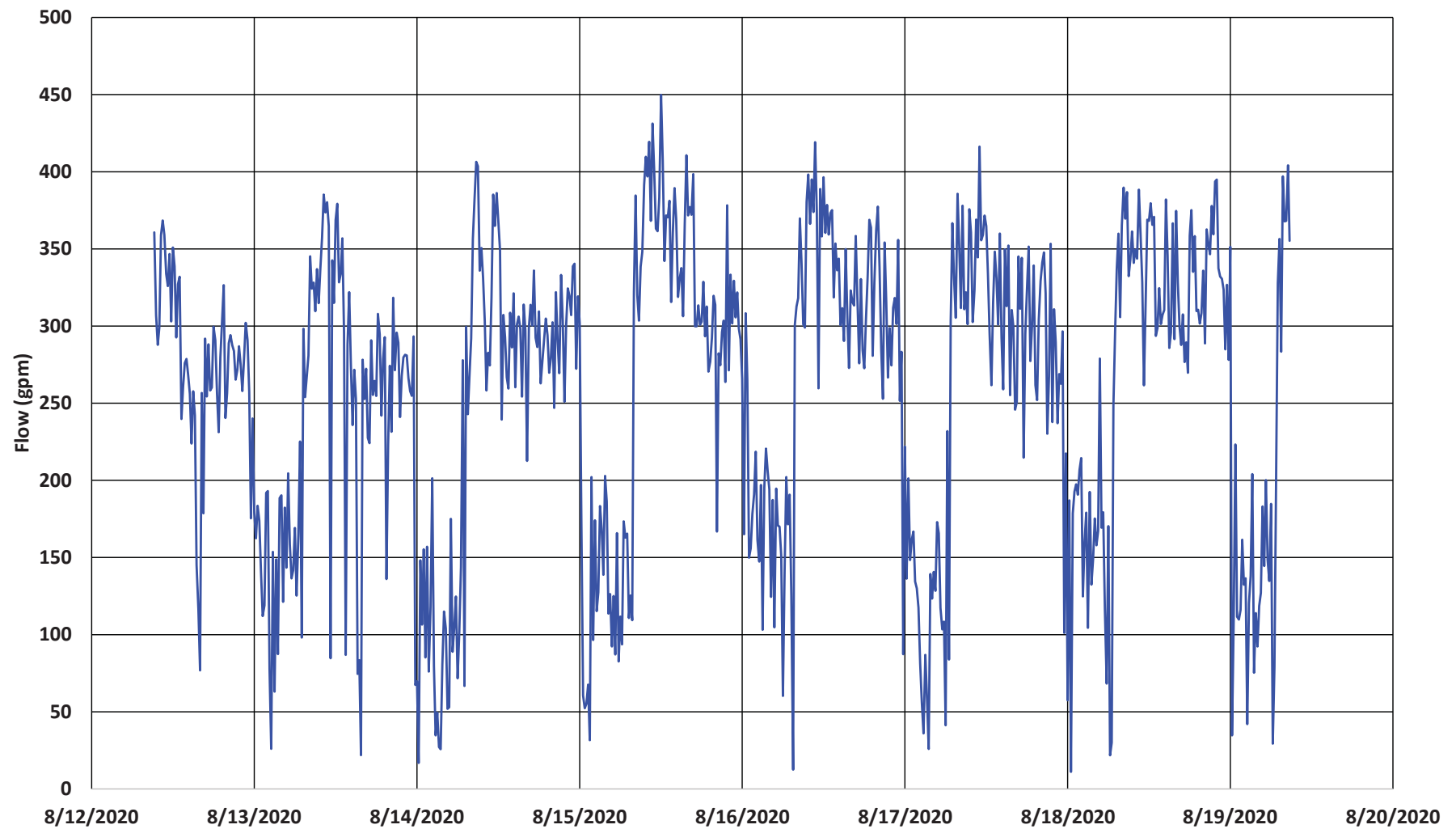
Site location: Fireclay Ave. and Brick Oven Way
Diameter: 24 in
Maximum Flow: 687.9 gpm
Minimum Flow: 215.7 gpm
Average Flow: 406.4 gpm
Peaking Factor: 1.69



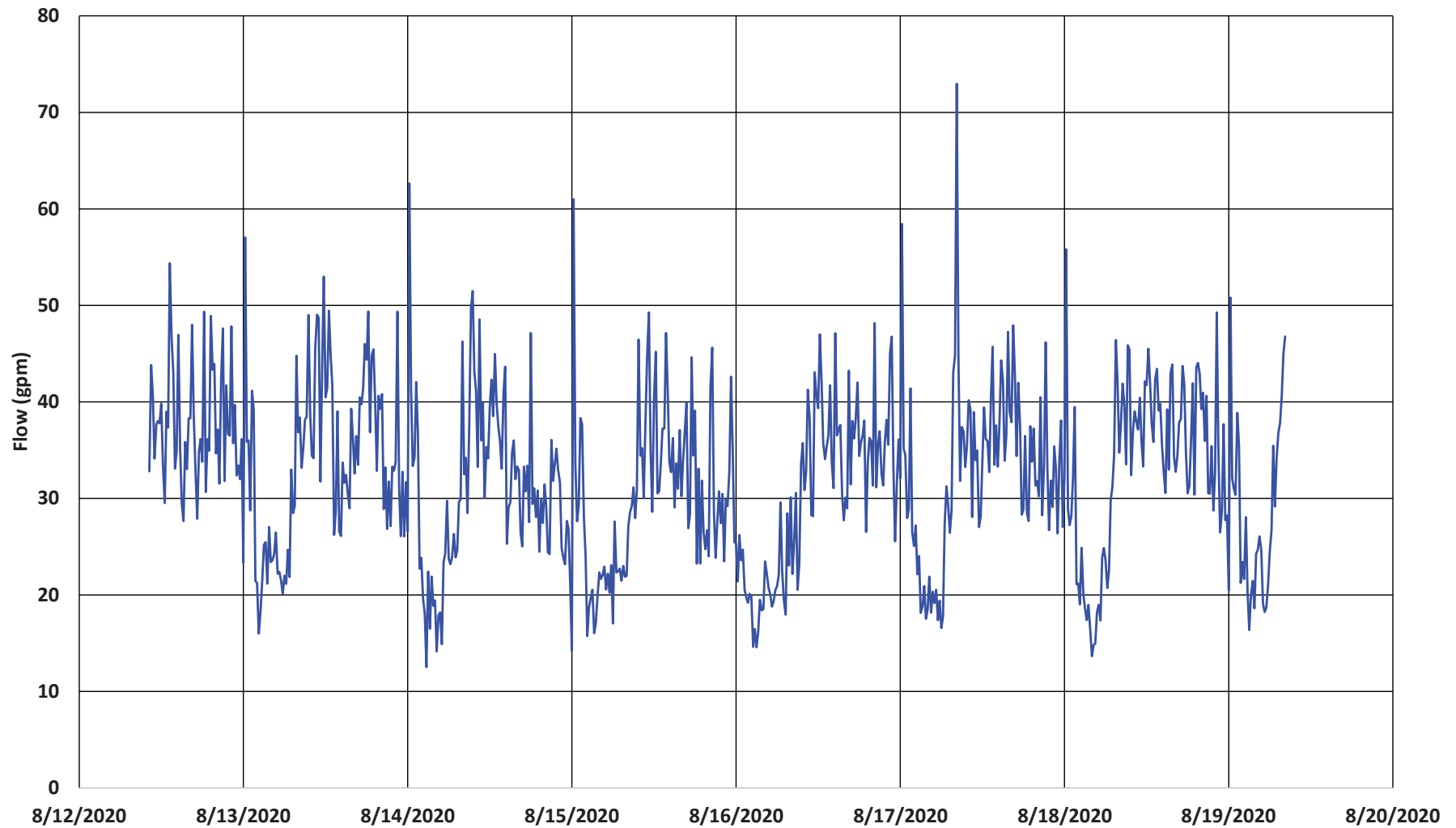
Site location: Fireclay Ave. and Brick Oven Way
Diameter: 8 in
Maximum Flow: 145.1 gpm
Minimum Flow: 48.1 gpm
Average Flow: 93.1 gpm
Peaking Factor: 1.56



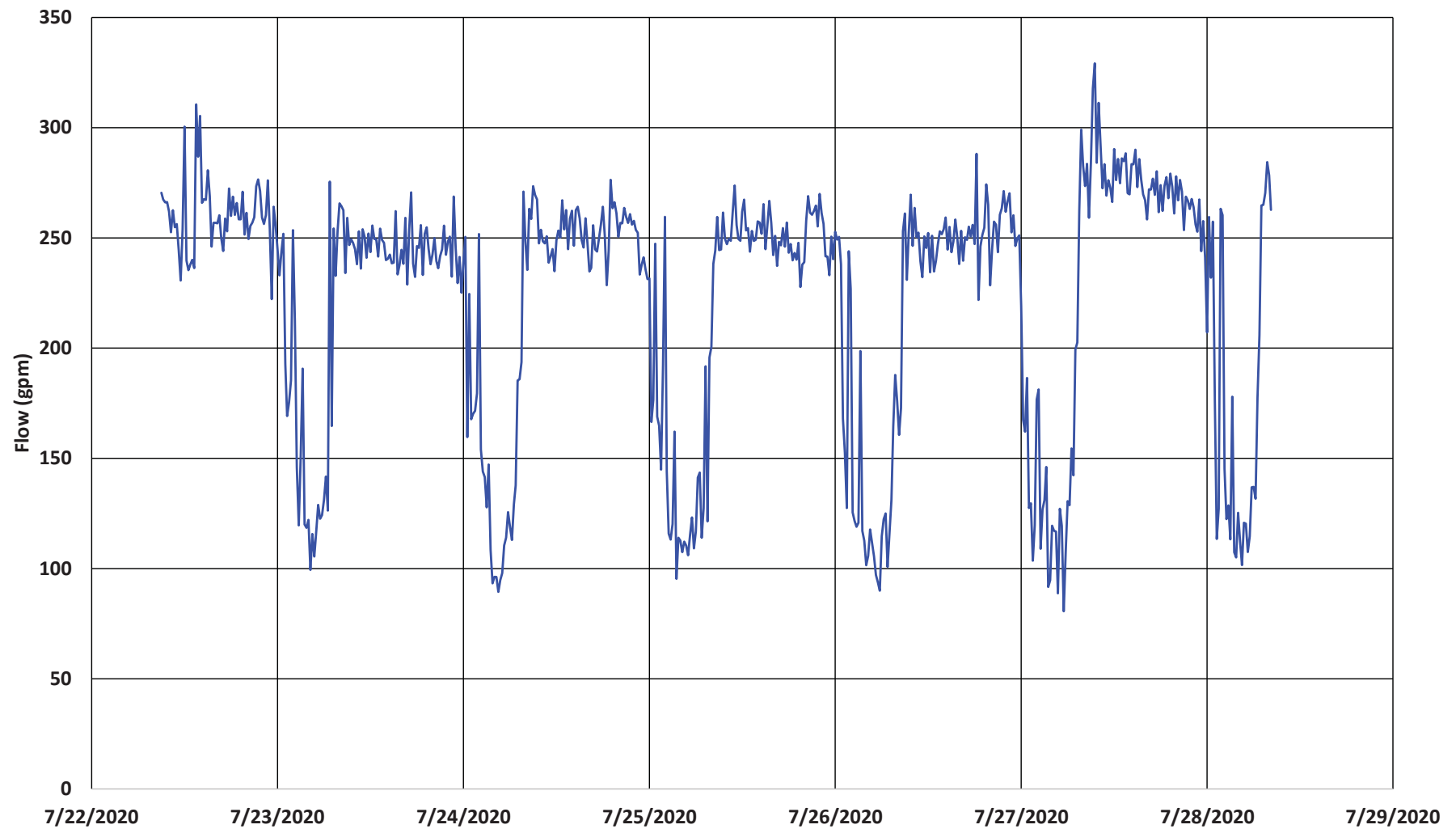
Site location: Evesham Drive and Friesian Way
Diameter: 10 in
Maximum Flow: 449.9 gpm
Minimum Flow: 11.1 gpm
Average Flow: 257.6 gpm
Peaking Factor: 1.75



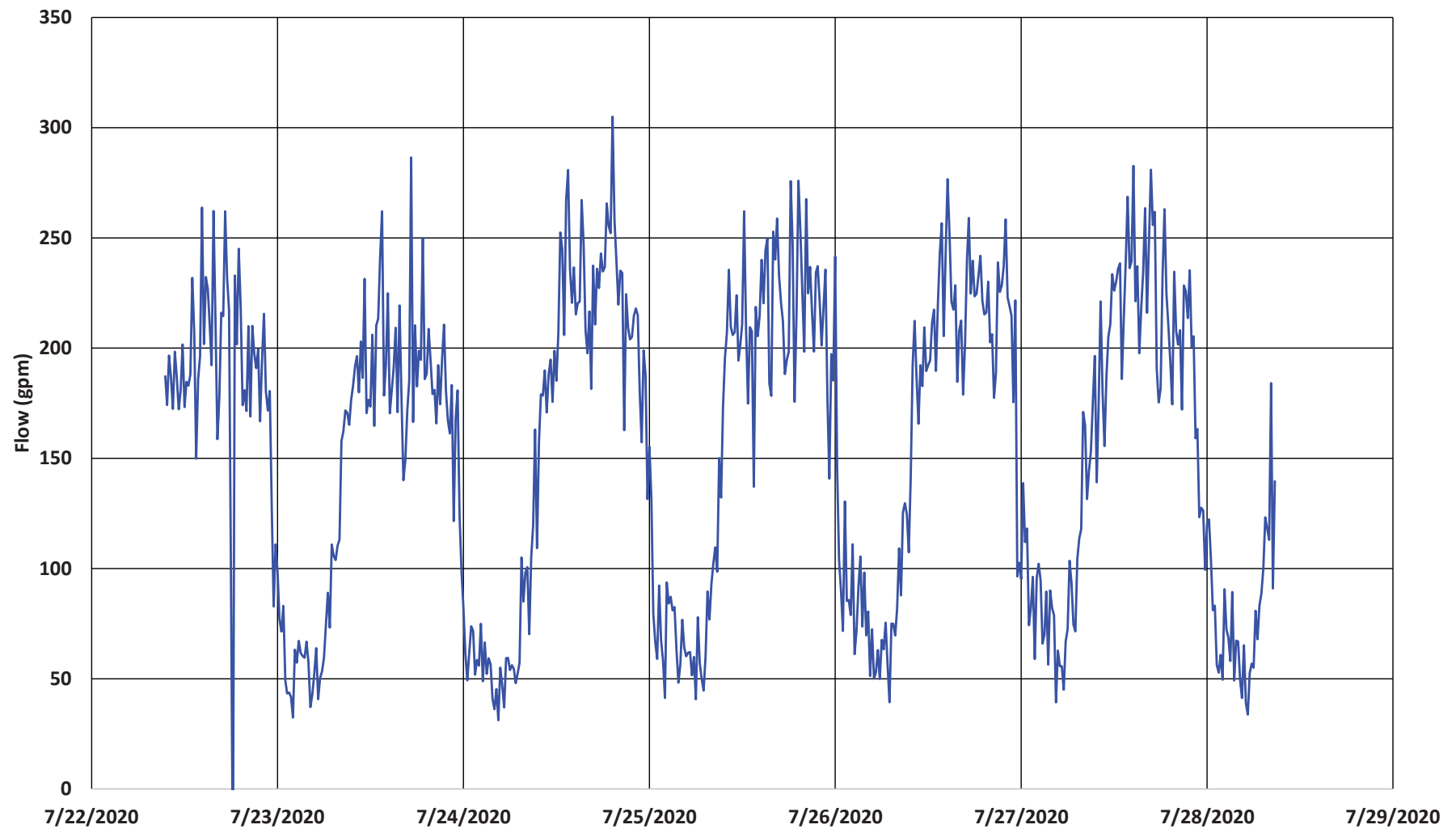
Site location: 4460 S 570 E (Murray Manor)
Diameter: 10 in
Maximum Flow: 73 gpm
Minimum Flow: 12.5 gpm
Average Flow: 32.2 gpm
Peaking Factor: 2.27



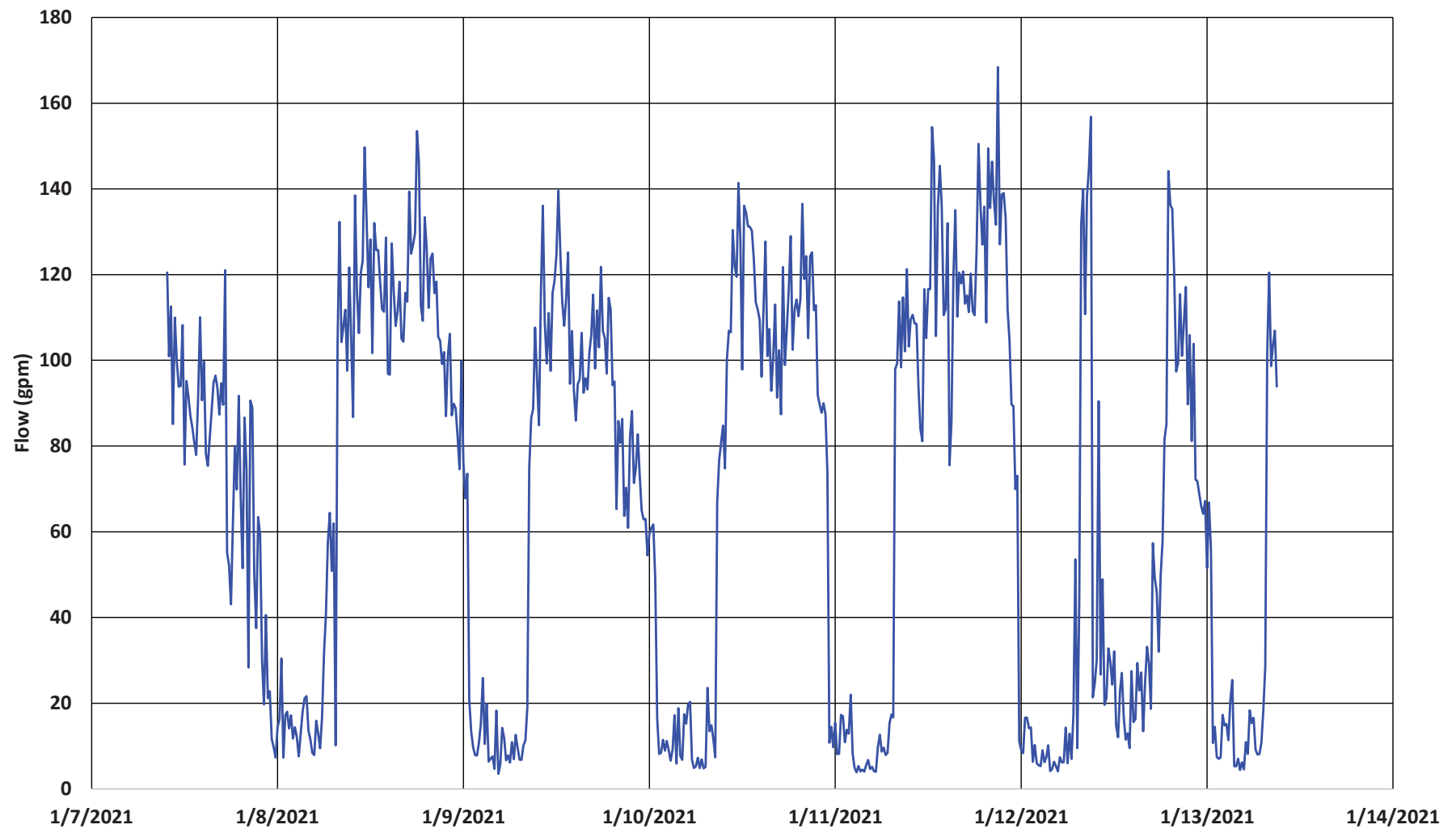
Site location: Murray Park Ave
Diameter: 10 in
Maximum Flow: 329.2 gpm
Minimum Flow: 80.6 gpm
Average Flow: 222.1 gpm
Peaking Factor: 1.48



Site location: 5900 S State St (Shopko)
Diameter: 10 in
Maximum Flow: 305 gpm
Minimum Flow: 31.2 gpm
Average Flow: 155.6 gpm
Peaking Factor: 1.96



Site location: 5624 S 300 W (Animal Shelter)
Diameter: 12 in
Maximum Flow: 168.4 gpm
Minimum Flow: 3.5 gpm
Average Flow: 68 gpm
Peaking Factor: 2.48



APPENDIX B

Wastewater Collection System Models
(see disc)

APPENDIX C

Cost Estimates



**Murray City Master Plan
Recommended Sewer Improvements
Preliminary Engineers Cost Estimates**

	Item	Unit	Unit Price	Quantity	Total Price
1	State Street, 5800 S to 6100 S				
	15" Pipeline	LF	\$ 425	2600	\$ 1,105,000
	Engineering & Admin. (10%)				\$ 110,500
	Contingency (10%)				\$ 110,500
	Total to State Street, 5800 S to 6100 S				\$ 1,326,000
2	Auto Blvd and Main Street				
	15" Pipeline	LF	\$ 425	1700	\$ 722,500
	18" Pipeline	LF	\$ 460	1000	\$ 460,000
	Cross Major Road	LS	\$ 60,000	2	\$ 120,000
	Diversion Manhole	LS	\$ 30,000	1	\$ 30,000
	Engineering & Admin. (10%)				\$ 133,250
	Contingency (10%)				\$ 133,250
	Total to Auto Blvd and Main Street				\$ 1,599,000
3	Approx 5900 S, State St. to 300 W				
	12" Pipeline	LF	\$ 395	2900	\$ 1,145,500
	Engineering & Admin. (10%)				\$ 114,550
	Contingency (10%)				\$ 114,550
	Total to Approx 5900 S, State St. to 300 W				\$ 1,375,000
4	State Street, 6100 S to 6200 S				
	15" Pipeline	LF	\$ 425	1100	\$ 467,500
	Engineering & Admin. (10%)				\$ 46,750
	Contingency (10%)				\$ 46,750
	Total to State Street, 6100 S to 6200 S				\$ 561,000
5	300 W, 5500 S to 5800 S				
	15" Pipeline	LF	\$ 425	1850	\$ 786,250
	Engineering & Admin. (10%)				\$ 78,625
	Contingency (10%)				\$ 78,625
	Total to 300 W, 5500 S to 5800 S				\$ 944,000
6	Approx 5900 S, State Street				
	Diversion Manhole	LS	\$ 30,000	1	\$ 30,000
	12" Pipeline	LF	\$ 395	450	\$ 177,750
	Engineering & Admin. (10%)				\$ 20,775
	Contingency (10%)				\$ 20,775
	Total to Approx 5900 S, State Street				\$ 249,000
7	300 W, 5800 S to 5900 S				
	15" Pipeline	LF	\$ 425	1250	\$ 531,250
	Engineering & Admin. (10%)				\$ 53,125
	Contingency (10%)				\$ 53,125
	Total to 300 W, 5800 S to 5900 S				\$ 638,000
8	4800 S and I-15				
	36" Pipeline	LF	\$ 750	350	\$ 262,500
	Engineering & Admin. (10%)				\$ 26,250
	Contingency (10%)				\$ 26,250
	Total to 4800 S and I-15				\$ 315,000
9	500 W, 4800 S, and Cherry St.				
	36" Pipeline	LF	\$ 750	4700	\$ 3,525,000
	Engineering & Admin. (10%)				\$ 352,500
	Contingency (10%)				\$ 352,500
	Total to 500 W, 4800 S, and Cherry St.				\$ 4,230,000
Total Costs					\$ 11,237,000

APPENDIX D

Operations and Maintenance Problems



TROUBLE SPOTS					
NAME AND ADDRESS	Chronic Problem	Work Performed	Line ID #	Diameter	Pipe Type
WEEKLY					
6400 so. 300 west (under trax going east)	Belly	Clean Line	240180	10"	Clay
Larry H Miller Chevrolet (5700 south State st.)	Grease	Clean Line	180009-180154	8"	Clay
Flower Patch (6080 south State st.)	Bad Invert	Flush MH	180025	4 FT	Manhole
25 West Rose Cir Line Going south	Bad Invert	Run Line	130107	8"	Clay
912 West Walden Meadows dr. (going east)	Flat	Clean Line	140260	8"	RCP
Wild Flower & Halcyon (going east)	Flat	Clean Line	110015	8"	RCP
Utahna (under Trax, 5600 south 300 west) going east	Belly	Clean Line	130097	10"	RCP
1116 W. Walden Park Dr. (behind gate)	Flat	Clean Line	140207	10"	RCP
Atwood & Mountain View Dr. (going west)	Siphon	Clean Line	60046	8"	CLAY
Fashion Place Mall (east side of Dillards going south)	Bad invert	Clean Line	190033	8"	TILE
BI WEEKLY					
Zions Bank 5600 S St. Parking lot going south	Flat	Clean Line	180267	10"	RCP
Murray Manor (going east past 2nd apartments	Grease/Belly	Clean Line	60024-60025-60114-600115	8"	RCP
390 E Shamrock Drive	Flat	Clean Line	60071	8"	RCP
Mc Riley Golf course line Carribean backup	Belly	Clean line	80073-80061-80075	10"	RCP
Mc Riley Golf Course South of Maintenance shop	Grease	Clean Line	80065-80050	8"	RCP
MONTHLY					
Steven Henager College (460 west vine st.)	Bad Invert	Flush MH-Run Line	120033	4 FT	Manhole
Alta Bank 5870 S. State (north parking going south)	Grease	Clean Line	180191	8"	Clay
4620 South Urban way 300 West	Grease/Flat	Clean Line	10006	8"	Clay
5700 S 800 W (dead end manhole)	No flow	Flush MH-Run line	140073	4 FT	Manhole
5598 S Shadow Wood Dr (deadend manhole)	No Flow	Flush MH-Run line	140271	8"	RCP
Southwood & Glenoaks drive	Bad Invert	Clean Line	20040	8"	RCP
Willows (5400 south 550 east, going south)	Belly	Clean Line	70069	8"	CLAY
6025 S Main St	No Flow	Flush MH, Run Line	180304-180308	8"	CLAY
CHECKING EVERY 3 MONTHS					
6400 South Cottonwood st. (going south)	Belly	Clean Line	240046-240124	8"	Clay
64 E Regal St. Hanauer to State on Regal street.	Grease	Clean Line	60106-60105	8"	Clay
5300 South 300 West (Riley lane to T.L.)	Grease	Clean Line	120195-120182	15"-12"	RCP
4800 South Hanauer St.(50 east) going east	Grease	Clean Line	70052	8"	Clay
800 E. Woodoak lane (east of wagonmaster going south)	Belly	Clean Line	80049	8"	CLAY
345 E. 4500 S. (chiropractic center parking lot)	Bad Invert	Clean Line	60035	8"	RCP

Liner List					
Address	Pipe ID	Diameter	Pipe Type	Footage	Description
10 West 5th Ave (city hall)	70056-241112	8"	RCP	404 FT	Corrosion/Roots/Infiltration
4800 South Hanauer St. (city hall)	70053	8"	RCP	194 FT	Corrosion/Roots/Infiltration
Hillcrest Circle	120143	8"	Clay	285 FT	Roots/infiltration
Urban Way	10006	8"	Clay	390 FT	Separated Joints Cracked pipe
Commerce Drive Bonnyview	120075	15"	RCP	298 FT	Infiltration/Belly
Commerce Drive Bonnyview	120250	15"	RCP	15 FT	Infiltration/separated joints
4896 S. Commerce Drive	120072	15"	RCP	299 FT	Infiltration/separated joints
4994 S. Commerce Drive	120071	15"	RCP	343 FT	High infiltration
115 W 6100 S. to 6025 S.	130238	8"	Clay	270 FT	Roots/infiltration
5808 S. State St. LHM Honda	180192-180117	8"	Clay	620 FT	Separated Joints Cracked pipe
Vine St. 650 E. to 680 E.	80087-80048	8"	Clay	710 FT	Corrosion/Separation/Infiltration
Riley Lane	120090-120091-120092-120088	10"	RCP	905 FT	Infiltration/separated joints
Washington Avenue	130103-120242	8"	Clay	598 FT	Infiltration/separated joints
Washington Avenue	130102-130105-130344	8"	Clay	961 FT	Infiltration/separated joints
Rose Circle	180004-130107-130106	8"	Clay	960 FT	Separated Joints Cracked pipe
4800 South 441 E to 787 E.	10 segments	8"	Clay	3124	Corrossion/separated joints

RESOLUTION NO. _____

A RESOLUTION APPROVING THE
WASTEWATER MASTER PLAN

WHEREAS, Murray City has prepared an update to its Wastewater Master Plan as part of the City's sewer management plan; and

WHEREAS, a copy of the Wastewater Master Plan is available for public inspection at the Murray City Public Works Department, 4646 South 500 West, Murray Utah; and

WHEREAS, the Council has reviewed the Wastewater Master Plan and, after consideration, the Council is prepared to approve and adopt the Wastewater Master Plan;

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

1. It hereby adopts the Murray City 2021 Wastewater Master Plan, a copy of which is attached.
2. The Murray City 2021 Wastewater Master Plan shall be available for public inspection at the office of the Department of Public Services, 4646 South 500 West, Murray Utah.

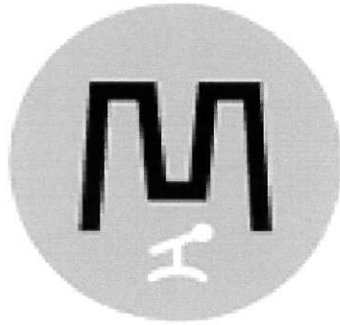
DATED this ____ day of _____, 2021

MURRAY CITY MUNICIPAL COUNCIL

Diane Turner, Chair

ATTEST:

Brooke Smith, City Recorder



MURRAY
CITY COUNCIL

Mayor's Report And Questions



MURRAY
CITY COUNCIL

Adjournment