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

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

Excused: C.J. Kulp, Chair
                    Daniel Hayes

Mr. Hulka welcomed all to the meeting.

1. APPROVAL OF MINUTES

Postponed until the July 30, 2020 meeting.

2. DESIGN GUIDELINES WORKSHOP

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

Section 1: Introduction
This is an introduction that explains a few things about the City, the MCCD, and goes over some best practices for the guidelines that should be considered as projects are looked at.

Section 2: Design Reviews
This section reiterates what is in the MCCD Ordinance. The Murray City Council has adopted these guidelines to be consulted during the review and process of proposals for new development. The guidelines are intended to provide guidance and direction that will support the stated purposes of the MCCD.

Section3: Shared Values for Murray's Downtown
Staff thought is it was important to identify that the City's downtown area be authentic, active, inclusive, connected and multimodal. Each of the values was further defined in the guidelines.

Authentic – The MCCD is the heart of the City's traditional downtown area. The City has many residential neighborhoods as well as large commercial districts with a long history of development and growth at the heart of Salt Lake County. Murray City is pursuing the development of a true, functioning and authentic downtown neighborhood; not the historic recreation of another time, or a contrived open-air mall. Development should be thoughtful,

purposeful, and representative of the true heart of Murray City. Any person that travels along State Street knows that they have arrived in Murray when they reach the buildings that are close to the street between 4800 South and Vine Street. This feeling of arrival must be fostered with activity to create a truly authentic downtown.

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

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

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

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

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

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

Section 4: Organization of the Guidelines
This section divides the guidelines into four areas: District-Wide Guidelines, Guidelines for Public Spaces and Streetscapes, Guidelines for Development Sites, and Guidelines for Buildings.

Section 4-a: District-Wide Guidelines
This section has been broken down into three broad topics: guidelines that have to do with walkability, guidelines that have to do with activity and guidelines that have to do with sustainability. Each of the broad topics is further defined in the guidelines.

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

- Streets should be designed so that a pedestrian is able to move throughout the downtown without hinderance.

- Minimize vehicle crossings and design them with the pedestrian in mind. Where vehicle crossings occur, they should be differentiated visually and/or physically by promoting raised crossings and providing pedestrian refuges where longer crossings are necessary, such as on State Street.

- Encourage and support public transportation and bicycling. Bicycle storage options should be located throughout the district. Awareness of cyclists and pedestrians should be promoted through on-street markings and signage. Plan for micro-transit and shared mobility options through curbside management.

- Create small blocks that are approximately 275 feet along one side to encourage short walks. Reduce the scale of blocks wherever possible by providing new streets, mid-block alleys, pedestrian paths, courtyards, and plazas that connect with other streets and public or common space. Encourage interconnected streets and provide simple routes for pedestrians.

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

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

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

- Redevelopment of this area should focus on parcels with low improvement values per acre and should be planned for a variety of residential and commercial uses. Include office uses and employment that will strengthen and support a retail base with a larger daytime population. Encourage development that provides ample opportunities for food. Focus on everyday uses and culture for everyday rewards. Development should recognize that event based culture yields one-time rewards. Respect the urban fabric by recognizing and responding to urban patterns and improving upon them.

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

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

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

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

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

- Provide systems that reduce water use.

- Ensure development does not impact water quality.

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

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

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

materials. Position photovoltaic cells to shade impervious surfaces. Consider placing parking under cover that complies with these measures.

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

- Recycle organic matter.

- Support nutrient cycling, improve soil health, and reduce transportation costs and materials going to landfills by recycling vegetation trimmings or food waste to generate compost and mulch.

Section 4-b: Guidelines for Public Spaces and Streetscapes
This section has been broken down into the two major topics of Streetscapes and Public Space. Each of the broad topics is further defined in the guidelines.

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

- Street trees should be included throughout. Benefits to the area from street trees include:
  - Safety and Health – Trees protect pedestrians using sidewalks by providing a buffer between the pedestrian and traffic along the street. Trees visual presence reduces driver speeds naturally which reduces crashes. Street trees shape space along pedestrian paths. They bring the eye downward to meet the street which helps pedestrians focus on the path ahead of them. Trees improve public health.
  - Sustainability – Trees absorb stormwater runoff, UV and pollutants. Trees reduce the urban heat island.
  - Economics – Trees improve property value and retail viability.

- Sidewalks should be designed to enhance the pedestrian experience. Broader sidewalks, weather-protected seating, and real-time scheduling should be provided for transit users at bus stop locations. Align trees and other sidewalk landscape features to provide a direct and continuous path of travel. Create public-private transition zones. Enhance safety through way-finding, lighting, and consideration of visibility.

- Curbside management should be considered as a component of the streetscape. Reduce the number of curb cuts whenever possible. Provide and regulate loading zones. Consider and provide for the use of metered parking and promote curbside parking. Consider and provide for the integration of public transportation, active transportation, micro-transit, and ride sharing with public and private streetscapes.

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

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

- Provide visual/spatial complexity in public spaces.

- Design public open space to connect with and compliment the streetscape. Differentiate street trees from site trees. Incorporate civic art in both public and private development. Consider site factors such as circulation and adjacent uses when selecting and placing temporary or permanent art.

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

- Orient and design publicly accessible open space to maximize physical comfort and visual access. Consider solar orientation, exposure, shading, shadowing, noise, and wind. Locate open spaces so they are physically and visually accessible from the sidewalk. Use trees to provide shade and buffer from wind or exposure. Promote curbside parking.

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

Section 4-c: Guidelines for Development Sites
The concepts in this section have smaller subsets and are easier to define.

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

Open Space – Provide ample seating. Plant trees in rows to define an edge; in groves to define a specific area; or as individuals to offer a special place to gather. Ensure new developments have parks and open space opportunities. Use landscape, structures, and buildings to define spaces while, at the same time, provide visual access to encourage their use and enhance safety. Avoid open spaces or elements that are privatized and exclude the public. Avoid conflicts between pedestrians and utility equipment.

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

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

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

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

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

<u>Section 4-d: Guidelines for Buildings</u>
Design for change – Design any ground floor apartments with the potential to convert all or a portion of the unit to retail space. Design upper floors of parking garages as level as possible for conversion to office or residential uses. Design the ground floor of parking garages with heights that would allow for conversion into commercial spaces.

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

architecturally from their upper floors. The street level of buildings should support multi-tenant and pedestrian oriented development.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. ELECTION OF CHAIR AND VICE-CHAIR FOR 2020

Postponed until the July 30, 2020 meeting.

4. OTHER BUSINESS

There was no other business.

Meeting adjourned at 6:24 P.M.

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Jared Hall, Planning Division Manager