

Murray City Municipal Council Chambers

Murray City, Utah

The Murray City Municipal Council met on Tuesday, February 16, 2021 at 6:31 p.m. for a meeting held electronically without an anchor location in accordance with Utah Code 52-4-207(4), due to infectious disease COVID-19 Novel Coronavirus. The Council Chair determined that conducting a meeting with an anchor location presents 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/>.

Council Members in Attendance:

Kat Martinez	District #1
Dale Cox	District #2
Rosalba Dominguez	District #3 – Conducting
Diane Turner	District #4 – Council Chair
Brett Hales	District #5 – Council Vice-Chair

Others in Attendance:

Blair Camp	Mayor	Jennifer Kennedy	Council Director
Doug Hill	Chief Administrative Officer	Pattie Johnson	Council Office Administrator III
G.L. Critchfield	City Attorney	Brooke Smith	City Recorder
Brenda Moore	Finance Director	Jennifer Heaps	Chief Communications Officer
Melinda Greenwood	Community & Economic Development (CED) Director	Matt Youngs	Energy Services Compliance Manager
Jared Hall	Community & Economic Development (CED)	Bill Francis	Utah VOD
Jon Harris	Fire Chief	Laura Lloyd	Office Administrator Supervisor
Cory Wells	Water Superintendent	Danny Astill	Public Works Director
Blaine Haacke	General Manager of Power	Danny Hansen	Senior IT Technician
Mark Morris	VODA		

Opening Ceremonies

Call to Order – Councilmember Dominguez called the meeting to order at 6:31 p.m.

Pledge of Allegiance – The Pledge of Allegiance was led by Councilmember Brett Hales.

Approval of Minutes

Council Meeting – January 19, 2021

MOTION: Councilmember Turner moved to approve the minutes, except that, the date of *“December 1, 2020”* be updated to *“January 19, 2021”* and the sentence, *“Councilmembers express his thanks to Jan Lopez and wished her the best of luck in her retirement”* be changed to *“Councilmembers expressed thanks to Jan Lopez and wished her the best of luck in her retirement.”* The motion was SECONDED by Councilmember Martinez.

Council roll call vote:

Ayes: Councilmember Turner, Councilmember Hales, Councilmember Martinez,

Councilmember Cox, Councilmember Dominguez

Nays: None

Abstentions: None

Motion passed 5-0

Special Recognition

1. Murray City Council Employee of the Month, Laura Lloyd, Executive Secretary

Staff Presentation: Brett Hales, Councilmember and Jon Harris, Fire Chief

Councilmember Hales said the Council started the Employee of the Month Program because they felt it was important to recognize the City's employees. He stated that Ms. Lloyd would receive a certificate, a \$50 gift card and told her that her name would appear on the plaque located in the Council Chambers. He expressed his appreciation to Ms. Lloyd for all she does for the City.

Chief Harris spoke about the incredible work Ms. Lloyd has done during her time with the City and the tremendous help she has been working with four fire chiefs over the past 26 years.

Ms. Lloyd expressed her appreciate for the recognition and thanked individuals who she has worked with throughout the years.

The Councilmembers and the Mayor thanked Ms. Lloyd for her hard work and her service for Murray City.

Citizen Comments – Comments are limited to 3 minutes unless otherwise approved by the Council.

No comments received.

Consent Agenda

None scheduled.

Public Hearings

Staff and sponsor presentations and public comment will be given prior to Council action on the following matters.

1. Consider an ordinance related to land use; amends the General Plan to include a Small Area Plan for the Fashion Place West Area.

Staff Presentation: Melinda Greenwood and Jared Hall

Attachments: Fashion Place West Small Area Plan and Fashion Place West Small Area Plan Discussion

Mr. Hall introduced the Fashion Place West Small Area Plan. Mr. Hall shared this plan is to be used as a vision document for the next five (5) to 25-year time frame. In 2019 Murray City was awarded a grant from the Wasatch Front Regional Council (WFRC) and Transportation and Land Use Connection (TLC) program to study the area around the Fashion Place West TRAX Station and develop a Small Area Plan for the Fashion Place West area. The Small Area Plans are documents intended to help guide growth and inform future land use decisions within a specific area. Mark Morris and Annaliese Eichelberger, from VODA, were hired as a consultant for the project.

Based on the background, analysis, and the findings within this report, Staff and the Planning Commission recommend that the City Council adopt the Fashion Place West Small Area Plan as an amendment to the 2017 Murray City General Plan.

Mr. Morris presented an overview of the Fashion Place West Small Area Plan and shared that the plan is to be used as a vision document to help develop some design guidelines and context on how to respond when development request may be received. Mr. Morris shared some key take-aways and reiterated that the plan will be used as a guiding document for future short, medium, and long-term objectives moving forward.

Councilmembers clarified that future development will be maintained within their respected zones and the proposed plan is considered a vision document for the city to use with guidelines for the area moving forward. In addition, future development in that area would need to go through the normal planning and zoning approval process before any changes could be made.

Mr. Halls reiterated that this vision document is there to help guide the city, but this plan does not automatically grant approvals for future development. Applicants would still need to go through the normal approval process when development is requested.

Citizen Comments – Comments are limited to 3 minutes unless otherwise approved by the Council.

Ashley Bond, read by Jennifer Kennedy

First of all, I would like to say that I am grateful that my neighborhood in the Fashion Place West area is getting some attention from the city in terms of improvements. As an older neighborhood, there are definitely things that could be improved upon. However, I do have many concerns with the proposed Fashion Place West plan.

First, many of the people in my neighborhood are low-income individuals and families. The homes here are affordable for those who otherwise would not be able to afford a home. Sharp increases in property values in recent years have already priced many lower income

families out of the neighborhood. All of the proposed developments would undoubtedly make this problem worse.

Secondly, your plan proposes building different housing types. This neighborhood has some of the most diverse housing options I've seen in any neighborhood ranging from apartments and condos to larger single family homes. Housing diversity is not the problem, and to tear down existing homes on Winchester to build said housing not only fails to account for this, but it also creates a sense of irony. The people who could once afford homes in this neighborhood will now be the tenants in the apartments built on the land that they once owned because they cannot afford a home elsewhere. The low income people in my neighborhood will not benefit from these new housing developments.

Lastly, the proposal of sidewalks throughout the neighborhood is unnecessary. We've never needed them, and the space does not allow for them. Fences, yards, and well-established trees would have to be destroyed to accommodate sidewalks. As a long-time resident of Murray, it makes me sad to see my tax dollars go towards unnecessary sidewalks rather than to things like building and repairing schools, preserving historic structures, cleaning up the old ore site near 5300 South, or developing other areas that have long sat vacant. In short, I do not feel that the addition of sidewalks to this neighborhood is a good use of tax dollars, and many of my neighbors echo this sentiment.

Thank you for your time and for listening to my concerns. I hope that you will take them under advisement.

Cindy Call, read by Pattie Johnson

I've lived in Murray longer than anywhere else in my life. I chose Murray because of the quiet community it provided for my children when they were growing up. I stayed in Murray for the very same reasons. Bringing in businesses and high density housing to this area will change that forever. Adding sidewalks and parking strips to an older, well established neighborhood is unnecessary. It invites unwanted auto and pedestrian traffic into a once quiet neighborhood, also raising the risk of safety for the children that play and go to school here.

These are not through streets. They don't lead to the Trax Station, they don't lead to the mall, yet there will be a significant increase of traffic. There's always someone looking for a short-cut to get into, out of, or around traffic especially from 3:00 until 6:30 pm. It's already difficult trying to get in and out of the neighborhood without adding additional living and business space just around the corner. There will be an increase in crime, which is already on the rise. A pedestrian crossing and "NO U Turn" would be appropriate at the entrance onto Creek Dr, place speed-bumps on Creek and Valley Dr in front of the old library to discourage speedsters.

Many parking strips and sidewalks in other neighborhoods go unkempt or have inappropriate landscape with trees that end up making sidewalks uneven or breaking concrete altogether. We live in a desert threatened by drought every year. There will be an increase of poorly managed watering systems watering streets and sidewalks, wasting precious resources. Adding sidewalks will require removing well established trees and

landscaping on several properties. What a tragedy that would be, costly and impossible to replace.

Let's put our focus and dollars on an area of Murray that has struggled for years. Businesses on the southeast and southwest corners of State St and 5900 S have struggled to stay open for years. Many come and go unnoticed. It's the ghost town of Murray with businesses desperately needing help.

*Let's help our community where it needs it the most. Our neighborhoods **are not** broken and never have been. We don't need padded pockets coming in and fixing them to your liking and benefit.*

Jon Dansie, read by Jennifer Kennedy

It is difficult to offer comments or approval/disapproval for a plan that has, to date, been kept very quiet. What is being considered?

What will happen to the residents, businesses, parks, and schools that are currently located within the proposed plan area? What will be removed so new buildings or green spaces can be built? Many of the residents within this area are living in homes that have been in their families since they were built. Most have made major improvements to their homes and properties. Will we be displaced or forced out? The age of many of the residents within the proposed plan area will make it very difficult to relocate and start over. Current market value for property in Murray is too valuable to lose so a municipality and developer's 'small area plan' can move forward. We have worked our entire lives to retire here.

The crime level in our neighborhood has skyrocketed since the opening of the TRAX-light rail station on Winchester St. The idea of using this neighborhood as a 'walking/green space' between TRAX and the Fashion Place Mall is devastating to me. Please don't put out an even larger Welcome Mat for people to wander among our homes. There has been an issue of some transient population using Grant Park Ball Diamonds as a campsite. I cannot stress strongly enough the importance of discouraging this type of activity and feel providing more space that is difficult to patrol, will only make this problem worse.

I am a business owner, with a current Murray City business license. This proposed plan could very negatively impact my ability to continue as a small business owner. I opted to move my business to Murray -- to my home, to support my local schools and community.

Thank you for this opportunity to be heard.

Daniel Gehrke, read by Pattie Johnson

I am writing in regards to your meeting about the Fashion Place West project. I have lived in Murray for 63+ years. All my children attended Murray schools, I coached baseball at multiple levels for many years. I'm concerned about a few projects you have in the works, more specifically the Fashion Place West project because this will affect me directly. I hope you can help me understand the need to populate, or over populate, every square inch of

open space within the Murray City boundaries. Our roads are already crowded at any time of day and around holidays it has become difficult for us to leave our house. We don't have the infrastructure, not to mention the water and power supply. Our utilities have almost doubled in the past year. What about police protection and schools for all the additional people? We need to consider all of these things and the burden they will put on people like my wife and I that are on a fixed income and cannot afford the inevitable increase in our taxes. Have we turned so glutinous that we need more by adding bigger and shinier things?

I listened to the last meeting and my understanding was that we want to make the walkway from Trax to the mall a more enjoyable experience. First of all, the walk from Trax to the mall is littered with trash so badly that it's nearly impossible not to step on something questionable. This beautification project is not going to keep people from tossing trash at will with no one to clean it up. Not only that but there are houses with missing siding, multiple unregistered/unworkable cars parked for years on yards, as well as homes with asphalt front yards, houses painted all the colors of the rainbow, not to mention people that just throw unwanted junk in their own front yards never intending to clean it up. I could go on and on. If Murray City took the money it was going to spend on this project and hire more code enforcement to drive the neighborhoods and enforce some simple maintenance issues, the city itself could be more inviting for all that live in and visit the city without raising taxes and adding more congestion.

Is the intention to start building on top of one another because there is no other way to collect additional tax revenue? If people want to live in mini-Manhattan then I suggest moving to Detroit, Chicago or New York.

I urge you to put the decision to continue your plans to waste taxpayer money on this glutinous project to the vote of the people.

Heydon Kaddas, read by Jennifer Kennedy

I am a resident of a neighborhood included in the area identified by this plan. I have a several concerns I would like to see addressed before this plan is considered for any kind of approval:

4-6 story apartment and mixed-use high-density buildings are planned along State Street and Winchester. This is in direct opposition to citizen feedback collected by the survey residents were given when developing the small area plan. The Murray Journal (2020) reported that for affordable housing "Residents said they would welcome more cottage-cluster additions to the area; building apartments was the least supported option." Despite that input, the only outlined housing in the area is the least supported option. Further, the arguments laid out in the plan for why apartments are needed is severely flawed. The plan, outlines that the area has more access to jobs than the rest of the county and that housing costs are significantly less in the area than housing costs in the rest of the city/county but also points out that combined housing and transportation costs per household are higher than the rest of the county. This indicates that residents here have higher transportation costs. This could indicate that individuals already living in the area are not taking advantage of the available jobs in the area. If that is true, why would new

individuals take advantage of those jobs when current residents do not. Additionally, the median household income for the area, as outlined in section 1.2.4, is lower than the city/county. These statistics, when taken together, make me wonder about the relationship between the availability of the jobs in the area and the ability of those jobs to provide a livable wage. The plan, does not provide enough information to support the assumption that it makes; that the availability of jobs in the area mean people will work in those jobs while living in the area. Further investigation into this area is needed to support this hypothesis and this plan should not be approved until there is concrete evidence that jobs in the area can support the cost of living in the area. I also wonder, if homes in the area are already "fulfilling a need in the region" as described by the plan, which is more affordable single-family homes, particularly for individuals who make less than the city/county median household, shouldn't we continue to fill this niche?

The prioritization of goals is also a significant concern. The infrastructure in this area is already overwhelmed, yet rezoning apartment areas is listed as a short-term priority when working with UDOT to increase infrastructure in the area is listed as a long-term goal. To have this order is absurd. One of the justifications for why apartments are a better option for the area, outlined in the plan, is that apartment dwellers own less cars and use more public transit. If you build the apartments before the infrastructure is improved, individuals in the apartments will be forced to drive more which defeats the argument of why you should build the apartments in the first place.

Section 3 is of particular concern as it outlines decreasing the open space by 50% as well as altering yard setbacks. I question the impact substantially decreasing green space will have on the health of individuals living in the area and the city's natural resources. Green space is important for the physical and mental well-being of individuals living in an area. Decreasing the amount of green space could increase negative health outcomes, such as obesity and depression. The impact of these 2 negative health outcomes may be amplified by the fact that this decrease in green space will occur simultaneously with an increase in the number of people living in the area meaning the green space per person will significantly decrease. Further, there is no discussion of how decreasing green space in the area will impact pollution or the water shed. The latter of which is particularly important as Murray relies on well water and changes in the absorption of water from the environment could impact our aquifer replenishment. No data was provided in the plan for how decreasing green space may benefit or harm Murray's water supply. More information on the long-term health and environmental impact of decreasing this green space should be an important factor in moving forward with the plan as it is currently outlined.

I would also like you to consider the overwhelming disapproval of the goals outlined in this plan by the residents who live in the area. Please carefully examine the Murray City Planning Commission meeting minutes and the accompanying e-mail comments sent in by residents. During the entirety of the public comment time, the unequivocal majority of the comments did not approve of the plan. Further, the only individual on the planning commission who lives in the area did not agree with the plan. Please listen to your constituents. More specifically, please listen to the stakeholders who will be most impacted by this plan and who most intimately understand the needs of the area. Please ensure that any plan passed to alter this area, has goals that are in alignment with the

goals of the individuals who live in the area.

Stephanie Myers, read by Pattie Johnson

City Council members please consider what residents of the area in question, like me, have to say. The proposed changes have a direct impact on our lives and property values.

I live on Lenora Joe Cove. My circle is not in the exact area proposed, I am a little south, but the changes will have a giant impact on my life, property values and the neighborhood feeling here.

I agree that Jefferson St should have sidewalks, but why would they need to be 6-8' with a parking strip? A simple sidewalk is all that's needed. Our neighborhood is small and we like the feel of it. We don't need a giant city sidewalk in our area.

The area that a park is proposed is a neighborhood gem that we are all happy is private. We don't want extra people and traffic coming into our neighborhood. There is also very limited parking on all of our streets. Adding a public park would only make a crowded situation even worse.

In regard to wanting to attract more pedestrian traffic from Fashion Place to TRAX this would only add to the unsavory foot traffic that already exists. I would appreciate efforts to keep that traffic away from Jefferson and the surrounding area to the south. There are some homeless people that wander around down there already, which has been worse since the shelters closed uptown.

Adding apartments to Murray city-in any area of Murray-should be avoided. We have a lot of apartments and they have high crime rates. Putting apartments right by TRAX is a giant mistake. It would only increase crime rates along TRAX as routes to escape law enforcement. And would create an uneasy feeling at the station with areas that predators could hide in. Keeping it open and visual is the better to prevent crime. If Murray wants to address housing, it should look at ways to lower crime in existing apartments in the city. South of Murray, on state street are 2 big apartment complexes with crime that carry into Murray. That should be addressed as it flows into my area!

Also to add another bike lane would further impede traffic along Winchester. If there is 1 bike west of TRAX going under the overpass it backs up traffic and is a danger to that biker. I don't want more bike lanes, at all. I would appreciate LESS bike lanes.

The proposed light at Creek Drive only solves traffic that is a problem at Christmas. It would be better to make that exit a turn right only exit and prevent left hand turns there. Adding a light makes traffic flow up state street choppy and will add a lot of drive time for those of us taking kids to Hillcrest and Murray High in the mornings.

Please consider these ideas and others from the residents who live in this area! I'm not happy with the proposed changes at all.

Thank you for the time!

Brian Sumsion, read by Jennifer Kennedy

I live on 6207 South Valley drive there are 4 homes on the east side of valley drive, state street frontage back property is my back wall is this going to affect us at all?

Matthew Schneider, read by Jennifer Kennedy

We don't want every spot in Murray to be viewed as a potential place to fill with more people. Why is it Murray's job to provide ALL the housing? The wants of current residents should out weigh future ones. I live in the area and I want nothing to do with a city where I have to look up at 6 story buildings instead of the mountains I moved to the area for.

The commission pitches these things by saying we're not approving any specific plan. Then when a specific plan we all hate comes they approve it by saying 'it matches the plan we adopted'. More public input is needed, I have nothing against more housing, but it seems the whole city wants every available space to be crammed full of people. It will breed more traffic and crime.

Heydon Kaddas, read by Jennifer Kennedy

The presentation answer that this does not rezone any areas is misleading. If the plan passes the fact that it has passed will be used by the planning committee to justify why future rezoning should be approved, in the same way the planning committee pushed through this plan despite overwhelming public disapproval because the goals were in line with the goals of the overall Murray development plan. Look at the meeting minutes for this very meeting when 10 minutes ago this justification was used by the planning committee member.

Councilmember Dominguez opened the meeting for discussion.

Councilmembers expressed thanks to the citizens for writing in about their concerns. Councilmembers reiterated that the ordinance being discussed tonight is to be used as a guiding document the future land use, so it is important that citizens stay engaged throughout the approval process of future development.

Councilmember Dominguez closes the public hearing.

MOTION: Councilmember Turner moved to adopt the ordinance. The motion was SECONDED by Councilmember Martinez.

Council roll call vote:

Ayes: Councilmember Turner, Councilmember Hales, Councilmember Martinez, Councilmember Cox, Councilmember Dominguez

Nays: None

Abstentions: None

Motion passed 5-0

2. Consider an ordinance enacting Section 15.20.145 of the Murray City Municipal Code relating to the establishment of public electric vehicle (EV) charging stations and rates and amending Section 10.08.020 of the Murray City Municipal Code relating to the regulation of parking at an electric vehicle charging station.

Staff Presentation: Blaine Haacke and Matt Youngs

Mr. Haacke shared with the council that the city was awarded \$157,000 from a VW settlement and the Power Department opted to use the award to install EV chargers throughout the city. Three EV charger units have been installed at The Park Center for public access. Each unit has two charger "cords" for a total of six chargers and the Fire Department also has a EV charger installed. Before the chargers are deemed operational, a use rate must be implemented by the council. The Power Department in coordination with a third-party consultant, the Mayor's office, and the city Attorney have recommended the following proposed EV Changing Station Rates:

- Level 2 Chargers \$0.20/kWh
- DC Fast Chargers \$0.30/kWh

Councilmember Dominguez opens the meeting for discussion.

Councilmember Dominguez comments that there is proposed legislation for EV charging rates and wonders how that may affect this ordinance.

Mr. Youngs responded that he believes the legislation is to raise the rates for vehicle registration on EV owners to help with road maintenance since they are not being taxed on gas usage.

No other comments were made.

Citizen Comments

No comments were received.

Councilmember Turner notes that she wishes we could offer this as a free service for the public, but she understands that this isn't an option. Ms. Turner appreciates the work that Mr. Haacke and Mr. Youngs have done to get these EV charging stations installed and ready for usage.

MOTION: Councilmember Turner moved to adopt the ordinance. The motion was SECONDED by Councilmember Hales.

Council roll call vote:

Ayes: Councilmember Turner, Councilmember Hales, Councilmember Martinez, Councilmember Cox, Councilmember Dominguez

Nays: None

Abstentions: None

Motion passed 5-0

Business Items

1. Consider an ordinance amending Sections 13.08.110 and 13.08.120 of the Murray City Municipal Code relating to city water user's responsibilities for service pipe repairs, and to allow the Mayor to develop guidelines for adjustments to high water bills due to water user waste.

Presenting: Danny Astill and Cory Wells

Mr. Astill shared that the city has developed a tiered water rate system to be used to encourage conservative water-based usage. In an effort to fairly handle the misfortune of a Murray City water customer who experiences a leak in their system, they have developed a policy which outlines a methodology to be used if a water leak occurs.

Councilmember Dominguez opens it up for discussion.

Councilmembers expressed thanks Danny Astill and Cory Wells and believe this ordinance will help a lot of residents.

MOTION: Councilmember Hales moved to adopt the ordinance. The motion was SECONDED by Councilmember Cox.

Council roll call vote:

Ayes: Councilmember Turner, Councilmember Hales, Councilmember Martinez, Councilmember Cox, Councilmember Dominguez

Nays: None

Abstentions: None

Motion passed 5-0

Mayor's Report and Questions

Mayor Camp reported the streets crew have been working on keeping the roads clear of snow. He reminded residents to not park on the streets so the crews can clean the streets quickly and safely. Mayor Camp also reported that police have seen an increase in car related thefts due to owners who have left their car unattended while they sit idle to warm up in the morning and evening.

Mayor ask if there are any questions from the council.

No questions were asked.

Councilmembers thanked the Mayor for his report.

Adjournment

The meeting was adjourned at 7:56 p.m.

Brooke Smith, City Recorder

Attachments:

- Fashion Place West Small Area Plan
- Fashion Place West Small Area Plan Discussion

Fashion Place West Small Area Plan

General Plan Amendment to Adopt the Plan

Roughly 6100 South to 6790 South and I-15 to State Street



SMALL AREA PLANNING PROJECTS



REGIONAL CENTERS

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

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



COMMUNITY CENTERS/NODES

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

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



NEIGHBORHOOD CENTERS/NODES

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

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



RAIL TRANSIT ORIENTED DEVELOPMENTS

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

- Murray North
- Murray Central
- Fashion Place West



BUS RAPID TRANSIT VILLAGE NODES

Located at major intersections along State Street. Including:

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





The Transportation and Land Use Connection (TLC) program is a partnership between the Wasatch Front Regional Council (WFRC), Salt Lake County, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA).

The TLC program provides technical assistance to local communities to help them achieve their goals and plan for growth. The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. This approach is consistent with the Wasatch Choice Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.



VODA

landscape +
planning



Millcreek City Center Masterplan



Regent Street Urban Design & Placemaking





Mark Morris, PLA,
LEED-AP, ASLA

Founding Partner



Annaliese Eichelberger

Project Manager



FINDINGS

Based on the analysis of the proposed small area plan and review of the Murray City General Plan, staff concludes the following:

1. The Murray City General Plan provides direction in implementation through five key initiatives.
2. The requested General Plan amendment has been carefully considered based on public input and review of city planning best practices.
3. Chapter 3, Framework for the Future, of the Murray City General Plan calls for the development of Small Area Planning Project along rail transit-oriented developments.
4. The proposed General Plan amendment is consistent with the Goals & Initiatives of the Murray City General Plan.
5. The proposed small area plan will provide Murray City residents, staff, elected officials, and the development community clear guidance as to how the City anticipates development within the subject area.



Recommendation

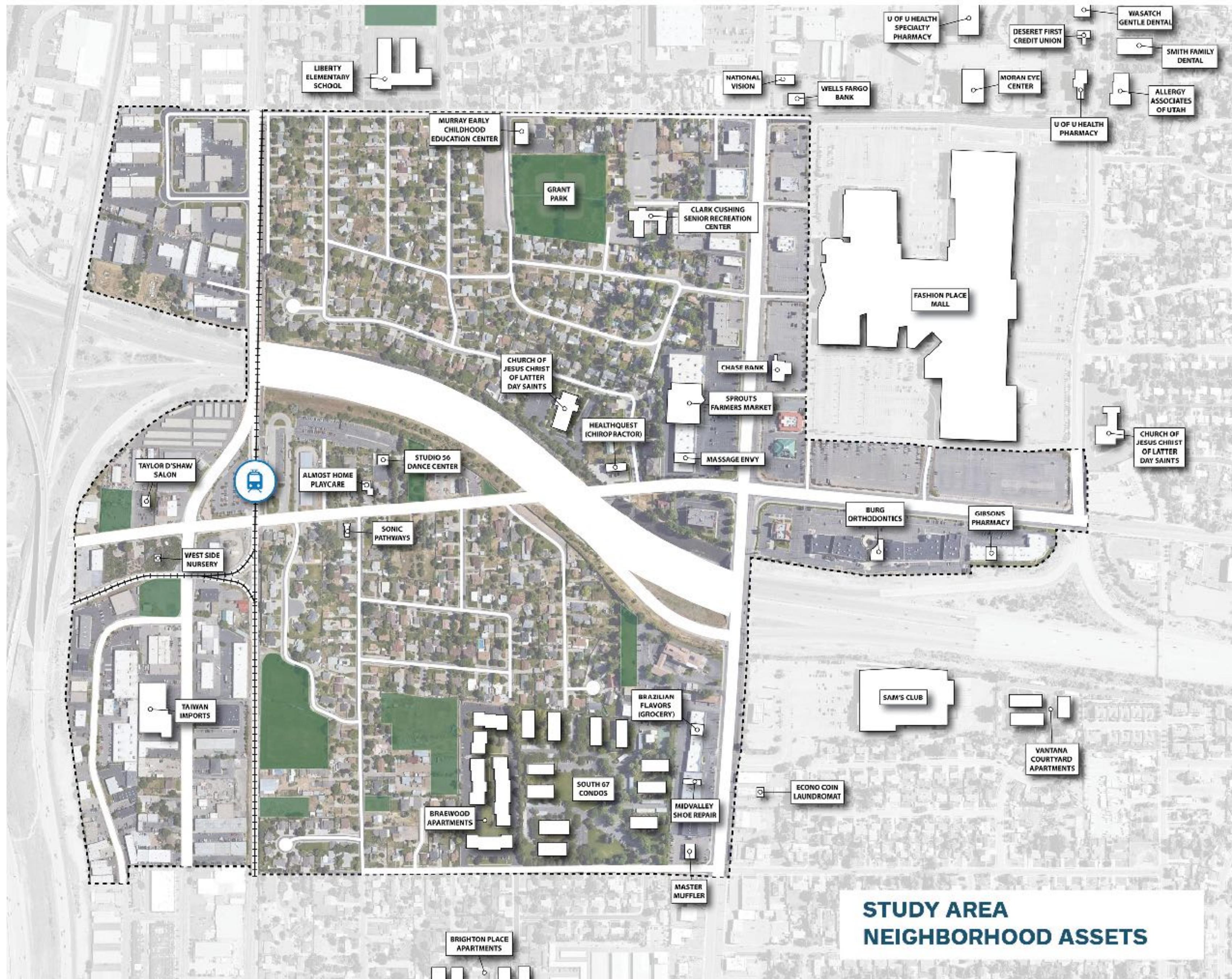
Staff and the Planning Commission recommend the City Council **APPROVE** the adoption of the Fashion Place West Small Area Plan as an amendment to the 2017 Murray City General Plan.



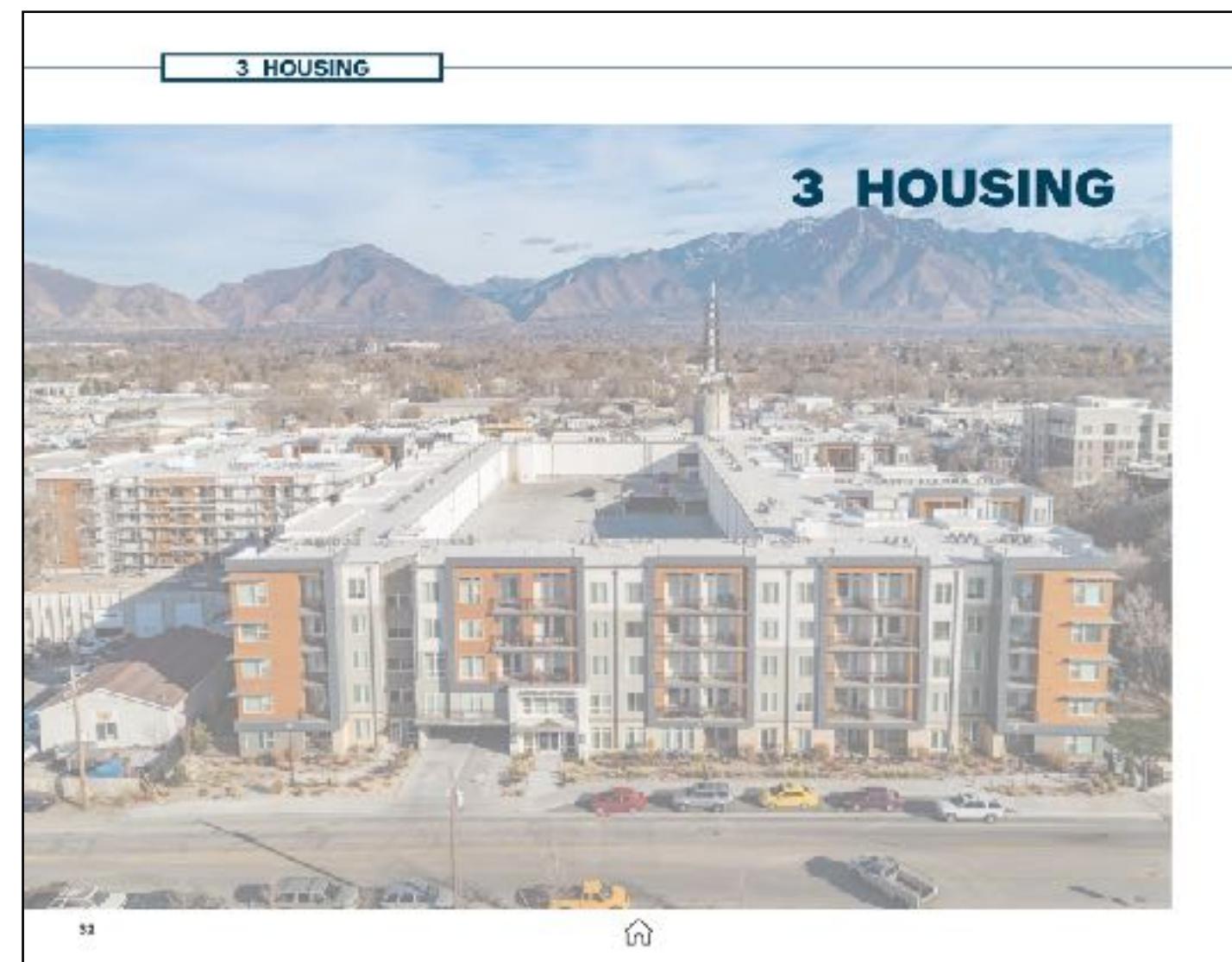
FASHIONPLACE WEST SMALL AREA PLAN

Final Draft Discussion

FASHION PLACE WEST AREA



DOCUMENT STRUCTURE



Take-aways from the Small Area Plan:

1. Neighborhood changes must be **context sensitive**.
2. **Murray City does not own significant land in the area**, all development will be a partnership with property owners.
3. **Infrastructure improvements needed** along Winchester to improve walkability and active transportation uses.
4. **Concentration of new development near TRAX station** will create more neighborhood-scale services, housing, and public spaces.
5. Begin conversation about **conversion of Fashion Place Mall to a mixed-use center**, with housing, jobs, and office uses.
6. Housing demand in the region is going to continue to increase, and **locations with quality transit service near jobs are the right place to locate more housing options**.

Frequently Asked Questions:

1. When is development happening in the study area? **This plan looks at a 25-year time frame for the neighborhood. With new development interest in the area, this document seeks to guide that development so it is appropriate in scale. No specific major developments are being proposed with this small area plan.**
2. Is the city going to be purchasing property in the study area? **No. The plan does not recommend the city buy property in the area.**
3. Will apartment buildings be built within the single family neighborhoods within the study area? **No. The plan recommends only low-density infill projects on empty parcels within the neighborhoods.**
4. What rezoning is happening with this plan? **This plan does not rezone any properties. Any future rezones will still have to go through the typical process.**

The following goals for the study area were established through the small area planning process:

A. Strengthen relationship between TRAX station and Fashion Place Mall

- A. Sidewalks & streetscape improvements
- B. Develop vacant parcels along Winchester

B. Improve transportation connectivity for the neighborhood

- A. Improve sidewalks & bike lanes
- B. Better urban design

C. Improve overall neighborhood quality

- A. Invest in infrastructure (sidewalks, lighting, street trees)
- B. Park updates, more public spaces
- C. More neighborhood-scale services (retail, etc) near TRAX station

D. Promote transit use and active transportation

- A. Invest in infrastructure
- B. More destinations within a walkable distance in the neighborhood

6 APPENDIX

6.1 PUBLIC ENGAGEMENT

6.1.1 OPEN HOUSE

On February 12, 2020 Murray City along with the consultant team, held a public open house at the Clark Cushing Senior Center, located within the northern portion of the study area. The objective of the open house was to educate the public about existing conditions in the area and the goals of the Fashion Place West Small Area Plan, as well as to gain feedback and insight from the participants about many key components. A series of ten boards and individual questionnaires were used to inform, and gather feedback.

Among the approximately 35 individuals that participated, half said that they lived in the study area, and the other half were commuters or Murray residents. Most participants had positive reactions to the planning process, while also expressing their desire for better connectivity in the area, which aligns well with the City's vision for the Small Area Plan.

The most frequently asked question from participants was, "What development is being proposed?" Staff and the consultant team educated residents about the need for a long range plan for this area, even though there was no development proposed, or on the horizon.

When participants were asked which of Murray's five key initiatives (established in the General Plan) seem most related to this neighborhood, many felt that Livable and Vibrant Neighborhoods and Multi-Modality were most applicable.

The questionnaire asked respondents about their impressions of the study area and what they have experienced, and would like to see changed.



Approximately 35 individuals participated in the Open House at

When asked what types of destination neighborhood, the most common

- Public space/parks
- Dining
- Grocery/market

When asked what type of housing life, the majority of respondents at

- Single-Family Home
- Townhome
- Accessory Dwelling Unit (ADU)

6.1.2 SURVEY

While originally scheduled to hold a second open house, due to safety concerns related to the COVID-19 pandemic, City staff and the consultant team conducted an online survey from May 20th through June 20th. Residents, commuters, shoppers, and other interested parties were invited to participate by answering a series of 18 questions. The survey was advertised through social media channels and received over 130 responses.

The goal of the survey was to gauge respondents' understanding of the components of the Small Area Plan, and aptitude for more specific recommendations dealing with connectivity expansion, housing options, and design guidelines.

A number of survey questions stood out as good indicators of concerns that residents have and what they would like to see more of. Those included:

- What four words would you use to describe the attributes of the Fashion Place West neighborhood?
- What is your primary destination when you visit the neighborhood?
- What do you see as challenges facing the neighborhood?
- What types of housing do you wish were available?
- What housing issues do you feel exist in the neighborhood?

A majority of respondents appreciate the convenient and central location of the Fashion Place West neighborhood. When asked questions regarding access for bicycles and pedestrians, many respondents expressed desire for better sidewalks and more bicycle lanes. A common concern throughout the survey responses was around traffic in the Fashion Place West neighborhood, and the area becoming busier. Because of this concern, staff and the consultant team felt it important to address the effects of future growth on

Convenient
Quiet
Crime
Transit
Industrial
Busy
Central
TRAX
Friendly
Potential
Restaurants
Access
Old
Crowded
Noisy
Congested
Shopping
Run Down
Homeless

Question 4: What four words would you use to describe the attributes of the Fashion Place West neighborhood?

When respondents were asked about the types of housing that they wished were in the neighborhood, many felt that mid-density housing types such as cottage clusters, ADUs, and duplex/triplex units would make a good addition. When asked about housing issues they felt the study area faced, many respondents expressed the need for more housing affordability, and construction quality.

Overall, the survey was a key component to the public engagement approach, giving residents a safe and healthy avenue to express their concerns and ideas about the future of the neighborhood.



3 HOUSING

INCOME NEEDED TO BUY A \$400,000 HOME IN SALT LAKE COUNTY 2020



Figure 3.6 Graphic showing necessary household income to purchase a home in Salt Lake County.

study also shows that new construction decreases the average income of people moving to the area by approximately 2 percent, as well as the number of people moving to the area who are from very low income neighborhoods by almost 3 percent. This is due to the fact that new buildings reduce costs in lower segments of the housing market.

Another misconception about the construction of new market-rate housing in a lower income neighborhood is that this development contributes to or initiates gentrification. The Upjohn Institute study found that new construction actually tends to occur after a neighborhood has already begun to change, or gentrify. The end result is the eventual accommodation of pre-existing demand, diverting high-income households from nearby units and reducing rents, instead of signaling that a neighborhood is now desirable.

Murray City should adopt strategies that encourage housing



Figure 3.7 With the projected increase in population over the next 20 years, market-rate and more income-dependent housing options will be important to maintaining affordability.

development. Regulatory restrictions on housing development can lead to higher rents, and faster home price growth. This leads to fewer people moving into economically successful areas. Strategies that promote residential construction foster more economically integrated neighborhoods, which also promotes economic mobility and housing options for low income residents. Market-rate housing construction not only improves regional affordability, but also neighborhood affordability.

3.2.2.4 ENERGY PRICES

In a world of higher energy costs, it will be essential to consider the combined costs of housing, transportation, and utilities—to ensure that families have adequate residual incomes to afford other necessities. This in turn suggests the importance of policies and practices that help to reduce these combined costs, for example, by ensuring the availability of affordable homes near public transit and job and retail centers—so

HOUSING ANALYSIS

Young couples may have children and become young families.

Housing Types Needed:

- Townhomes
- Single Family Homes



Young people join a group household, couple, or remain solo.

Housing Types Needed:

- Accessory Dwelling Unit
- Duplexes, etc.
- Apartment



Young families mature and increase in size.

Housing Types Needed:

- Townhomes
- Duplexes
- Cottage Clusters
- Single Family Home



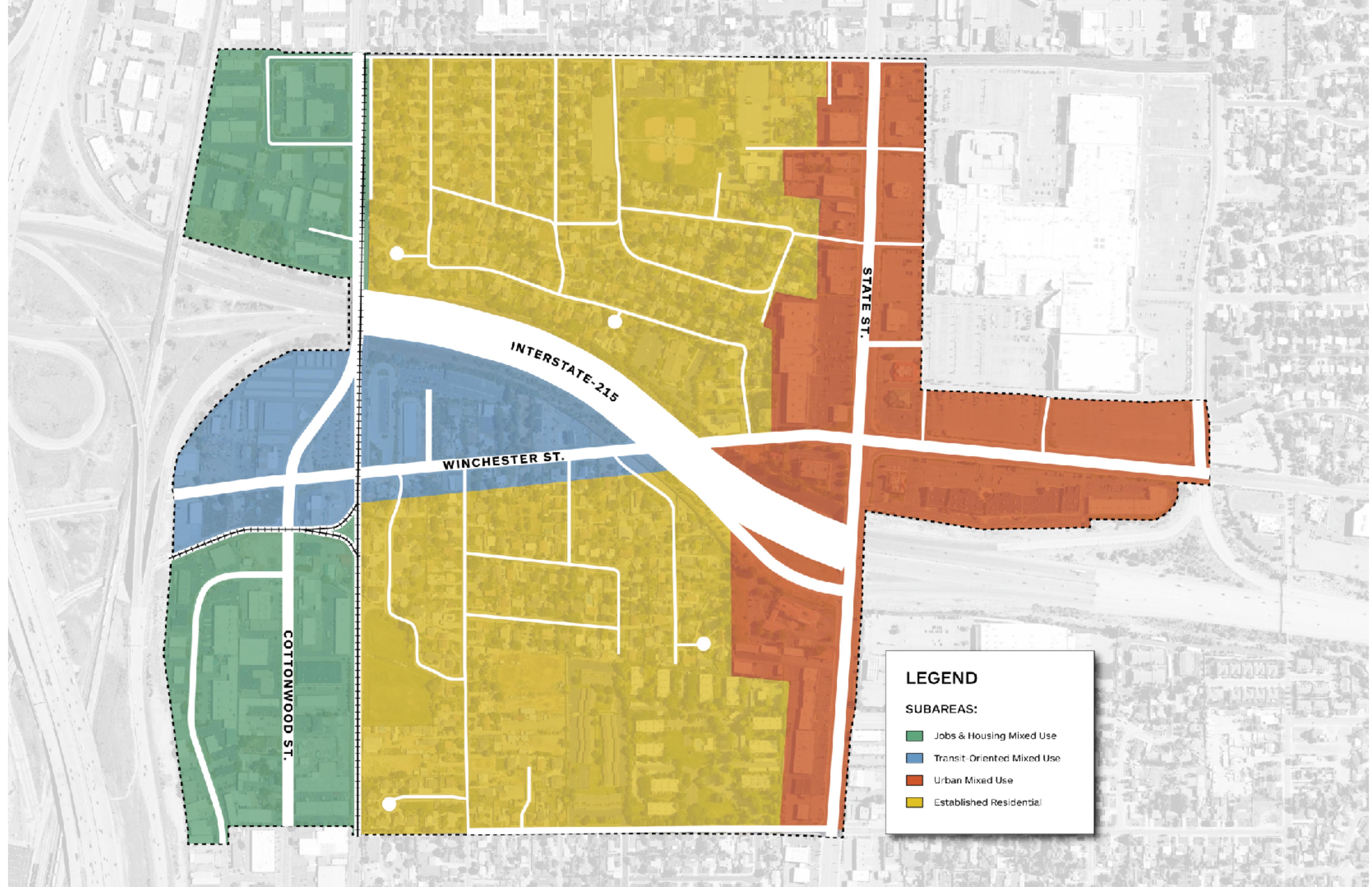
Young people leave the parental home to form new households, leaving behind empty nesters.

Housing Types Needed:

- Accessory Dwelling Unit
- Duplexes
- Cottage Clusters
- Apartment



SUB AREAS



HOUSING SUB AREAS

SUB-AREA 3: TRANSIT-ORIENTED MIXED-USE

ROW HOMES



Figure 3.28: This area is adjacent to the TRAX station and will contain more valuable land, as proximity to transit increases. New development will be more cost effective and should not be a luxury residential and office building, increasing secondary uses, as well as transit-oriented uses, as well as transit support, and are supported by the proximity to the TRAX station.

2-4 STORY RESIDENTIAL WITH MIXED-USE

TOWN HOMES



Figure 3.29: The TRAX station area is immediately adjacent to single-family homes in some areas, and adjacent to transit, rail lines, and transit-oriented uses. Town homes are an appropriate housing type that can be co-located near single-family homes in this sub-area.

FASHION PLACE WEST SMALL AREA PLAN

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SUB-AREA 1: ESTABLISHED RESIDENTIAL

ACCESSORY DWELLING UNITS (ADU)



Figure 3.22: The single-unit neighborhoods within the Fashion Place West study area are well-established and are areas of great value to the City. These residential areas should be preserved, with the exception of infill development where underdeveloped parcels exist within the neighborhood. Using development along Winchester Boulevard, neighborhood unit developments, and a range of infill projects within these areas.

DUPLEX DEVELOPMENTS



Figure 3.23: Duplex units are appropriate housing types in this sub-area. Duplexes provide the benefit of adding density to the neighborhood, increase density, all while maintaining the aesthetic of the area.

SINGLE-FAMILY RESIDENTIAL



Figure 3.24: This sub-area is primarily a single-family neighborhood. This type of housing remains an appropriate housing type in order to maintain the character of the neighborhood.

FASHION PLACE WEST SMALL AREA PLAN

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SUB-AREA 4: JOBS AND HOUSING MIXED-USE

OFFICE MIXED-USE DEVELOPMENT



Figure 3.32: In the long-term, as the population increases in reputation, this area will increase in value and eventually transition from its current land uses to a denser job center that incorporates residential components.

2-4 STORY RESIDENTIAL WITH MIXED-USE

4+ MIXED-USE DEVELOPMENT



Figure 3.33: As part of the job and housing mixed-use job-area, consider in job developments areas appropriate housing types. Consider provided for sale option to homeowners while providing more housing options and services.

FASHION PLACE WEST SMALL AREA PLAN

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3 HOUSING

SUB-AREA 2: URBAN MIXED-USE

HIGH DENSITY RESIDENTIAL WITH GROUND FLOOR MIXED-USE



Figure 3.25: Given the urban and commercial nature of the street corridor, higher density residential uses are appropriate. The most dense projects should be located along Stowe Street, between Winchester Street and 2800 South.

4-6 STORY MULTI-FAMILY RESIDENTIAL



Figure 3.27: Four to six story residential development is recommended in the Urban Mixed-Use sub-area, as well as ground floor uses, as well as mixed-use developments.

FASHION PLACE WEST SMALL AREA PLAN

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HOUSING SUB AREAS

SUB-AREA 1: ESTABLISHED RESIDENTIAL

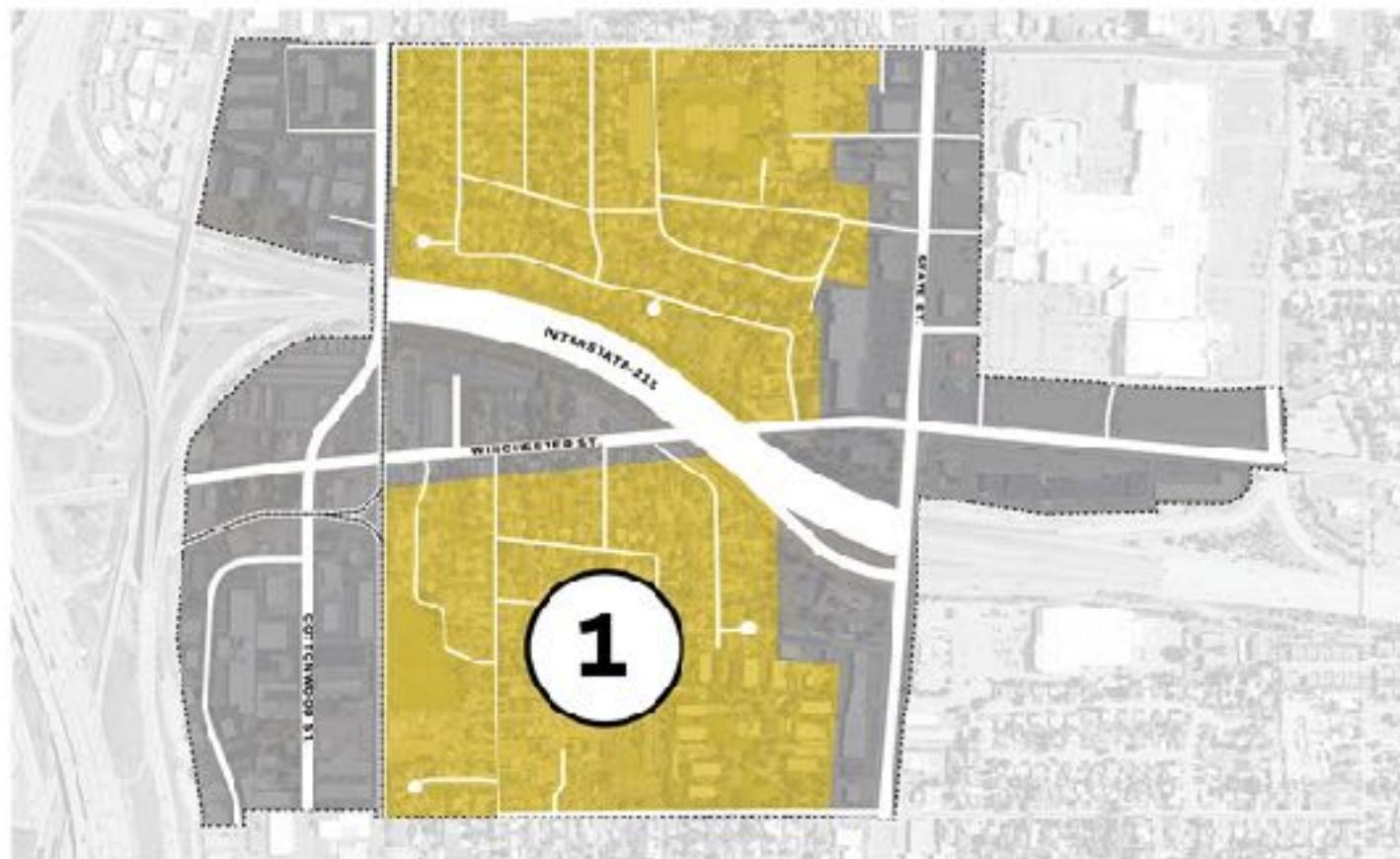


Figure 3.20 The single-unit neighborhoods within the Fashion Place West study area are well established and are an asset of great value to the City. These neighborhoods should be preserved, with the exception of infill development where underdeveloped parcels exist within the neighborhoods. Using development along Winchester to buffer this neighborhood can also create a wider range of housing choice within the area.

DUPLEX DEVELOPMENTS



Figure 3.22 Duplex units are an appropriate housing type in this sub-area. Duplexes provide the benefit of adding housing units to the neighborhood, increase density, all while maintaining the aesthetic of the area.

ACCESSORY DWELLING UNITS (ADU)



Figure 3.21 Accessory Dwelling Units (ADUs) constructed over a single-family home's garage is an example of a way to provide life cycle housing in the study area. This dwelling type is encouraged to allow more people to live in the neighborhood without greatly impacting the look and feel of it.

SINGLE-FAMILY RESIDENTIAL



Figure 3.23 This sub-area is primarily a single-family neighborhood. This type of housing remains an appropriate housing type in order to maintain the character of the neighborhood.

Sub Area 1:

1. No major land use changes
2. Context-appropriate infill projects
3. Low density housing
 1. Cottage Clusters
 2. "Patio" Homes
 3. Individual ADU projects
 4. Duplex type units similar to existing home types
4. All private property owner driven projects

3.8 HOUSING IMPLEMENTATION STRATEGY

This implementation strategy weighs current market conditions, regulations, and best practices. These important factors help to identify and outline clear priorities and policy amendments that will improve housing development and opportunity within the study area.

3.8.1 HOUSING PRIORITIES

In order to expand housing choice in the study area, the following priorities have been identified:

1. Offer services and amenities near housing.
2. Provide housing for all stages of life.
3. Create a walkable neighborhood.
4. Increase residential allowable densities for development along and adjacent to the Fashion Place West TRAX station, I-15, and State Street, by increasing parking densities using structured parking in conjunction with mixed-use developments.
5. Address established residential neighborhoods by creating responsible transitions between existing residential and new, higher density developments.
6. Incorporate a mix of uses into new residential developments as well as existing single-use zone districts.

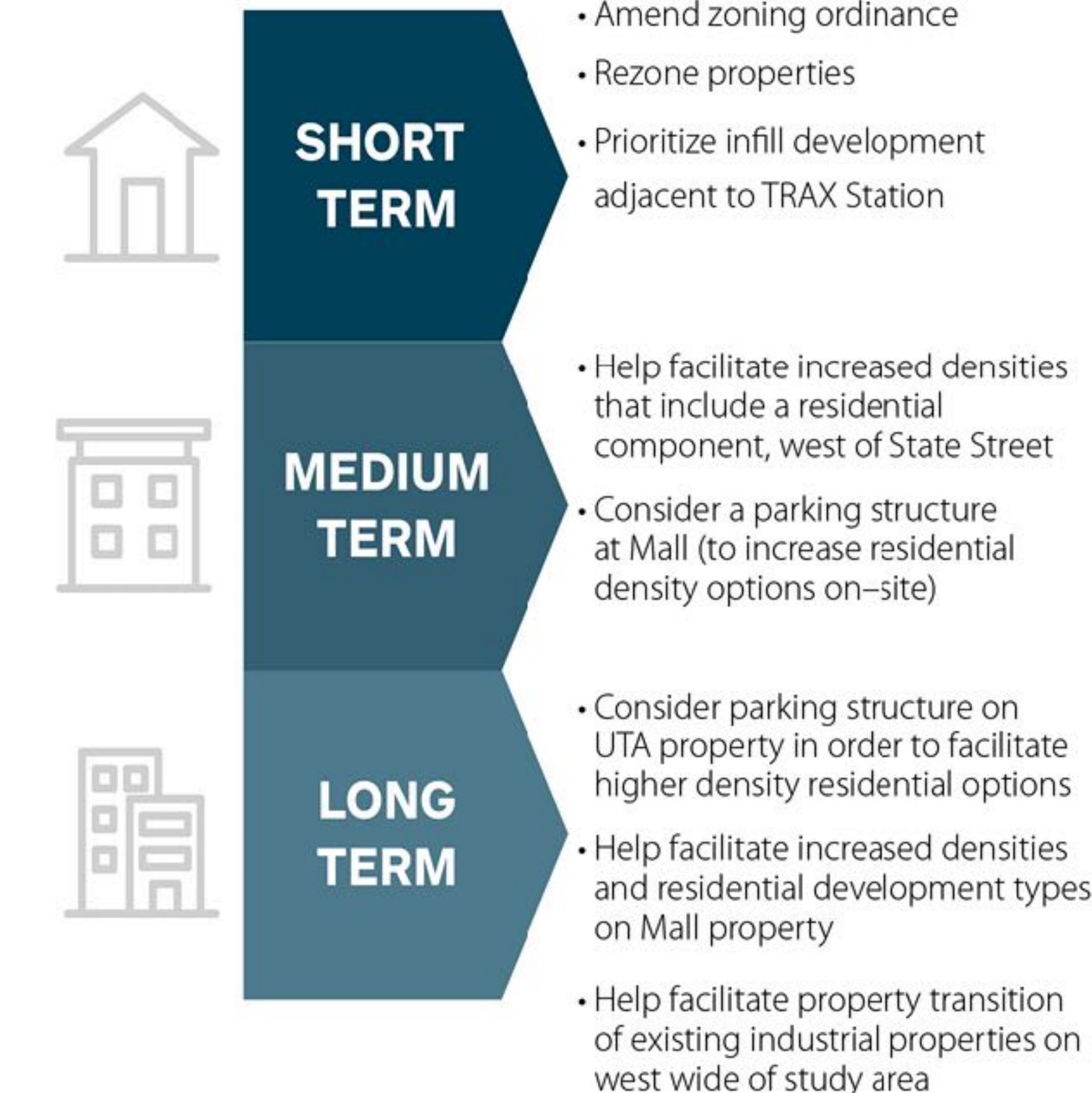
3.8.2 POLICY UPDATES AND LAND USE AMENDMENTS

Policy changes the City can implement will begin the process of change for the study area, including the following:

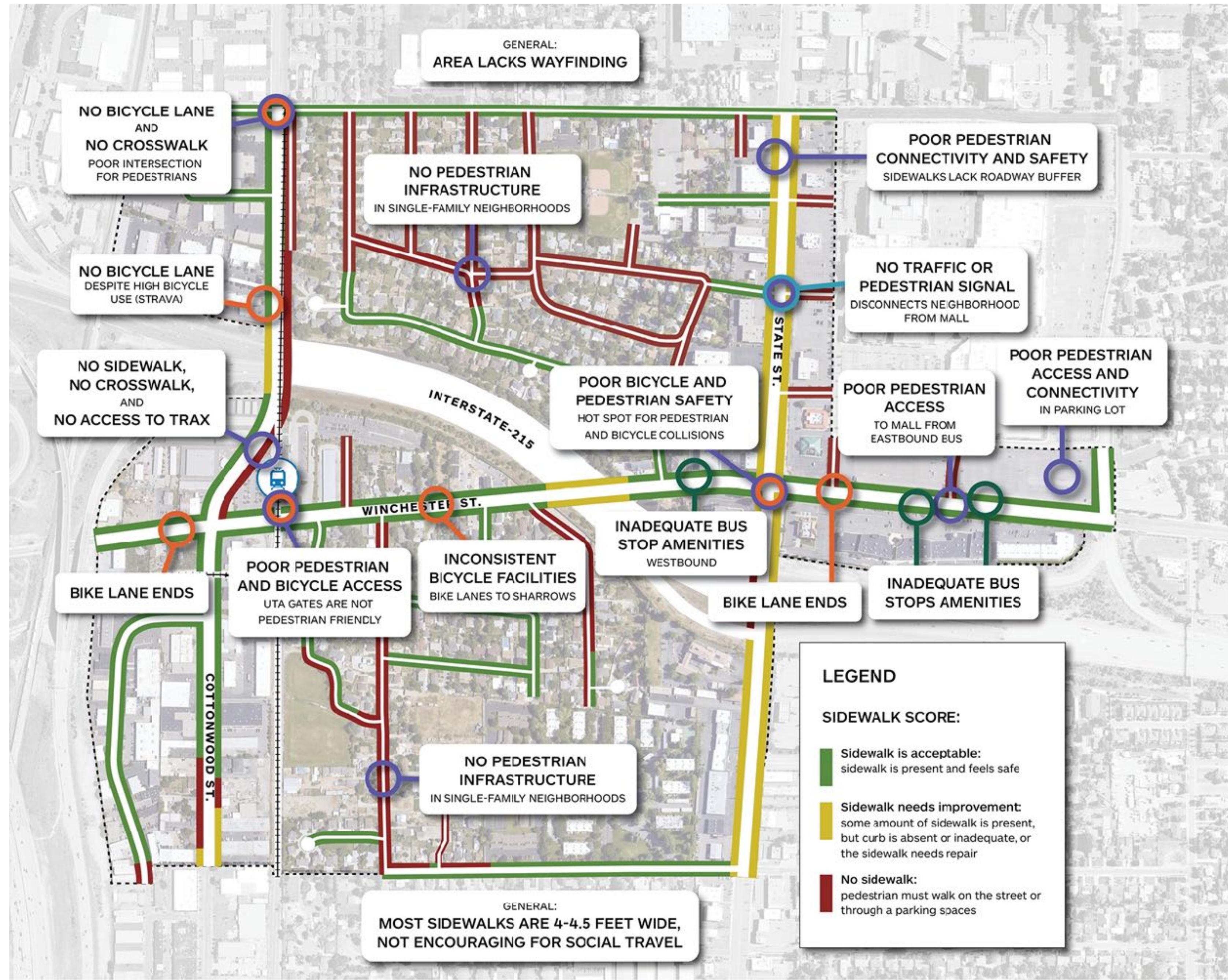
1. Create new Fashion Place West zone district (FPW) modeled off existing TOD zone with the following revisions:
 - (a) Parking
 - (i) Include shared parking provision.

- (ii) Reduce residential requirements contingent upon proximity to TRAX station, shared parking calculation, etc.
- (iii) Implement parking maximums.
- (b) Reduce front yard setback from 15 feet and 25 feet, to 0 feet
- (c) Implement maximum setback requirements.
- (d) Consider a decrease of open space percentage requirements from 20 percent to 10 percent.
- (e) Ground floor activation, requirements, and language.

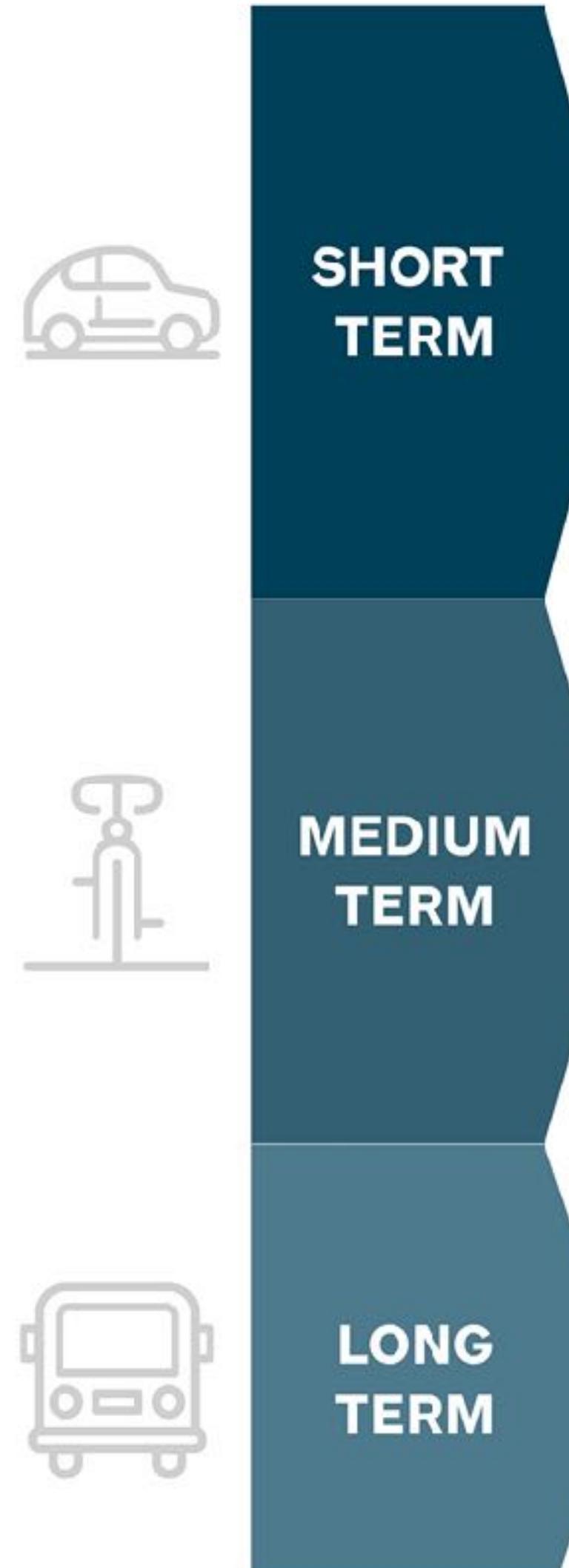
2. Re-zone areas within the study area per recommendations of the General Plan.



CONNECTIVITY ANALYSIS



CONNECTIVITY SUMMARY



4.7 CONNECTIVITY SUMMARY AND IMPLEMENTATION STRATEGY

The Connectivity section of the Small Area Plan considers current transportation and mobility in the study area, planned improvements, and best practices. These factors were used to identify and outline clear priorities and policy amendments to improve future transportation within the study area.

4.7.1. CONNECTIVITY PRIORITIES

1. Improve overall active transportation connectivity between residential neighborhoods, TRAX station, and Fashion Place Mall
2. Modify UTA Bus route 209 to be a circulator between the TRAX station and Fashion Place Mall
3. Develop parking strategy
4. Adopt streetscape improvement plan to ensure future connectivity in key areas:
 - (a) Winchester
 - (b) Cottonwood
 - (c) Intersections
 - (d) Fashion Place Mall access

4.7.2. POLICY UPDATES AND LAND USE AMENDMENTS

1. Create new Fashion Place West zone district modeled off of existing TOD zone with the following revisions:
 - (a) Parking
 - (i) Include shared parking provision
 - (ii) Reduce residential requirements contingent upon proximity to TRAX station, shared parking calculation, etc.
 - (iii) Implement parking maximums
 - (b) Reduce front yard setback from 15 feet to 25 feet, to 0 feet
 - (c) Implement maximum setback requirements
 - (d) Decrease open space percentage requirements from 20 percent to 10 percent
 - (e) Ground floor activation, requirements, and language
2. Re-zone areas within the study area per recommendations of the General Plan

DESIGN GUIDELINES

5 DESIGN GUIDELINES

FASHION PLACE WEST SMA—AREA PLAN

5.4.3. PROMINENT ENTRANCES

Building entrances should be designed to readily inform people of their access and use.

- The primary (front) building facade and main entry of nonresidential buildings should be well-marked, articulated and oriented and facing the primary public street.
- Consider placing the main building entrance at a street corner.
- Entrances should be lighted and protected from weather.
- Entrances facing public streets should be made visually prominent and receive architectural emphasis. A variety of techniques to accomplish this include:
 - Raised entries
 - Projecting entries
 - Elevated entries with stairways for residential uses
 - Entry-related cover or roof-line articulation (such as canopy articulation, parapet-roof articulation)
 - Arched entries
 - Decorative moldings or molding above doorways
 - Landscape treatment and emphasis
 - Surface treatment (such as pavers or tiles)
 - Entry courtyard
 - Transom windows
 - Signage
 - Other techniques as appropriate

Figure 5.21 Entrances to buildings within the Fashion Place West study area should be well-marked and oriented toward the primary public. Signage should be implemented on a human-scale and feature short/medium well-articulated entrance.

Figure 5.22 Corner buildings should be constructed as the main building of new development, and should display a prominent entrance on the corner. Entrances can include decorative overhangs, stone fascia treatments, and stone or stonework that emphasizes unique architectural features.

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5 DESIGN GUIDELINES

FASHION PLACE WEST SMA—AREA PLAN

5.3.3. LIGHTING

Lighting should enhance a contribution to the character and safety of the streetscape and public spaces, but not disturb adjacent developments and residences.

- Use City-approved standardized fixtures for sidewalk lighting. Fixtures should be consistent with adopted light fixture for the study area.
- Lighting elements throughout and surrounding the site should be complementary, including pedestrian pathways, accent, parking lot, lighting, lighting of adjacent developments, and the public right-of-way.
- All lighting should be shielded from the sky and adjacent properties and structures, either through exterior full cut-off shields or through optics within the fixture.
- Lighting used in parking lots should not exceed a maximum of 30 feet in height. Pedestrian-scale lighting should be a maximum of 16 feet in height.
- Parking lot lighting should be appropriate to create adequate visibility at night and evenly distributed to increase security.

Figure 5.23 Street lighting within public spaces should achieve a character and identity established for the Fashion Place West study area and be at a pedestrian scale. Additionally, this lighting should become 'cas' lighting to minimize light spillage.

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5.3.4. PEDESTRIAN CONNECTIONS

MAP

FASHION PLACE WEST SMA—AREA PLAN

Safe pedestrian passage should be provided through any large blocks or parking lots to provide convenient and direct pedestrian connections and to provide neighborhood-scale open space.

- Formalized mid-block pedestrian corridors or connections between public rights-of-way through the blocks and redevelopment sites on 300-250 foot intervals are highly encouraged, with at least one through-block connection for any block longer than 600 feet.
- All non-motorized corridors and connections should include:
 - A 5 foot minimum building setback on either side of the connection which could include landscaping, lighting, and other pedestrian amenities;
 - A 6 foot 7 inch minimum walkway, and
 - Appropriately scaled pedestrian lighting.
- Walkways should be paved with a differentiated pavement surface treatment to alert drivers to the pedestrian right-of-way and potential presence of pedestrians. Speed tables may be installed as appropriate to further calm vehicular traffic.
- Alternate building entrances are encouraged to be located on pedestrian connections and allyways to provide a building face along such pathways.
- Access from the street should include wayfinding signage to notify pedestrians of the facility.

Figure 5.27 The Fashion Place West study area looks to structure for pedestrians. Being bisected as two separate units limits the walkability capability in the neighborhood. Integrating pedestrian crossings between commercial and residential development can greatly increase walkability in the area.

Figure 5.28 Mid-block pedestrian crossings are located in the Fashion Place West study area. Crosswalks will maintain traffic signals. Future streetscape improvements should incorporate safe and highly visible mid-block crossings along Winchester Street and Cottonwood Street.

FASHION PLACE WEST SMA—AREA PLAN

5 DESIGN GUIDELINES

5.3 SITE DESIGN

5.3.1. BUILDING PLACEMENT

To support and encourage pedestrian comfort, convenience and activity, buildings should create a sense of enclosure within the street corridor, by establishing a direct relationship between buildings and sidewalks.

- Commercial and mixed-use buildings should be built along the back of the sidewalk on all Type I and Type II streets, adjacent to any public plaza, courtyard, seating area, or other space intended for public use.
- Multi-family buildings may include a modest front setback (9-12 feet) to create a transition area between the public and private space. Street wall reinforcing elements are encouraged to occupy in this setback, such as:
 - Porches and stoops
 - Landscaping
 - 2 foot maximum fence height;
- Single-family and lower density residential structures on Type II streets may have a front setback of 30-25 feet (or average of two adjacent properties) to maintain the existing character.
- Detached accessory residential structures, such as accessory dwelling units or detached garages should be set 20-0 feet from the back of line.

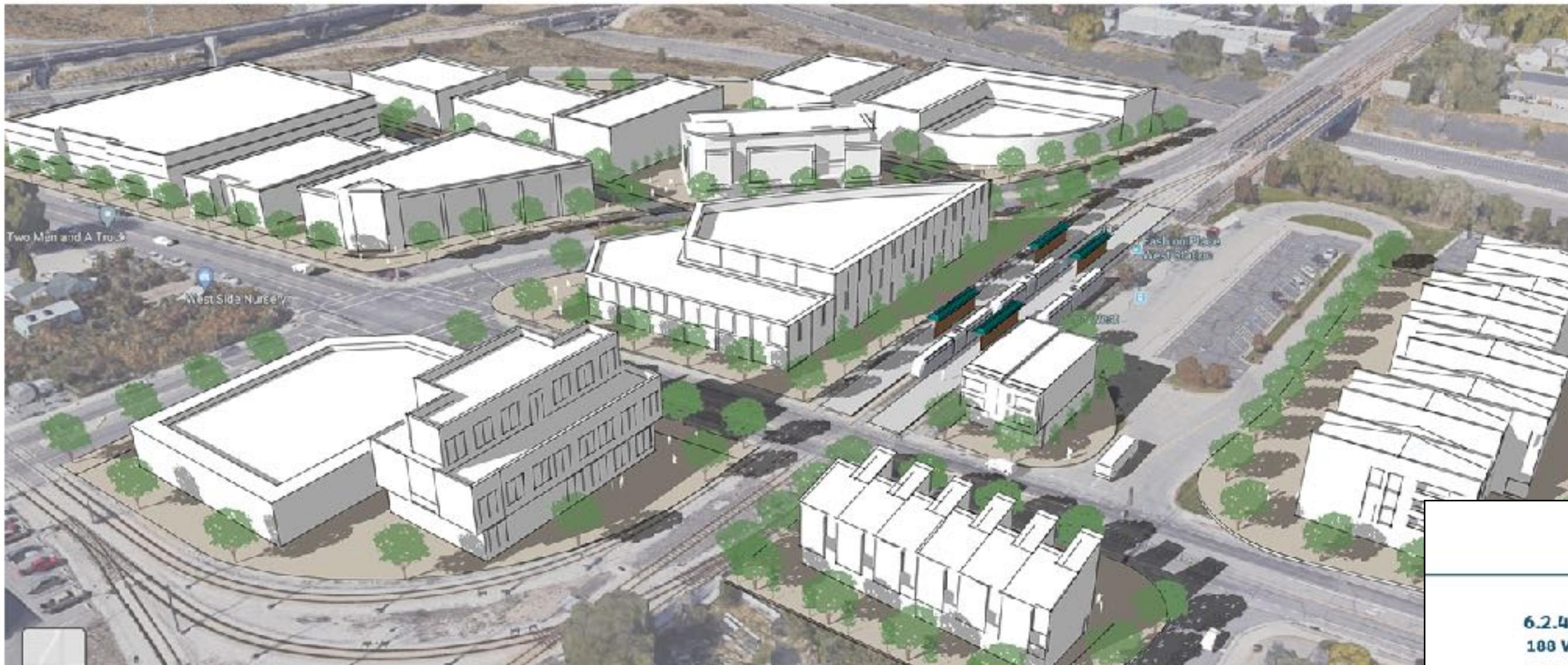
Figure 5.29 Commercial buildings within the Fashion Place West study area should be built along front property lines and sidewalks to encourage pedestrian activity and a sense of enclosure, whereby creating a sense of place.

Figure 5.30 The diagram above illustrates the desired placement of buildings to minimize the lot as well as addressing the street.

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6 APPENDIX

6.2.3. CATALYTIC PROJECT: TRAX STATION AREA REDEVELOPMENT



The area around the Fashion Place West TRAX station is ripe for redevelopment over the next 20 years.

In order to encourage this increase in density of uses such as commercial, residential, and office, the area must be rezoned to decrease parking requirements and increase density allowances.

SHORT TERM

- Amend zoning ordinance, rezone properties
- Improve access from Cottonwood Street to TRAX station with Cottonwood bridge reconstruction
- Prioritize residential infill development adjacent to TRAX station



MEDIUM TERM

- Help facilitate increased densities that includes residential requirements and increase density allowances.

LONG TERM

- UTA Parking structure
- Help facilitate property transition of existing industrial property side of study area.

6.2.4. CASE STUDY: MEADOWBROOK 100 WEST 3900 SOUTH, SOUTH SALT LAKE

The Meadowbrook station is located in an older industrial area near the center of the Salt Lake Valley. Upon the construction of TRAX, the surrounding parcels were primarily industrial and underutilized parcels. Some office space, Harmony Park, and single-family homes inhabited the area as well.

Once the Meadowbrook station was built, the surrounding community leveraged transit-oriented development. South Salt Lake and Salt Lake County have employed a Form Based Code and other policies to remove barriers and encourage the kind of growth the community envisions.



TIME TO GET TO... via TRAX

	DOWNTOWN	UNIVERSITY	SANDY	DAYBREAK	AIRPORT
	13 minutes	24 minutes	14 minutes	29 minutes	43 minutes

NEIGHBORHOOD DATA

MEDIAN RENTAL PRICE	MEDIAN HOME VALUE	MEDIAN HOUSEHOLD INCOME	DAYTIME POPULATION
\$1,062	\$332,394	\$42,736	1,288



Construction of the Hub of Opportunity, expected completion in 2020.

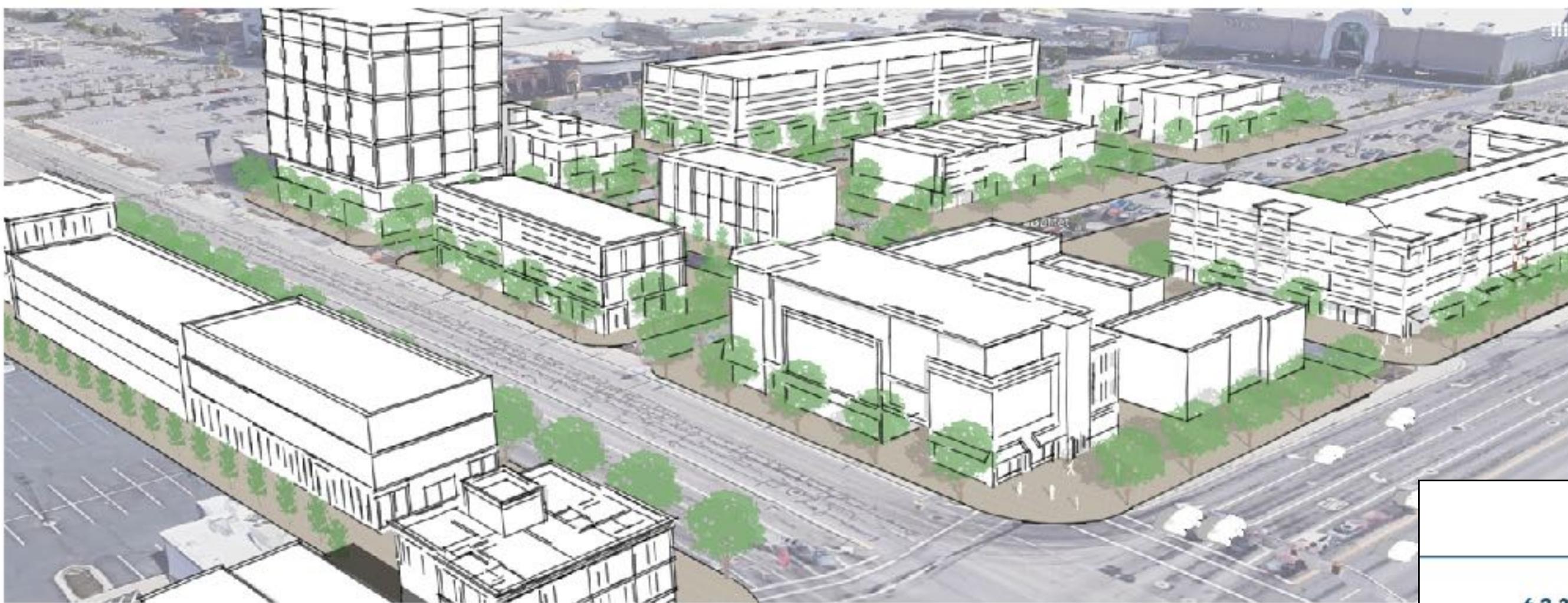
*Hub will have a total of 756 residential units, 117 income restricted, 46 in-rent at market-rate. Another 16 units will be reserved as workforce units as part of Columbus Network Hub that will provide transitional training spaces to young adults with autism to help them transition to community living and employment.



A rendering of the new Hub of Opportunity, located on the corner of 3900 S. 100 W. This is an innovative project and is a community-based, mixed-use development that will bring together a unique combination of community services, workforce development opportunities, and community living for individuals with disabilities.

6 APPENDIX

6.2.1. CATALYTIC PROJECT: STATE STREET/ WINCHESTER INTERSECTION



The future success of Fashion Place Mall and the surrounding area hinges on the ability to develop more densely where properties meet State Street (and Winchester Street). To make this future development possible the following regulations should be reviewed and revised:

1. Create new Fashion Place West zone district (HPW) that includes:

- Shared parking provision
- Implementation of parking maximums
- Reduced front yard setback
- Ground Floor activation recommendations

SHORT TERM

- Amend zoning ordinance, rezone properties
- Prioritize residential and office use infill development adjacent to State and Winchester Streets

- Perform streetscape improvements

MEDIUM TERM

- Work with Fashion Place Mall to improve internal pedestrian and pedestrian access to mall site
- Work with UDOT to improve pedestrian and bicycle experience at Winchester and State Street intersection
- Parking structure at mall

LONG TERM

- Help facilitate increased densities and residential development within mall property, especially adjacent to State Street

6.2.2. CASE STUDY: BELMAR LAKWOOD, COLORADO

After more than 15 years of proactive redevelopment efforts by the City of Lakewood and private developers, Belmar is considered to be the new downtown. The total amount of real area was reduced considerably, but the developers added housing, office, dining, and healthcare to the mix, to create a mixed-use place.

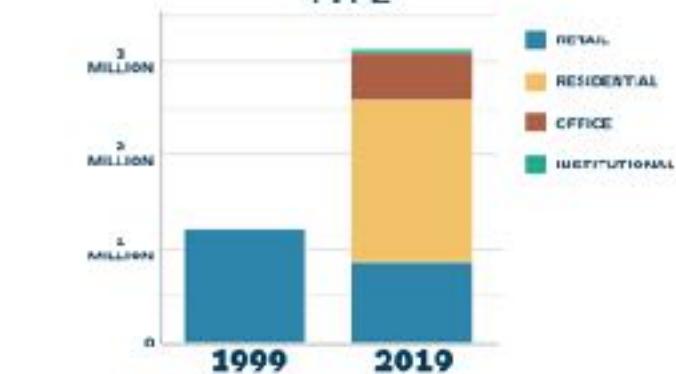
In 1966, the Villa Italia, a regional mall was built. It was a 104-acre site with 1.2 million square feet of commerce space. The mall closed in 2001 due to increasing competition and changing retail formats. The City of Lakewood began to re-envision how Villa Italia could be renovated or redeveloped.



Many of these spaces are located on the ground floor, with residential on the upper floors.

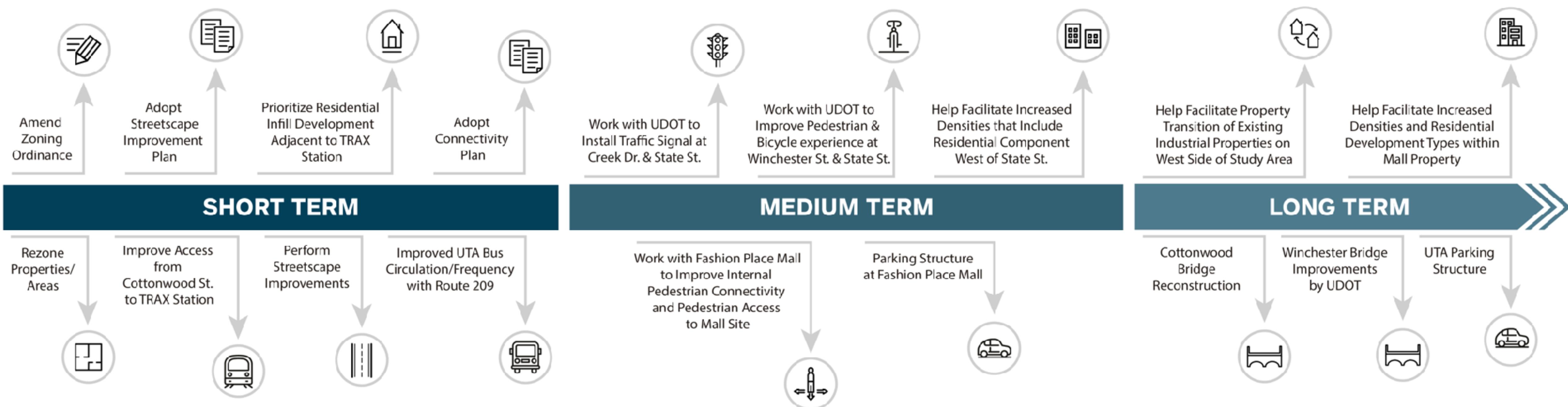
housing is the most abundant new type of development in Belmar.

SQUARE FEET OF DEVELOPMENT BY TYPE



The largest land use after redevelopment of the Belmar area is residential, with a reduction in the overall amount of retail square footage.

IMPLEMENTATION



FASHIONPLACE WEST SMALL AREA PLAN

Thank you!