



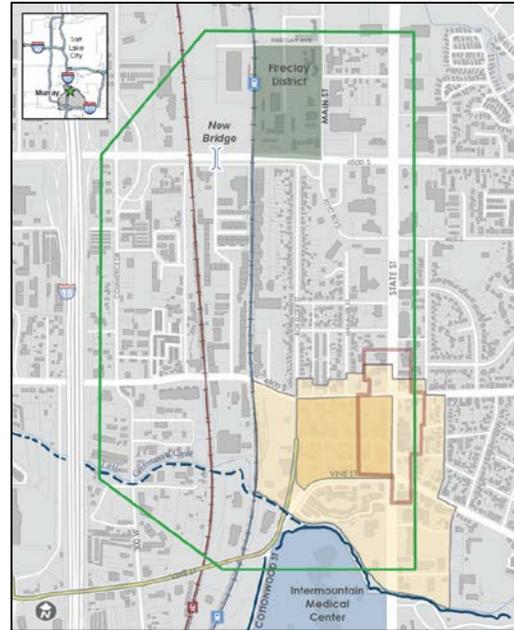
Cottonwood Street Environmental Assessment – Murray City, Utah

Centrally located in the Salt Lake Valley, Murray, Utah continues to evolve from a regional industrial center into a regional commercial destination. The city’s central location also now benefits from two TRAX light rail stations, as well as an intermodal center for FrontRunner commuter rail, TRAX, local bus service, and future bus rapid transit (BRT) service.

With the addition of high-capacity transit, the city has initiated efforts to redevelop areas adjacent to TRAX and FrontRunner stations. The Murray City Center District is a 100-acre, planned mixed-use district that includes new retail, commercial, and civic facilities, cultural opportunities, public spaces, and high-density residential land use.

The Fireclay Redevelopment Area is a 97-acre, mixed-use project. When completed, the Fireclay Village will include 1 million square feet of new residential space, housing 1,670 people, and 94,000 square feet of retail space in a mixed-use, mixed-income neighborhood.

The City Center District and the neighborhood between both redevelopment areas comprised the study area for the Cottonwood Street Environmental Assessment (EA). The existing transportation network is poorly connected, creating lengthy and circuitous routes, landlocked parcels, destinations not connected to transit stations, an unsafe environment for cyclists and pedestrians, and limited street frontage that provides little opportunity for “street life.”



Unlike typical National Environmental Policy Act (NEPA) projects where the purpose and need is focused on addressing capacity issues, the Cottonwood Street EA was focused on livability—a joint initiative by the U.S. Department of Transportation, the Department of Housing and Urban Development, and the Environmental Protection Agency aimed at improving access to affordable housing, providing more transportation options, and lowering transportation costs—supporting Murray City’s plans for a more livable, walkable community.

Through active stakeholder and public involvement, the close-knit neighborhood supported an alternative that includes a one-way couplet system and a 10-foot-wide multi-use trail connecting both redevelopment areas, and provides improved commercial frontage in the City Center District.