

MURRAY
CITY COUNCIL

Council Meeting April 16, 2019



Murray City Municipal Council

Notice of Meeting

April 16, 2019

Murray City Center

5025 South State Street, Murray, Utah 84107

Meeting Agenda

4:45 p.m. **Committee of the Whole** - Conference Room #107
Dave Nicponski conducting

Approval of Minutes

Committee of the Whole – January 22, 2019

Discussion Items

1. Murray Central Station Small Area Plan – Jared Hall, Jim McNulty, Mark Vlasic (15 minutes)
2. Legislative Update – Mayor Camp, G.L. Critchfield, Kory Holdaway, David Stewart, Michael Dillman (30 minutes)
3. Proposed Rezone 1104 West Winchester – Melinda Greenwood (10 minutes)
4. Pending Ordinance to Amend the City's Sign Code – Mayor Camp, G.L. Critchfield, Melinda Greenwood, Jim McNulty (20 minutes)
5. Discussion on a Grant from the Utah Division of Forestry, Fire and State Lands – Kim Sorensen (5 minutes)
6. Audit Services Committee Recommendation – Janet Lopez (10 minutes)

Announcements

Adjournment

The Council Meeting may be viewed live on the internet at <http://murraycitylive.com/>

6:30 p.m. **Council Meeting** – Council Chambers
Dave Nicponski conducting.

Opening Ceremonies

Call to Order

Pledge of Allegiance

Approval of Minutes

Council Meeting – March 19, 2019

Special Recognition

1. Murray City Council Resident Service Award to **Thomas Richard Henry** for outstanding community service. – Jim Brass

2. Murray City Council **Employee of the Month, Joe Goodman, Water Distribution Supervisor** – Cory Wells and Brett Hales
3. Consider a Joint Resolution of the Mayor and Municipal Council of Murray City, Utah declaring Friday, **May 3, 2019** as **Murray Arbor Day** – Mayor Camp and Matt Erkelens

Citizen Comments

Comments will be limited to three minutes, step to the microphone, state your name and city of residence, and fill out the required form.

Public Hearings

Staff and sponsor presentations, and public comment prior to Council action on the following matters.

1. Consider an ordinance amending the City's Fiscal year 2018 – 2019 Budget. – Mayor Camp and Brenda Moore

Business Items

1. Consider a resolution providing notice of a pending land use ordinance to amend the provisions of the City's Sign Code, Chapter 17.48, dealing with off premises signs relating to electronic message centers and applicable definitions. – G.L. Critchfield, Melinda Greenwood and Jim McNulty
2. Consider a resolution declaring support for the Locally Preferred Alternative for the Midvalley Connector Bus Rapid Transit Project. – Melinda Greenwood
3. Consider a resolution approving a Cooperation Agreement between Murray City and the Utah Division of Forestry, Fire and State Lands for a grant for the removal of invasive species and habitat improvement along the Jordan River Canal. – Kim Sorensen
4. Consider an ordinance amending Chapter 13.40.050 (D) of the *Murray City Municipal Code* changing fees in the Murray City Cemetery. – Kim Sorensen
5. Consider an ordinance amending Chapter 15.24 of the *Murray City Municipal Code* related to the Fire Code. – Mike Dykman and Joey Mittleman
6. Consider a resolution of the Murray City Municipal Council approving the selection of HBME, LLC as the independent audit firm to provide auditing services and authorizing the execution of an agreement between the City and HBME, LLC. – Janet Lopez

Mayor's Report and Questions

Adjournment

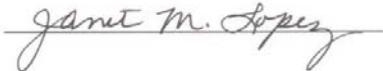
NOTICE

Supporting materials are available for inspection in the City Council Office, Suite 112, at the City Center, 5025 South State Street, Murray, Utah, and on the Murray City internet website.

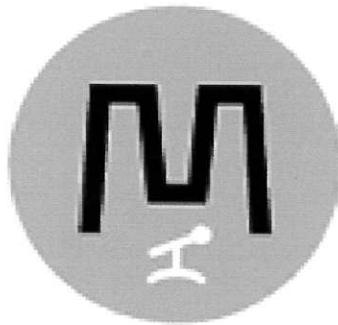
SPECIAL ACCOMMODATIONS FOR THE HEARING OR VISUALLY IMPAIRED WILL BE MADE UPON A REQUEST TO THE OFFICE OF THE MURRAY CITY RECORDER (801-264-2663). WE WOULD APPRECIATE NOTIFICATION TWO WORKING DAYS PRIOR TO THE MEETING. TDD NUMBER IS 801-270-2425 or call Relay Utah at #711.

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

On Friday, April 12, 2019, at 11:45 a.m., a copy of the foregoing notice was posted in conspicuous view in the front foyer of the Murray City Center, Murray, Utah. Copies of this notice were provided for the news media in the Office of the City Recorder. A copy of this notice was posted on Murray City's internet website www.murray.utah.gov, and the state noticing website at <http://pmn.utah.gov>.

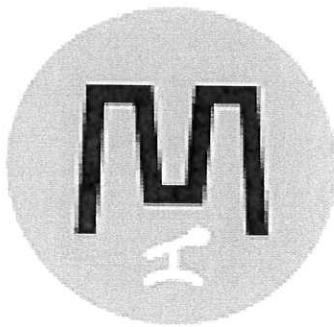


Janet M. Lopez
Council Executive Director
Murray City Municipal Council



MURRAY
CITY COUNCIL

Committee of the Whole



MURRAY
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Committee of the Whole Minutes



MURRAY
CITY COUNCIL

DRAFT

MURRAY CITY MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

The Murray City Municipal Council met as a Committee of the Whole on Tuesday, January 22, 2019 in the Murray City Center, Conference Room #107, 5025 South State Street, Murray Utah.

Council Members in Attendance:

Dave Nicponski - Chair	District #1
Dale Cox – Vice Chair	District #2
Jim Brass	District #3
Diane Turner	District #4

Excused:

Brett Hales	District #5
Janet Lopez	Council Director

Others in Attendance:

Blair Camp	Mayor	Jennifer Kennedy	City Recorder
Craig Burnett	Police Chief	Pattie Johnson	Council Office
Jennifer Heaps	Comm & PR Director	Jon Harris	Fire Chief
Kim Sorensen	Parks and Rec. Director	Greg Bellon	Asst. Gen. Mgr Power Dept.
Danyce Steck	Finance Director	Rob White	IT Director
Melinda Greenwood	CED Director	Danny Astill	Public Works Director
Bruce Turner	Operations Mgr. Power Dept.	Mark Hendrickson	Resident
Jennifer Brass	Resident		

Mr. Nicponski called the Committee of the Whole meeting to order at 5:45 p.m.

Approval of Minutes – Mr. Nicponski asked for comments or a motion on the minutes from:

- Committee of the Whole – November 20, 2018

Mr. Brass moved for approval. Ms. Turner seconded the motion. (Approved 4-0)

Discussion Items

Power Department Navajo Tribal Utility Project – Mayor Camp and Bruce Turner

Mayor Camp met with Mr. Turner several weeks ago to learn about the project he highly favored.

Mr. Turner discussed the group project with the Assistant Director for the Navajo Tribal Utility Company, although, nothing has been finalized at this time with APPA (American Public Power Association). A conference call is scheduled on February 1, 2019 to review the final details.

The Murray Power Department would like to send 1 Lineman Supervisor, 2 Journey Lineworkers, and 1 Apprentice Lineman to work on a project to bring power to the Navajo Nation in and around the four corners region. The city's phase of work requires the crew to leave on May 11, 2019 and work for seven days. One Murray City powerline truck, and one bucket-truck would be taken to the area, where hotel costs would be paid for by APPA. The following cost estimates were discussed:

• Four-man crew 40 hours	\$ 11,400
• Four-man crew 20 hours overtime	\$ 8,400
• Line Truck 60 Hours	\$ 2,760
• Bucket Truck 60 Hours	\$ 2,280
• Four-man crew per diem:	\$ 1,430
<u>Total:</u>	<u>\$ 26,070</u>

Mr. Turner explained per diem would cover daily food costs, because there are no services available near the project and workers will purchase food ahead of driving to the remote area each day.

Some materials will be transported daily, however, power poles and transformers will already be in place. The crew will attend a safety meeting on the first day to receive assignments and determine what other materials are needed for each day of work.

Mr. Brass thought the project was great thing to be part of.

Mr. Cox noted the very wet and rainy time of year, and requested updates be sent by email about how the project was going. Mr. Turner confirmed workers had sufficient rain gear and he would send email as he received more information to update the council regarding final details and progress.

Ms. Turner thought it was good for Murray to be part of the project and asked if staff was initially interested in going. Mr. Turner said absolutely.

Mr. Nicponski was glad the city was participating, commended the mayor for supporting the project, and asked what other power companies were involved.

Mr. Turner said statewide, St. George and Murray were the only participants, and other out-of-state workers would be flown in. Each power company would be assigned different sections of the project to accomplish power to homes in the area. A tentative project list was shared and a map of mostly Arizona, was provided for the council's review. Mr. Turner appreciated funding to participate and said the project would help many people.

Mayor Camp said the proposal would come to the council for their consideration in two weeks.

Proposed Annexations by Millcreek City – G.L. Critchfield, Doug Hill and Marv Hendrickson.

Millcreek City sent Murray a ‘Notice of Intent to File an Annexation Petition’ that included maps and boundaries of an unincorporated island in Salt Lake County that abuts Murray City. Flyers of the proposal were distributed to the neighborhoods seeking resident support.

Mr. Hill noted the “Future Land Use Map” to point out the areas south of the Van Winkle expressway; slightly north of Van Winkle on 900 East; and an area northeast of Murray Holladay Road.

He said a meeting occurred several months ago with the mayor of Millcreek, Mayor Camp, some of the administration, and him - the only discussion they have had so far - when Millcreek indicated their interest in boundary adjustments with Murray City, particularly the K-Mart property. Boundary adjustment issues were reviewed in a previous Committee of the Whole, and it was decided to respond to Millcreek in writing that the Murray Council was not interested in the boundary adjustment, however, the unincorporated areas were not addressed at that time.

Mr. Hendrickson lives in the unincorporated area and recently visited Mayor Camp to ask why Murray did not want to annex this area. The answer given him was that the city did not know anything about the situation. As a result, Mr. Hendrickson shared a flyer with Mayor Camp that was circulated to all the residents in the unincorporated area. Essentially, it encouraged residents to sign the petition to be annexed into Millcreek (see Attachment #1), and it stated Murray City and Holladay did not want to annex the area, however, Millcreek would be glad to. The situation caused Murray to question and discuss whether a protest of the annexation petition was necessary, in the event residents would rather come to Murray City.

Mr. Hill recognized this was a legislative function, as all boundary adjustments and annexations are, and therefore, sought council direction about the matter.

Murray staff researched property tax values in the area to understand how much money the city might receive - should the area become part of Murray City. City staff also considered maintenance and infrastructure, to determine the condition of roads and storm drains related to cost requirements, including additional staff for services. The Murray police and fire chief were asked to evaluate call volume and other information related to impact on public safety for the area.

Ms. Turner asked if the city could protest and what the city’s recourse would be.

Mr. Nicponski requested background information regarding the annexation process.

Mr. Critchfield explained when a city wants to annex any property, it begins by creating an annexation plan. A ‘Notice of Intent to Annex’ can only be filed after that plan is approved by a city council and a planning commission. Next the ‘Notice of Intent to Annex’ goes to the city recorder of the city conducting the annexation, then to the effected entities, which in this case is Murray City, because it is located within a half-mile radius. In addition, property owners in the area are notified about the annexation, as well as, every real property owner within 300 feet.

In this situation, Millcreek, who initiated the annexation petition, received signatures, provided a map and sent a copy of the notice to the effected entities. (See Attachment #2) Millcreek then designated sponsors, to explain why Millcreek wanted to annex, who delivered the petition to the city, and the county clerk.

Millcreek could deny the petition outright or waive it, to see if it could be taken into consideration. The Millcreek city recorder and attorney would ensure the petition meets all legal requirements, then certify the petition, which next goes to the Millcreek City Council. The notice is published and mailed to effected entities with a deadline for protesting, which is 30 days after the notice is received.

At that point Murray could file a notice of protest with the Boundary Commission, who then hires a consultant to do a feasibility study. If determined feasible, the Boundary Commission would hold a public hearing on the study, followed by a public hearing for any protests. A decision is made at that time, which could then go to district court.

Ms. Turner asked if it was often that a city-initiated an annexation. Mr. Critchfield noted in the past, Murray had never initiated an annexation, but citizens requested it.

Mr. Hill confirmed Millcreek did not initiate this petition; it was residents living north of Van Winkle that circulated the petition, however, Millcreek City leaders recruited them to run the petition drive.

Ms. Turner noted the annexation flyer depicted the logo of Millcreek City.

Mr. Hendrickson explained in order to petition an annexation, there is a legal requirement that the city must already be providing at least one service to the area. On this particular parcel, Three Fountains East was the first property to file for annexation east of 900 East, followed by others. He thought the petition was put together and filed by five petitioners, three of which were in his neighborhood. He reported a conversation with Millcreek's economic development director, who told him he was wrong about the requirement about providing services, to initiate a petition. Mr. Hendrickson reviewed his property tax bill with the director, who then admitted Millcreek did not provide any service to the unincorporated area.

Mr. Nicponski noted Unified Police and Fire Departments provide service to that area. Mr. Hendrickson confirmed, therefore, Millcreek is in equal position with Murray to annex the property.

Ms. Turner sensed it was not appropriate for a city to be pushing this kind of action, and thought the situation was odd. She affirmed any protest should be taken to the Boundary Commission. Mr. Critchfield confirmed.

Mr. Hill informed Millcreek that the Murray Council would review the options during a Committee of the Whole meeting. Millcreek responded by requesting Murray not file a protest, because they did not want the local media to report that one city was protesting against another city's annexation. Millcreek said if Murray has an interest in the area, Murray should let them know soon, and residents would have to file another petition to come to Murray. As a result, they would ask petitioners to withdraw their petition and resubmit a new one for only the area north of Van Winkle Expressway.

Mr. Hendrickson explained another annexation petition could not be filed - unless the current one failed. Therefore, he sent 244 letters to every annexation property Millcreek notified, to inform property owners that what the Millcreek administration was telling them - was not true. He encouraged them to consider natural boundaries and suggested residents reevaluate property values by comparing tax levies; for example, Salt Lake County, was the highest; Millcreek coming in next highest, followed by Holladay, and lastly Murray, which was almost \$1,000 less, based on the example of a \$300,00 property value. After his letters went out, he received several calls from residents wanting to know what would happen next. He

explained the meeting with Murray Council, and would report back once he knew if a new petition was needed.

Mr. Hendrickson thought the situation was a land grab similar to when Millcreek first incorporated. He said Millcreek gained properties located from Wasatch Boulevard, west to the Jordan River that are located between Murray and South Salt Lake. He stressed how far removed from the Millcreek area some properties were.

Mr. Critchfield instructed the council to consider cost benefits should Murray annex the area, because if Murray wanted the area, Murray should take it. However, only after considering financial information that would help formulate their opinion moving forward.

Ms. Steck noted the following:

- The area is 52.3 acres. Mostly residential with one office building.
- If the total area was incorporated into Murray, at current rates, property tax revenue would be \$45,030.
- Total property value - \$18.9 million (includes 45% residential discount) - \$30.1 million without discount.

Mr. Brass wondered if the cost to provide police and fire service was analyzed. Chief Burnett did not have exact totals but thought it would not have significant impact.

Mr. Brass thought the mobile park home might see more ambulance/paramedic calls than anything. Chief Harris could not say but would look at EMT information. He did not think the park was for 55 years and older. It appeared to be well kept, with no fire prevention issues, and easy access.

Mr. Astill reported minor storm drain issues and thought maintenance would be necessary, but not costly. There are some parking issues related to the entrance, which Murray City code would help solve. Over time, roads, and most rolled gutters would have to be rebuilt, overlays would be needed, although, he thought most water lines were in good working order. He did see not any big problems and reported cost calculations for overlays and curb replacements would be approximately \$250,000, to improve overall drainage. Snow removal and street sweeping would be minimal.

Mr. Brass thought it was unacceptable that Millcreek sent letters to residents – printed on Millcreek letterhead - stating that Murray was not interested in the property. He said it was not the right approach, as if they made the decision for Murray. He wondered if pending legislation was the reason for annexation.

Ms. Turner agreed Millcreek went about it wrong. She wondered if residents even wanted to be affiliated with any city. Mr. Hendrickson thought no, it was Millcreek that wanted to obtain the property.

Mr. Cox wondered what Millcreek would gain by annexing the area. Mr. Hendrickson said more people - to increase their population.

Mr. Hill confirmed 330 units were inside the mobile home park, and 32 homes in single family residential, would provide approximately 1,200 more people. He confirmed Representative Winder works for Millcreek City and has a representative who filed a bill related to boundary adjustments. Millcreek was dealing with the same situation with Salt Lake City regarding their Brickyard Plaza area.

Mr. Brass expressed concern and confirmed Millcreek also wanted the K-Mart parcel, therefore, he thought if annexing the area would stall that effort, the city should pursue the property; but if there was not much impact, more discussion was necessary. He said it would cost the city more money to service the proposed annexation area - than the amount of revenue generated by property taxes, but he did not want to lose commercial property in the greater land grab.

Mayor Camp thought if legislative boundary adjustments were passed, it made sense to bring the area into Murray.

Ms. Turner agreed if residents wanted to be part of Murray.

Mr. Cox agreed, as long as police and fire departments did not see significant impact.

Mr. Nicponski asked what the next step was should the city decide to annex. He encouraged the council to give direction to Mayor Camp and his staff.

Mr. Critchfield said the city should first communicate interest in the property to Millcreek. He said the city would not go out and contact residents, because Millcreek was waiting to see if Murray was interested. After that, the city would wait for their process to be withdrawn and then residents in that area would file another Notice of Intent to be annexed into Murray. He noted Millcreek still had to jump through the legal process, but the overall question was whether Murray had interest in the property.

Mr. Hill agreed Mayor Camp would notify Millcreek and indicate the council expressed interest in the area south of Van Winkle only. The petition is not withdrawn, Murray would file a protest and pursue the process, with the Boundary Commission or the County who would uphold the protest. If Murray does nothing, and gives Millcreek the chance to take the property, the opportunity to annex into Murray is lost; and if the area did not become part of Millcreek, it could remain unincorporated.

Mr. Brass addressed the big picture and thought it would be problematic, by squaring up boundaries to the north of Van Winkle where commercial property was located.

Mr. Cox agreed the annexation could be a stepping stone to something much bigger and much harder to stop. There was a consensus to allow the Mayor to move forward with contacting Millcreek and express the city council's interest in the property south of Van Winkle.

Announcements

Mr. Nicponski read several announcements related to coming events for the council members.

Adjournment: 6:28 p.m.

Pattie Johnson
Council Office Administrator II

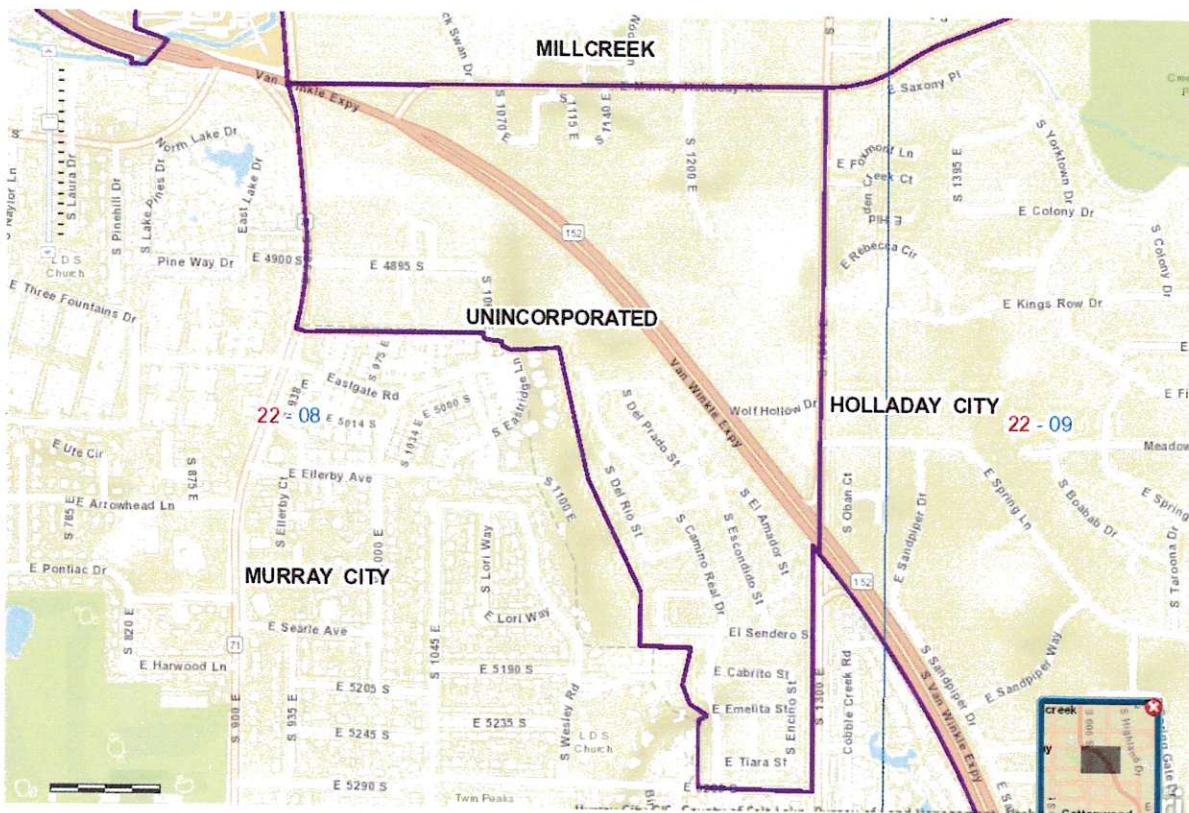
ATTACHMENT #1



We want YOU!

You are part of an “unincorporated island” without a city. We’ve been told by Murray City and Holladay City that they aren’t interested in annexing your neighborhood, but ***we invite you to come home to Millcreek!*** There are great people in your neighborhood that could be a great asset to our new city.

As part of Millcreek, you would have a voice closer to the people with a municipal government. Love your county services? So do we! That’s why we contract with the same great services you enjoy today: Salt Lake County Public Works for snow removal, Unified Fire, UPD, Wasatch Front Waste & Recycling, etc. However, because of our growing tax base and smart negotiations, ***your taxes would go down if you were part of our city.***



Please take the survey on the back and come visit with Millcreek Mayor Jeff Silvestrini, City Councilwoman Silvia Catten, and city staff to learn more:

Neighborhood Meeting About Joining Millcreek
Tuesday, September 25 @ 7:00 PM
Millcreek City Hall Annex | 1330 East 3300 South





Please let us know what YOU think!

1- How interested are you in annexing into Millcreek? (circle one)

- a. Very interested
- b. Somewhat interested
- c. Not at all interested

2- What excites you most about potentially annexing into Millcreek?

- a. Lower taxes
- b. Better defined community identity
- c. More responsive government
- d. Increased options for future services
- e. Other _____

3- What concerns do you have, if any, about potentially annexing into Millcreek?

We'd love to keep you notified about this issue as it moves forward!

Name: _____

Address: _____

Phone: _____

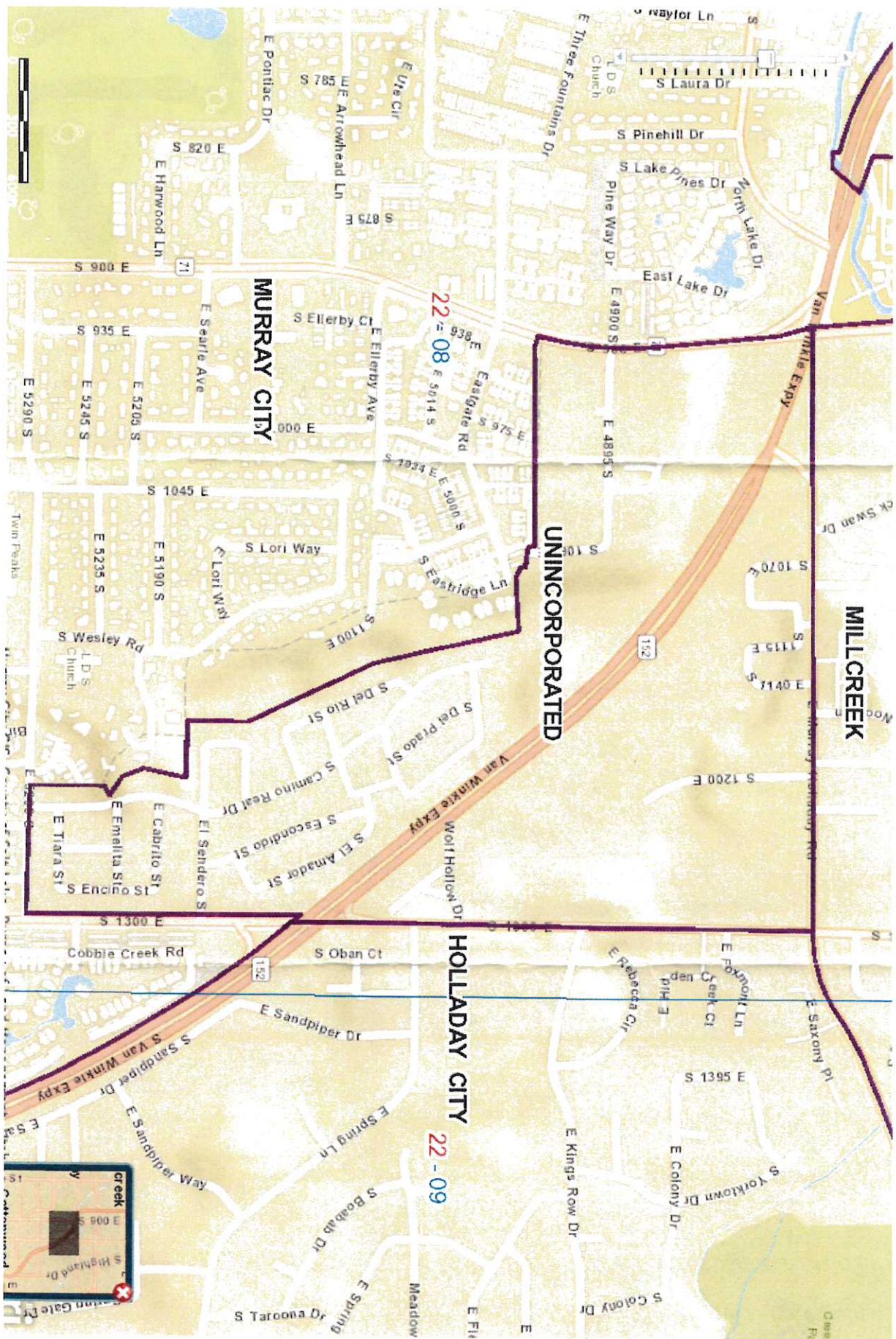
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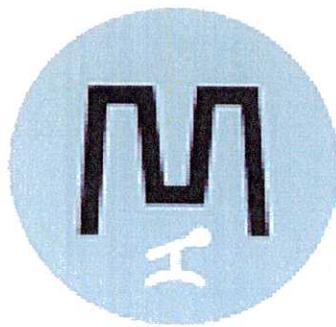
You can turn this survey in three ways:

- 1- **Mail:** Millcreek City Hall, 3330 South 1300 East, Millcreek, UT 84106
- 2- **Snap a pic of it or scan it and email to:** mwinder@millcreek.us
- 3- **Submit it in person** at the neighborhood meeting on Sep 25

Unincorporated Island







MURRAY
CITY COUNCIL

Discussion Item #1



MURRAY

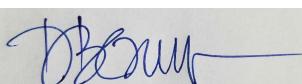
Council Action Request

Community & Economic Development

Murray Central Station - Small Area Plan Discussion

Committee of the Whole

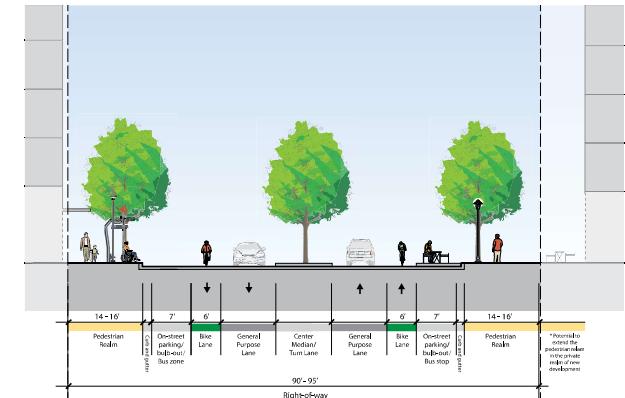
Meeting Date: April 2, 2019

Department Director Melinda Greenwood	Purpose of Proposal An update related to the draft Small Area Plan for Murray Central Station.
Phone # 801-270-2428	Action Requested Informational item.
Presenters Jared Hall Jim McNulty Mark Vlasic, Landmark Design	Attachments Draft version of the Murray Central Station Small Area Plan
Required Time for Presentation 30 Minutes	Budget Impact No budget impact.
Is This Time Sensitive Yes	Description of this Item In March 2018, Murray City was awarded a Transportation & Land Use Connection (TLC) grant by the Wasatch Front Regional Council. This allowed for the development of a Small Area Plan for Murray Central Station. City staff applied for the TLC grant because the recently adopted Murray City General Plan identifies multiple areas in the city where small area plans would be of great benefit.
Mayor's Approval 	This draft plan is on the COW agenda for review and discussion. The lead consultant, Mark Vlasic with Landmark Design, will be in attendance on April 2 to present the plan along with city staff.
Date March 19, 2019	



MURRAY CENTRAL STATION

MASTER PLAN



11.20.18 DRAFT 11.18



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INTRODUCTION

Background, Setting and Purpose

The Murray Central Station is a place of connections and linkages, where people arrive and depart on their way to destinations near and far. Located in the heart of the Salt Lake Valley, the station and surrounding area is undergoing major transformation and development pressure.

Situated adjacent to the flagship hospital of Intermountain Healthcare and next to downtown Murray, the station is a place where patients, caregivers, business operators, shoppers and residents come together, all in the context of superlative transit opportunities. In fact, the Murray Central Station Area is the only rail location outside of downtown Salt Lake City where TRAX and Frontrunner trains meet, providing unparalleled opportunity to create a superlative transit and mixed-use place. Development interest is spreading from downtown and the fringes of the station area to the center of the district, hinting at the rich role the area will play in the ongoing transformation of the city center.



A general vision for the area was established through recent planning efforts, most notably the recently-adopted *Murray City General Plan (2017)*. This plan embraces the work and vision underlying those efforts while digging deeper to ensure that future development is matched to the opportunities, needs and constraints of the site and its surroundings. This was achieved through detailed research and analysis, as follows:

- Assessment of the study area's built environment, current development patterns and growth potential;
- Understanding of the underlying physical and environmental implication of the area's location within the Smelter Site Overlay District (SSOD), including clarification of the opportunities, constraints and impacts that these conditions have on the potential locations and types of development;
- Clarification of the market potential of the station area, including the synergies of commercial, mixed-use and residential uses as part of creating a viable mixed-use transit district within a redeveloping urban center; and
- Understanding the connections and access to and from the station area for vehicles, transit, pedestrians and cyclists.



1

Overview of Planning Process

2

This plan is focused on answering three primary questions:

3

How do contaminated lands affect the Central Station Area?

What are the market potentials of the area?

How do you create a great station area with the best possible transportation and land use conditions?

4

Answers emerged through a process that began by documenting existing conditions, focusing on establishing environmental, economic, transportation and land use conditions and needs. Since a specific area describing the planning area had not been determined, initial research addressed a relatively large area that extended well beyond Murray Central Station (see Figure 1). This area was later reduced, focusing on the Vine Street Corridor from State Street to Murray Boulevard.

Once existing conditions and opportunities were understood, a series of planning alternatives were developed and vetted. Initial outreach efforts focused on working with key stakeholders as part of Technical Committee and Steering Committees composed of city staff, local representatives, property owners, UTA and other project stakeholders. Interviews were also held with Intermountain Medical Center property managers, other key property owners, UTA staff, and local developers. Two alternatives with distinctly different station concepts emerged, each reflecting Planning and Development Principles identified earlier in the process. These were eventually detailed and refined as options to guide future development of the station area, and are both contained in the *Murray Central Station Master Plan* presented here.

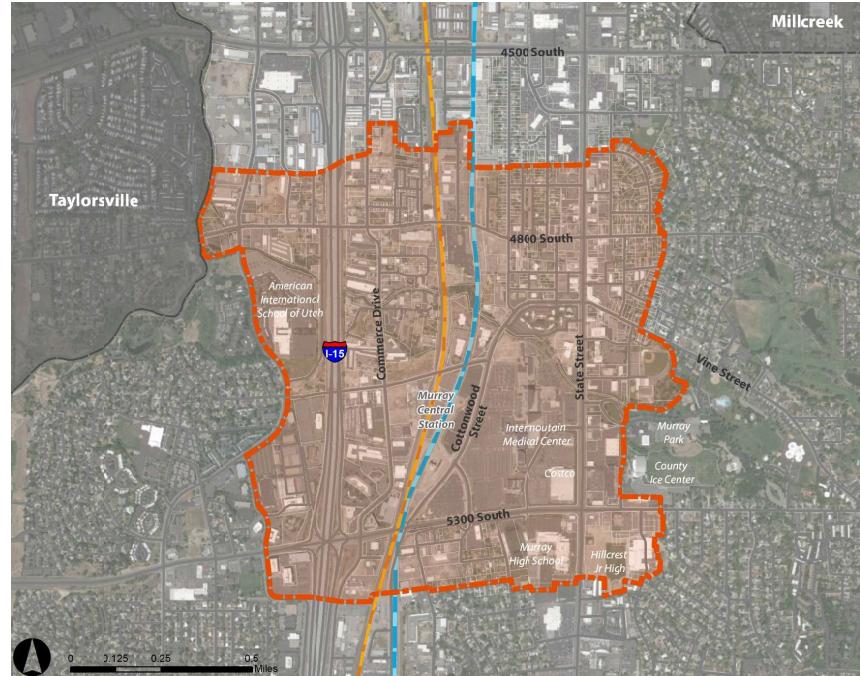


Figure 1 - Study Area Map

Planning and Development Principles

1

2

3

4

General

- Align planning and design of the station and station area with the vision contained in the Murray General Plan.
- Balance the creation of a quality station with environmental constraints and other limitations.
- Transform the station from vehicle-oriented to human-oriented places.
- Leverage the power, reach, and investment of the station's transit service to create a vibrant and iconic hub.
- Encourage flexible interpretation of the plan to address emerging and unanticipated opportunities as they arise.

Environmental

- Protect human health and environment
- Accommodate human-scaled uses that are compatible with the environmental status of the site.
- Integrate decisions that were made 20+ years ago related to environmental mitigation and cleanup in the area

Economics

- Create value in the surrounding area by leveraging the enhanced station amenities with new development
- Leverage the existing public and private investment in the area.
- Take the long view when making decisions – not just from an economic perspective, but for all other aspects of the site,
- Create a flexible framework that is responsive to market changes and unforeseen futures.
- Work with development partners to create a funding methodology that works for all parties involved.

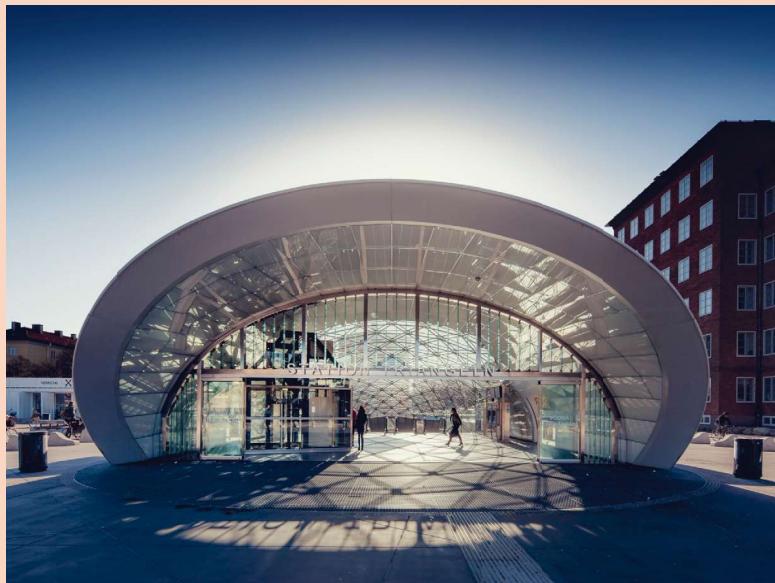
Transportation

- Connect the station to existing and proposed destinations in Murray and the surroundings.
- Create a new public realm that is inherently walkable and easy to navigate.
- Capitalize on the opportunity to transform Vine Street into an activated, multi-modal urban corridor.

- Reconfigure the station's circulation and operations to emphasize walkability and public space.

Land Use / Urban Design

- Acknowledge that the IMC properties are not necessarily aligned with the creation of a better station area.
- Facilitate market-driven changes from light industrial uses to more urban mixed-uses, with residential uses to limited areas outside the SSOD boundary.
- Acknowledge the zone of influence of the station and the need for transitions to adjacent neighborhoods and districts.
- Locate viable uses in the station areas that contribute to the creation of a new station district.
- Do it right – invest in high-quality buildings, pedestrian enhancements and urban spaces.
- Create an iconic/landmark station and associated great spaces to attract attention and help define the area.



Example of an iconic station entrance

EXISTING CONDITIONS, ANALYSIS & IMPLICATIONS

This section of the master plan documents and analyzes key conditions at the Murray Central Station and surrounding areas. **Environmental and Economic** conditions were assessed in the earliest stages of the planning process, providing a baseline of key opportunities and constraints to be considered when transforming the site. **Transportation and Land Use** assessments followed, clarifying current conditions and future opportunities to be considered as part of creating a different type of place.

Environmental

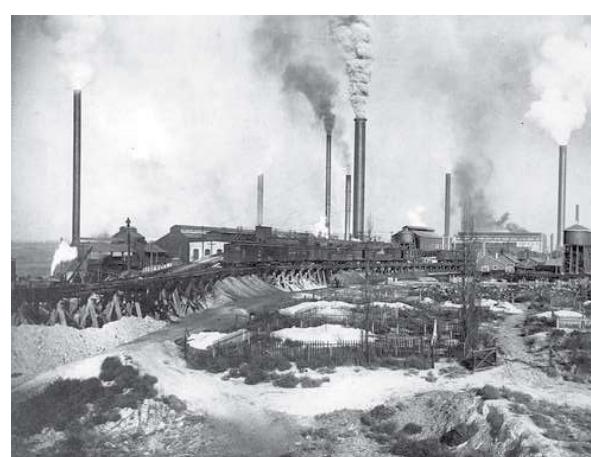
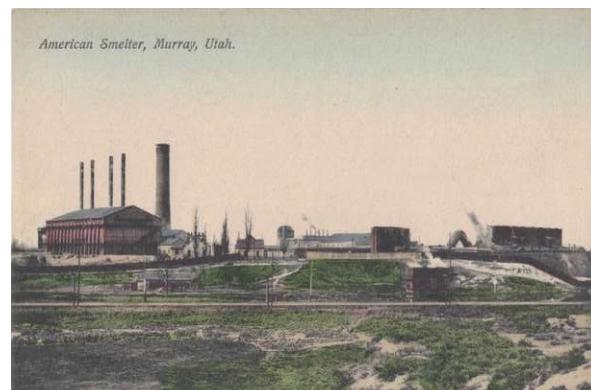
Environmental conditions at the former Murray Smelter Site were analyzed to help clarify the types of land uses and potential markets that can be supported in the area.

History

The Germania Smelter operated on the site from 1872-1902, processing 180 tons of material a day. The smelter was purchased by American Smelting and Refining Company (Asarco) in 1899 and operated until the Murray smelter began operations in 1902. The Murray Smelter processed 1,500 tons of lead and silver ores per day through 1949, eventually closing operations in the early 1950's. Much of slag was used as ballast for railroads and highways in the area. Operations facilities on site included an extensive network of railroad tracks, two smoke stacks, several blast furnaces, ore storage bins and other support facilities.

By the mid 1990's, on-site remnants of the smelter operation included two large smoke stacks, a foundation wall of one building, the old office building and the slag piles. In 1994 the U.S. Environmental Protection Agency (EPA) placed the Murray Smelter site on the National Priorities List (NPL). This is the list of hazardous waste sites in the United States that are eligible for long-term remedial action (cleanup) financed under the federal Superfund program. The NPL listing was never finalized and the site was never designated as a Superfund site.

Several studies and site investigations were conducted between 1994 and 1996, describing site contamination. Site investigations noted that lead and arsenic were identified as primary contaminant of concern in soil. Shallow groundwater was also found to be contaminated with arsenic and elevated arsenic concentrations were also measured in Cottonwood Creek. In 1996



Historic photos of the Germania / ASARCO Smelter

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the EPA and Murray City signed a Memorandum of Understanding (MOU), creating a formal role for Murray in the assessment of potential land uses, development of cleanup options, and implementation/enforcement of institutional controls. A working group was formed with Murray, EPA, UDEQ, Asarco, and land/business owners in the area.

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In 1998 the EPA issued a Record of Decision (ROD) for the selected site remedial action, and Murray City passed an ordinance establishing the Smelter Site Overlay District, or "SSOD." The establishment of these institutional controls were part of the selected remedial action. The actions were performed from 1998 to 2001, and in 2003 the first EPA 5-year review was performed and findings documented. The results indicate that the remedy is expected to protect human health and the environment, and immediate threats were addressed.

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In 2008 Asarco settled with the US government after filing for Chapter 11 bankruptcy in 2005, agreeing to pay \$1.79 billion for contamination at the various sites. The funds were allotted to the EPA for cleanup and monitoring at 26 sites around the country, including the Murray Smelter Site.

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In 2009 the second EPA 5-year review was performed, which indicated that the remedy at the Murray Smelter Site is protective of human health and the environment, that source control measures continue to function, institutional controls are effective, and contaminant levels are consistent with expectations at the time of the ROD. The third and most recent EPA 5-year review was performed in 2014, with similar results to those conducted in 2003 and 2008. Annual monitoring is performed and funded by a trust set up by Asarco.

1998 Record of Decision (ROD)

The EPA issued a Record of Decision (ROD) for the selected site remedial action in 1998. The ROD is a document that describes site characteristics and contamination risks, alternatives for remediation, and the selected the remediation strategy for cleanup. The goals of the selected remedy for the Murray Smelter Site are to protect the aquifer, restore the shallow groundwater, protect Little Cottonwood Creek, and remediate surface soils to levels that are protective of the reasonably anticipated future land use.

A critical piece of the ROD includes a summary of site risks and corresponding Remedial Action Objectives (RAOs). A baseline risk assessment was performed and used to characterize the current and potential threats to human health and the environment as a result of contamination. The baseline risk assessment was used to determine the RAOs which establish the acceptable levels of contamination that protect public health and the environment. The RAOs were determined based on the assumption that future land uses will be commercial and/or light industrial.



Figure 2 - Smelter Site Boundary

The selected remedy for cleanup was described in the 1998 ROD and was subsequently performed between 1998 and 2001. As indicated in the most recent EPA 5-year review, the selected remediation strategy has been effective in meeting the RAOs.

Smelter Site Overlay District (SSOD) Site Overview

The SSOD was established as part of the remedial action described in the 1998 ROD. The SSOD is bounded by 5300 South Street to the south, State Street to the East, Little Cottonwood Creek to the north, and railroad tracks to the west (see Figure 2). The total site is 142 acres.

The purpose of SSOD is to ensure appropriate uses and redevelopment on site as well as protection of cap and barrier system. The SSOD includes zoning to prevent residential and contact-intensive industrial uses within the former smelter operational areas and to require maintenance of the barriers, caps, and controls on excavated subsurface material within this area. Zoning allows for commercial and light industrial land uses. The SSOD also prohibits construction of new wells or use of existing wells. All current and future redevelopment activities in the SSOD must conform to requirements described in Chapter 17.25 of the Murray Municipal code in addition to the overlying zoning which is C-D, a commercial development mixed use district described in Chapter 17.160 of the code.

The four categories of materials defined by the 1998 ROD and referenced in the SSOD development regulations are described below and illustrated in Figure 3. For each category, a description of contamination, remediation, site location of materials, and relevant SSOD regulations on development are provided. In addition, contamination of shallow groundwater and surface water are discussed.

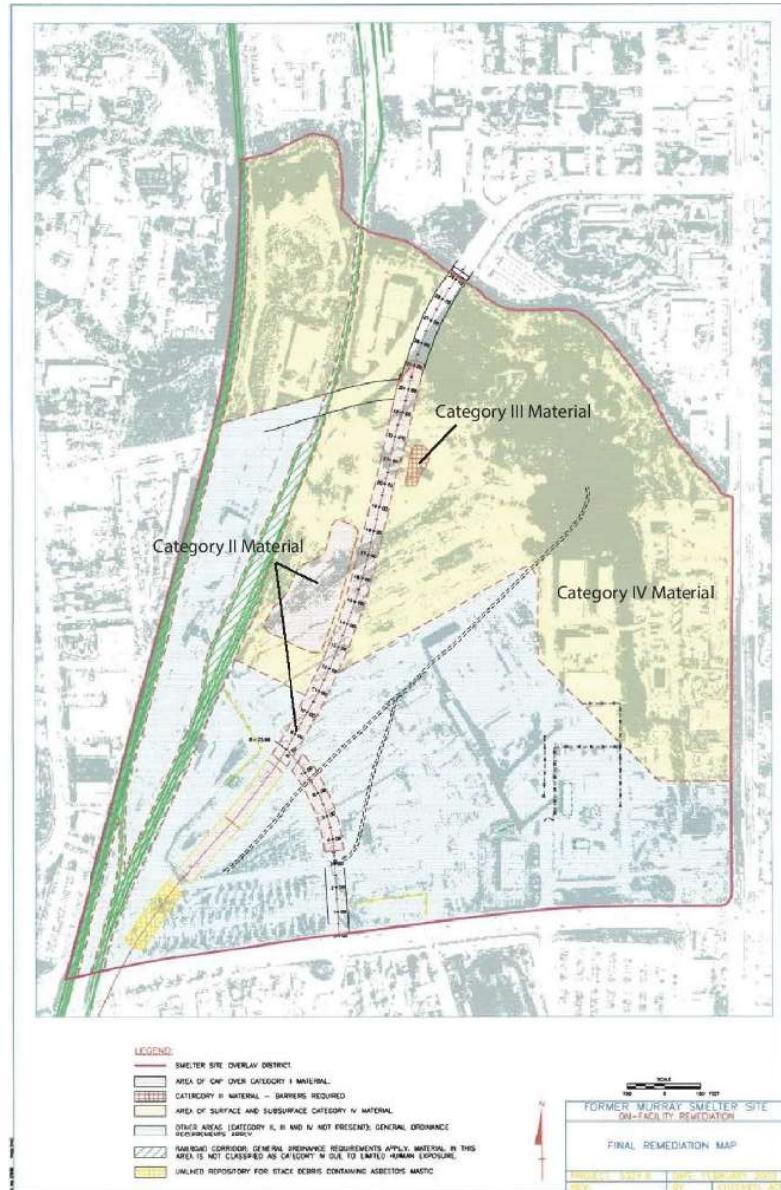
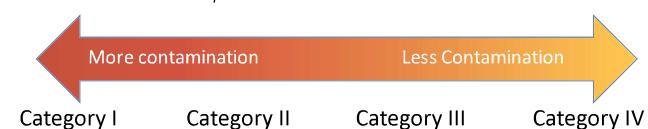


Figure 3 - SSOD Remediation Map



Category I Materials

Description of Contaminated Materials: Residual smelter materials associated with the arsenic trioxide process and considered undiluted flue dust. This material contained the highest arsenic concentrations (average approximately 140,000 mg/Kg). Identified as a potential health risk and as being a major source of arsenic to shallow groundwater.

Remediation Performed: Excavation and removal of material (580 tons) to an off site permitted hazardous waste treatment, storage, and disposal facility.

Current Location of Category I Materials: There are no Category I materials on site.

SSOD Regulations on Development: N/A.

Category II Materials

Description of Contaminated Materials: Residual material associated with smelter flue dust operations (blast furnace flues, bag-house, roasting plant flues and Cottrell electrostatic precipitator) and consisted diluted flue dust. Contains lower arsenic concentrations (average approximately 9,000 mg/Kg) and a total volume of 90,000 cubic yards (from 5-year review; ROD says 68,000 cubic yards). Identified as a potential health risk and as being a source of arsenic to shallow groundwater.

Remediation Performed: Excavation and on-site consolidation of material with screening, crushing, and blending prior to placements in an on-site facility repository system. Cap over Category II materials at fully-encapsulated and lined with geo-membrane. Designed as the base for a new access road. Subsequent, site development (UTA parking lot; road) has occurred over the repository.

Current Location of Category II Materials: Under the length of Cottonwood Street between Little Cottonwood Creek and 5300 South and Woodrow Lane from Cottonwood Street to 5300 South. Also underlies the southern end of the UTA parking facility on the west side of Cottonwood Street.

SSOD Regulations on Development: Excavation or breaks in the cap over Category II materials is prohibited.

Category III Materials

Description of Contaminated Materials: Residual smelter material and contaminated soils that contained arsenic or lead above levels that posed a potential health risk to site workers (arsenic > 1,200 mg/Kg or lead > 5,600 mg/Kg), but were not sources of arsenic to groundwater. Once Category II materials were removed, it was found that relatively small amounts of Category III were present; approximately 600 cubic yards of Category III materials were removed from the rail line area to the west and relocated to the central portion of the on-facility area.

Remediation Performed: Removed materials from the western portion of the site and place in a then undeveloped area with access controls in place. Barrier was placed over Category III materials to prevent direct contact. Material was covered with subsequent redevelopment in 2008 (IMC hospital parking).

Current Location of Category III Materials: East side of Cottonwood Street in an area that currently serves as parking for IMC hospital.

SSOD Regulations on Development: No subsurface soils identified as Category III materials shall be disposed of off site unless a party complies with the appropriate off site rule as set forth in the code of federal regulations.

Category IV Materials

Description of Contaminated Materials: Smelter slag has relatively high levels of lead (8,000 to 16,000 mg/Kg), but is present in a physical form (vitrified iron silicate) that limits the release of metals. Slag was therefore not identified as a source of metals to groundwater or surface water and was not a current human health risk. The slag may have the potential to release metals over the long term if the vitrified materials breaks down due to weathering. Human health risks associated with exposure to slag under a commercial/light industrial scenario were predicted to be within EPA acceptable risk range.

Remediation Performed: Material to be eventually covered as site is redeveloped in the future. Site development resulted in the construction of barriers over the slag ensuring no exposure to slag in the future.

Current Location of Category IV Materials: Largely on the northern and eastern end of the SSOD. See Figure 2. **SSOD Regulations on Development:** No category IV materials shall be deposited on the surface of the ground.

Groundwater

Description of Contamination: Groundwater is comprised of three distinct aquifers: shallow aquifer, intermediate aquifer, and deep aquifer. Shallow groundwater was found to be contaminated with arsenic and selenium.

Remediation Performed: Monitored natural attenuation to address the residual groundwater contamination within and down-gradient of source areas. Natural attenuation to continue until shallow groundwater achieves Average Contaminant Level (ACL) for dissolved arsenic of 5.0 mg/L. The intermediate aquifer to be monitored to demonstrate continued compliance with the Maximum Contaminant Level (MCL) for dissolved arsenic of .05 mg/L (MCL changed to .01 mg/L in January of 2001).

SSOD Regulations on Development: Construction of new wells prohibited.

Off-Facility Areas

Off-facility areas were established in the 1998 ROD as those residential and commercial areas that surrounded the smelter site where airborne emissions from the smelters impacted the environment or where contamination in shallow ground water may be transported in the future. The off-facility area is comprised of approximately 30 acres to the west of the SSOD, 106 acres to the south and southeast, and a small area to the east of the SSOD.

The RAO for off-facility soils were established as <1,200 mg/kg (range 630-1260) for lead and there was no RAO established for arsenic. For offsite areas where soil RAOs are not met, remediation was performed. Remediation consisted of excavation of the top 18 inches of soil and replacement with clean fill. There are currently no restrictive development regulations in the off-facility areas.

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ENVIRONMENTAL PLANNING AND DEVELOPMENT PRINCIPLES

- Protect human health and environment
- Accommodate human-scaled uses that are compatible with the environmental status of the site.
- Integrate decisions that were made 20+ years ago related to environmental mitigation and cleanup in the area

What Does this Mean for Future Development?

Based on the 1998 ROD, development is limited to commercial and light industrial within the SSOD. Outside of the SSOD, general zoning applies.

The EPA and UDEQ has indicated that in order to redevelop the site for any land use other than commercial and light industrial, the 1998 ROD must be amended. The 1998 ROD established remediation based on future commercial and light industrial uses. In order to allow other uses (i.e. residential) an updated risk assessment must be performed and new RAOs must be established through the ROD amendment process. Murray does not support residential or other uses that require additional assessments.

Economics

The following summarizes existing and projected economic and demographic conditions in the Murray Central Station Small Area Planning area.

Current Demographics & Employment

The planning area is the area surrounding the Murray Central Station of the TRAX Blue Line and Frontrunner commuter rail. Figure 4 provides current population for the planning area, Murray and Salt Lake County. The study area represents less than ½ of 1 percent of County-wide population and 8 percent of Murray population. Households in the study area are smaller than those in the County as a whole and the rest of Murray.

Figure 4: Current Demographics - 2018 Estimated

	Population	Households	Employment
Study Area	4,096	1,715	17,332
Murray City	49,295	19,742	54,763
Salt Lake County	1,114,711	390,334	764.669

Source: WFRC/MAG Demand Model V 8.1 - March, 2017

The most important current demographic indicator is employment. The study area is a job rich area of Murray and Salt Lake County. The ratio of jobs to population in the study area is 4.23. By contrast the jobs to population ratio in Murray is 1.11 and 0.69 County-wide. The study area represents 32 percent of Murray City jobs and 2 percent of County jobs.

According to 2015 data, 99 percent of the jobs in the study area are filled by people who live elsewhere either in Murray or other parts of the Wasatch Front. For Murray City as a whole, 93 percent of the jobs are filled by people who live elsewhere. Five percent of the jobs in Murray are filled by people who live in Murray. For the study area, less than 1 percent of the jobs are filled by people who live in the study area.

Figure 5: Worker Profiles Study Area & Murray 2015

	Jobs in the Area	Employed in Area / Live in Area	Employed in Area / Live Elsewhere	Live in Area / Employed Elsewhere
Study Area	12,298	66	12,232	1,386
Murray City	40,803	2,954	37,849	20,416

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015

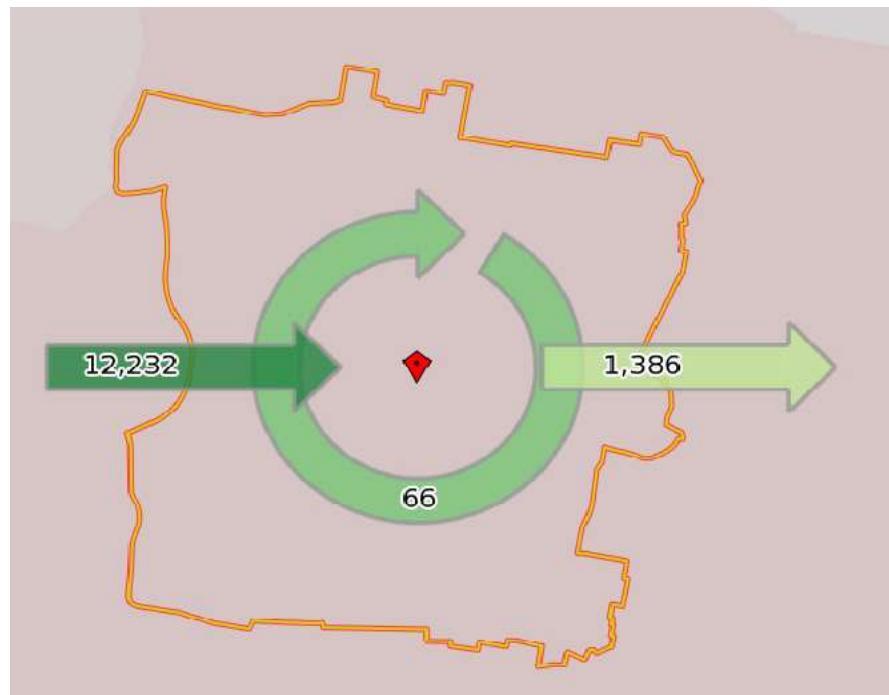


Figure 6 - Live / Work Patterns - Study Area

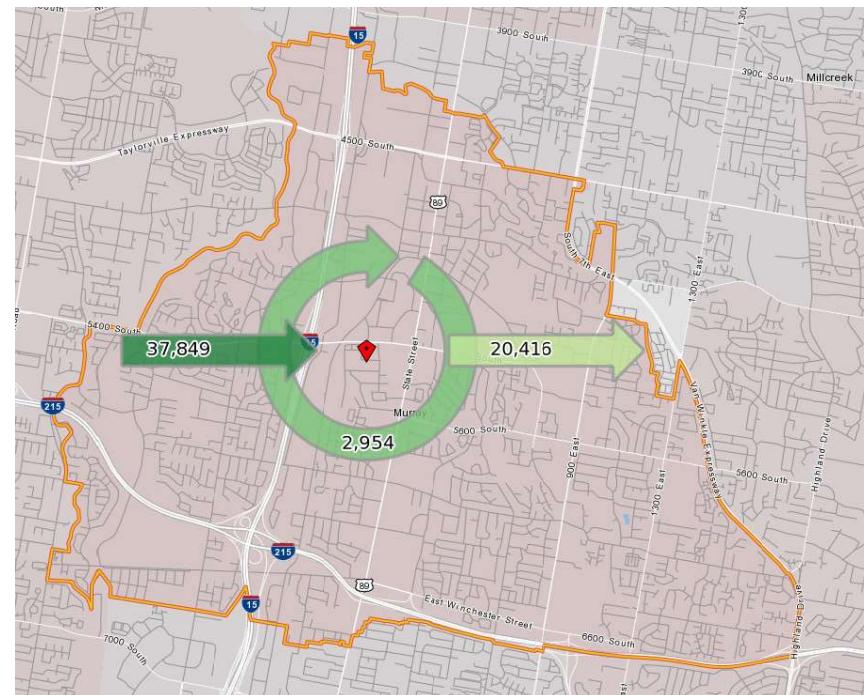


Figure 7 - Live / Work Patterns - Murray

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Figure 8: Jobs by NAICS Industry Sector Study Area & Murray 2015

	Study Area	% Of Study Area	Murray	% of Murray	Study Area as % of Murray
Agriculture, Forestry, Fishing and Hunting	0	0%	2	0.005%	0%
Mining, Quarrying, and Oil and Gas Extraction	46	0%	49	0.12%	94%
Utilities	50	0%	103	0.25%	49%
Construction	469	4%	2,861	7%	16%
Manufacturing	300	2%	1,807	4%	17%
Wholesale Trade	282	2%	1,807	4%	18%
Retail Trade	985	7%	6,087	15%	16%
Transportation & Warehousing	38	0%	393	1%	10%
Information	192	1%	783	2%	25%
Finance & Insurance	1,777	13%	3,667	9%	48%
Real Estate, Rental & Leasing	280	2%	933	2%	30%
Professional, Scientific, & Technical Services	1,093	8%	3,580	9%	31%
Management of Companies & Enterprises	2	0%	293	1%	1%
Administration & Support, Waste Management & Remediation	690	5%	2,512	6%	27%
Educational Services	1,022	8%	2,002	5%	51%
Health Care & Social Assistance	4,482	34%	9,068	22%	49%

Arts, Entertainment & Recreation	78	1%	261	1%	30%
Accommodation & Food Services	446	3%	2,349	6%	19%
Other Services (excluding Public Administration)	321	2%	1,287	3%	25%
Public Administration	728	5%	1,209	3%	60%
TOTAL	13,281	100%	40,803	100%	33%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015)

Jobs in the health care and social assistance category represent a significant proportion of the jobs in the study area and in Murray. Figure 8 compares jobs by North American Classification Systems (NAICS) category in the study area and Murray as a whole. Although retail jobs represent the second highest category of job in Murray, only 7 percent of study area jobs are in retail. The second highest job category in the study area is finance and insurance, with 48 percent of Murray's finance and insurance jobs in the study area.

The study area is clearly an important jobs center for Murray.

Projected Growth

Salt Lake County's population is projected to grow to almost 1.5 million people by 2040, a 33 percent increase over today's population. The study area population is projected to grow by 75 percent in the same time period. Projected population in the study area represents 13 percent of Murray's projected future population. This is a 4 percent increase over the percent of current Murray population living in the study area. This means that 41 percent of Murray's population growth and 36 percent of new households are anticipated to occur in the study area. The projected growth will require an additional 1,500 households within the study area.

Figure 9: Projected Demographics - 2040 Projected

	Population	Households	Employment
Study Area	7,158	3,216	26,890
Murray City	56,786	23,931	70,565
Salt Lake County	1,477,873	572,823	989,728

Source: WFRC/MAG Demand Model V 8.1 - March, 2017

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Employment is also projected to grow in Salt Lake County, Murray and the study area. Thirty-two percent of Murray's jobs are currently located in the study area. This is expected to increase to 38 percent by 2040. This means 60 percent of Murray's projected 15,800 new jobs will be located in the study area. Figure 10 provides a breakdown of future jobs by NAICS category if the area adds jobs in the same categories as are currently found in the study areas.

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The study area plan will need to identify the appropriate balance of housing and employment to either capture the projected number of households and jobs or to determine the appropriate balance for the area.

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Figure 10: New Jobs by NAICS Category - 2040

	Study Area	Murray	Study Area as % of Murray
Agriculture, Forestry, Fishing and Hunting	0	1	0%
Mining, Quarrying, and Oil and Gas Extraction	33	19	174%
Utilities	36	40	90%
Construction	338	1,108	30%
Manufacturing	216	700	31%
Wholesale Trade	203	603	34%
Retail Trade	709	2,357	30%
Transportation & Warehousing	27	152	18%
Information	138	303	46%
Finance & Insurance	1,279	1,420	90%
Real Estate, Rental & Leasing	201	361	56%
Professional, Scientific, & Technical Services	787	1,286	57%
Management of Companies & Enterprises	2	293	1%

Administration & Support, Waste Management & Remediation	497	973	51%
Educational Services	735	775	95%
Health Care & Social Assistance	3,225	3,512	92%
Arts, Entertainment & Recreation	56	101	56%
Accommodation & Food Services	321	910	35%
Other Services (excluding Public Administration)	231	498	46%
Public Administration	524	468	112%
TOTAL	9,558	15,802	60%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015

Area Ownership & Parcels

Figure 11 identifies parcels or groups of parcels in the study area of five acres or greater in single ownership. Much of the area is dominated by small lots with fragmented ownership but there are several areas with the larger developer parcels. The locations outlined in red are currently under development or are in the planning and development pipeline.

The large purple parcel east of the station is owned by Intermountain Health Care and is the location of the Intermountain Medical Center and related medical office and support buildings. IHC's long-term plans for the area will impact the overall station area.

In addition to parcel size and consolidated ownership another factor in redevelopment opportunities is the current status of the parcel, i.e. vacant or underutilized. Figure 12 is a graphic representation of the building to land ratio on parcels in the study area. Lighter colors indicate land values that are equal to or greater than the value of buildings on the property. The darker colors indicate building values higher than the underlying land values. If a parcel is light green, yellow or white it is ripe for reinvestment or redevelopment.

Of the approximately 920 acres in the study area, 53 are identified as vacant by the Salt Lake County assessor. Figure 14 is a breakdown of vacant acreage by property type. Figure 14 illustrates the properties in the study area with building to land value ratios of 1.0 or lower (light green or yellow properties in Figure 12.)

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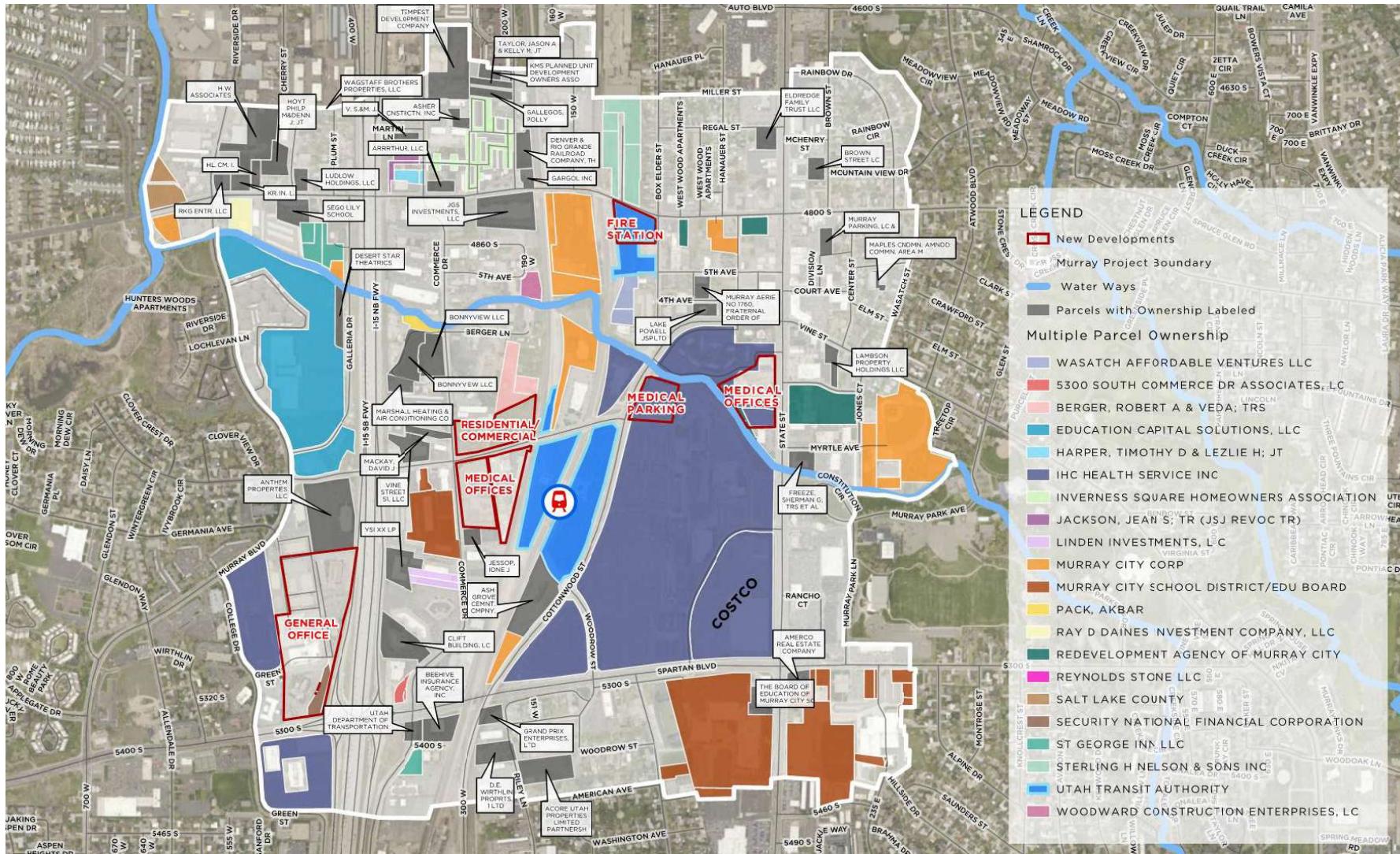


Figure 11 - Murray Central Station Area Property Ownership Map

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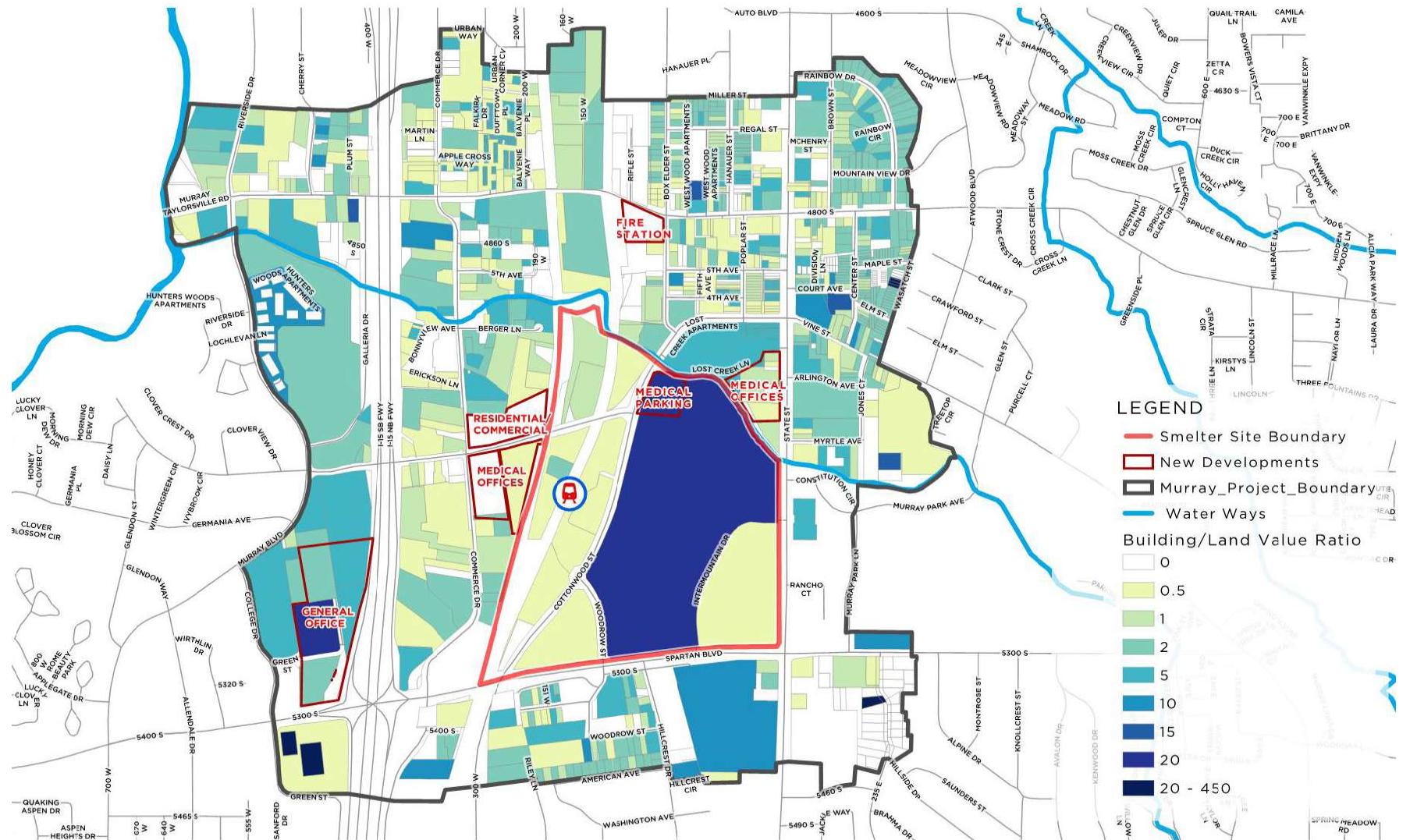


Figure 12 - Murray Central Station Area Underutilized Properties Map

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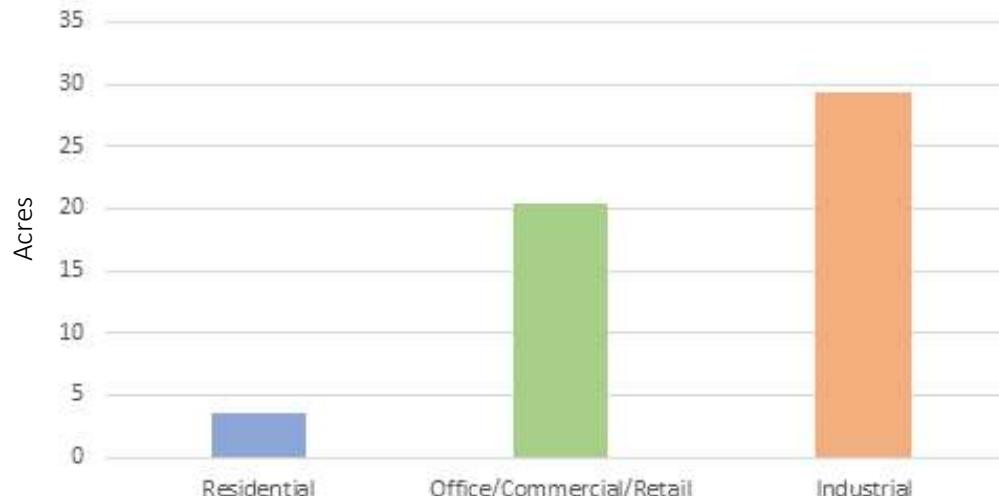


Figure 13 - Murray Central Station Area Vacant Property by Type

Under-Utilized Properties by Type

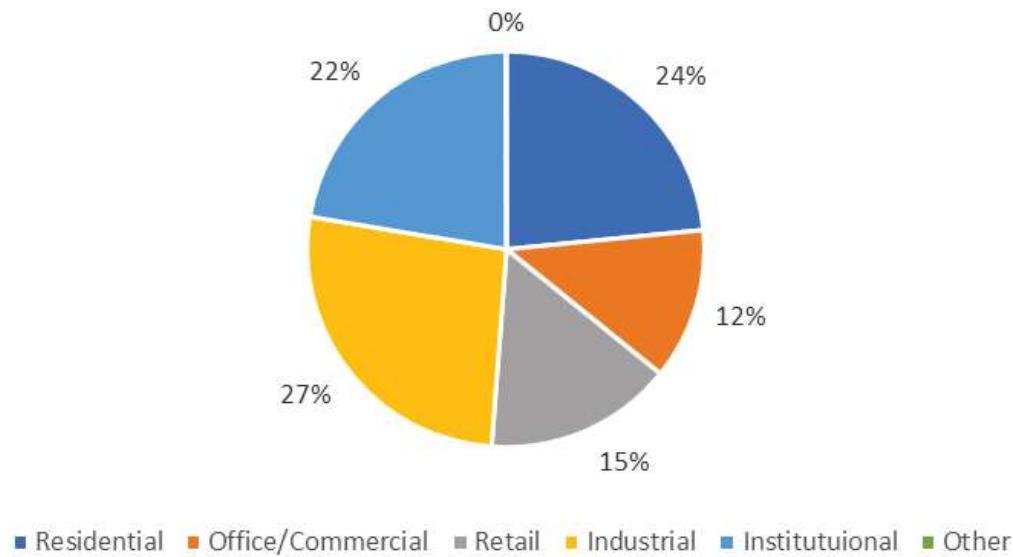


Figure 14 - Murray Central Station Area Under-Utilized Property Type

The vacant and underutilized properties in the area include almost 20 acres that are owned by UTA. Most of UTA's properties are adjacent to the TRAX and Frontrunner stations. Vacant and underutilized properties represent 42 percent of the 920-acre study area. The current count of vacant and underutilized properties does not include parcels with large parking fields that can be redeveloped into higher performing office, retail and residential buildings.

Real Estate Market

The Murray Central Station area current land uses include residential, institutional, office, medical, retail and industrial.

Residential

The residential market in Salt Lake County has been strong for several consecutive years. All indicators predict that it will continue strong for the foreseeable future. Statewide growth and the related strong household formation has resulted in a housing shortage across most product types and price classes.

Murray is projected to grow by almost 4,200 households by 2040. The study area is projected to capture 1,500 of those units, or 36 percent of the projected new households. County-wide household growth in the same time period is projected to be more than 180,000, meaning Murray City can expect to capture 2 percent of new housing development in the period 2018 through 2040.

Residential property represents 29 percent of the acreage in the study area as of 2017. Of the approximately 268 residential acres, three acres are currently vacant and 80 are undervalued. This provides limited opportunity to develop the needed 1,500 new housing units on existing residential property.

Office

There are a total of 92 acres of commercial office property in the study area. An additional 323 acres are dedicated to institutional uses, including a hospital, schools, and governmental offices. Office-based employment in the study area is estimated at 8,554 in 2015, or 64 percent of the total.

The Intermountain Medical Center (IMC) is the flagship hospital of intermountain Health Care (IHC). The IMC is the primary employer and anchor use in the study area. Its campus is immediately east of the TRAX and Frontrunner stations, creating a natural market for medical office development. The majority of new medical office development is anticipated on the IMC-site although related medical office development will occur in surrounding areas. Currently, there are approximately six acres of medical office development in the study area, almost half of which is owned by IHC Medical Services for a dialysis center.

Office-based employment in the study area is projected to grow by 6,156 jobs by 2040, a 72 percent increase. This will require additional office square footage to accommodate the additional activity. At an average of 200 gross square feet per employee an estimated 1.2 million square feet will be needed, 52 percent of which is anticipated to be medically related.

The Salt Lake County office market averages just under 1 million square feet net absorption annually. The geographic submarket in which the study

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area is located captures approximately 35 percent of the Salt Lake County total. This means an average of 330,000 square feet is absorbed in the central submarket annually. The study area would need to capture approximately 17 percent of the submarket net absorption to meet projections. Future office demand will require between 22 and 46 acres of property, depending on whether structured or surface parking is used.

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There are currently 20 acres of vacant property identified for commercial office or retail development and an addition 42 acres of undervalued commercial office property.

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Retail
The retail real estate market is in flux as a result of online shopping and changes in shopper behavior. More emphasis is put on restaurants, entertainment and experiential retail as the key attractors for retail formats. The study area currently represents 16 percent of Murray's retail jobs and is projected to grow by 72 percent by 2040. At current ratios this represents an additional 56 acres of retail space by 2040. Some of this retail space will come from ground floor retail in mixed use buildings and some will come from stand alone retail development. As indicated above, there are 20 acres of vacant property in the study area identified for commercial office and retail development. In addition, there are approximately 52 acres of undervalued retail property in the area.

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Opportunities

Although the study area is currently a high-performing area of the City, there are additional opportunities within walking and biking distance of the TRAX and Frontrunner stations. There is also an opportunity to increase the value of existing development through the development of "human-oriented" space such as trails, plazas and gathering places in the vicinity of the two transit stations. Figure 15 illustrates future development opportunities that have emerged as part of the preliminary analysis.

To capitalize on the total opportunity, repurposing approximately 324 acres of current uses is needed. Much of this can occur on UTA-owned "institutional" property immediately adjacent to the TRAX and Frontrunner stations, with the medical office opportunity occurring on IHC Health Services property or other nearby locations.

Figure 15: Study Area Development Opportunity - 2018-2040

Land Use	Current Acres	2040 Acres	New Acres
Residential	268	502	235
Office / Commercial	110	144	34
Retail	78	134	56
Industrial	157	157	0
Institutional	306	306	0
Other	0	0	0
TOTAL	919	1,243	324

Source: WFRC/MAG Demand Model V 8.1 - March, 2017

ECONOMIC PLANNING AND DEVELOPMENT PRINCIPLES

- Create value in the surrounding area by leveraging the enhanced station amenities with new development
- Leverage the existing public and private investment in the area.
- Take the long view when making decisions – not just from an economic perspective, but for all other aspects of the site,
- Create a flexible framework that is responsive to market changes and unforeseen futures.
- Work with development partners to create a funding methodology that works for all parties involved.

Transportation

The following summarizes the existing conditions for transportation and streets in the Murray Central Station Plan area, analyzing the following conditions:

- Transportation context
- Modal networks – transit, pedestrian, bicycle, and vehicle
- Street network
- Public space
- Transportation demand management

The analysis concludes with a discussion of major assets, challenges, and opportunities for transportation and streets in the station area.

Context

The transportation context of the Murray Central Station is defined by four main aspects:

- **Existing destinations:** The station is surrounded by many existing (and planned) regional and city-level destinations. It is important to understand how well the station is connected to them, and how well they are connected to one another.
- **The potential for the future fabric of the area:** Much of the station area is likely underutilized in terms of land use when one considers the power of the station – Murray Central provides one- seat, high frequency trips to the major centers of the region, including the three largest downtowns, the state’s two largest universities, other colleges, and many other employment centers. An important transportation consideration is how these underutilized/re-developable areas of the station area can change into urban fabric that complements its destinations and leverages the station investment and power.
- **Two networks:** The interplay between two transportation networks that create two “worlds” – the auto network and the “rideable” network of transit, walking, bicycling and other non-single occupant vehicle modes.
- **The station itself:** There are many elements in play at the station and the configuration of the station itself strongly influences the station area.

These elements set the stage for understanding the best opportunities for a sustainable transportation network in the Murray Central Station area.

Destinations and connections

In many ways this plan is about making quality connections from the station to the many community and regional destinations within a half-mile of it. There are multiple destinations important to the region and the city of Murray within this relatively small area, such as Intermountain Medical Center, Downtown Murray, Murray Park, a major big box/retail area, and Murray High School. Figure 16 identifies these destinations.

These destinations represent thousands of jobs and high visitation rates. This plan aims to strengthen connections to these destinations, especially for active transportation.

Observations:

- Space between the destinations is largely filled with parking lots.
- There are multiple destinations within $\frac{1}{2}$ mile, but only the medical center within $\frac{1}{4}$ mile.
- Several new projects are creating new destinations in the area west of the station.
- There are major barriers in the area, although there are relatively good connections across them (see pedestrian network section for details).

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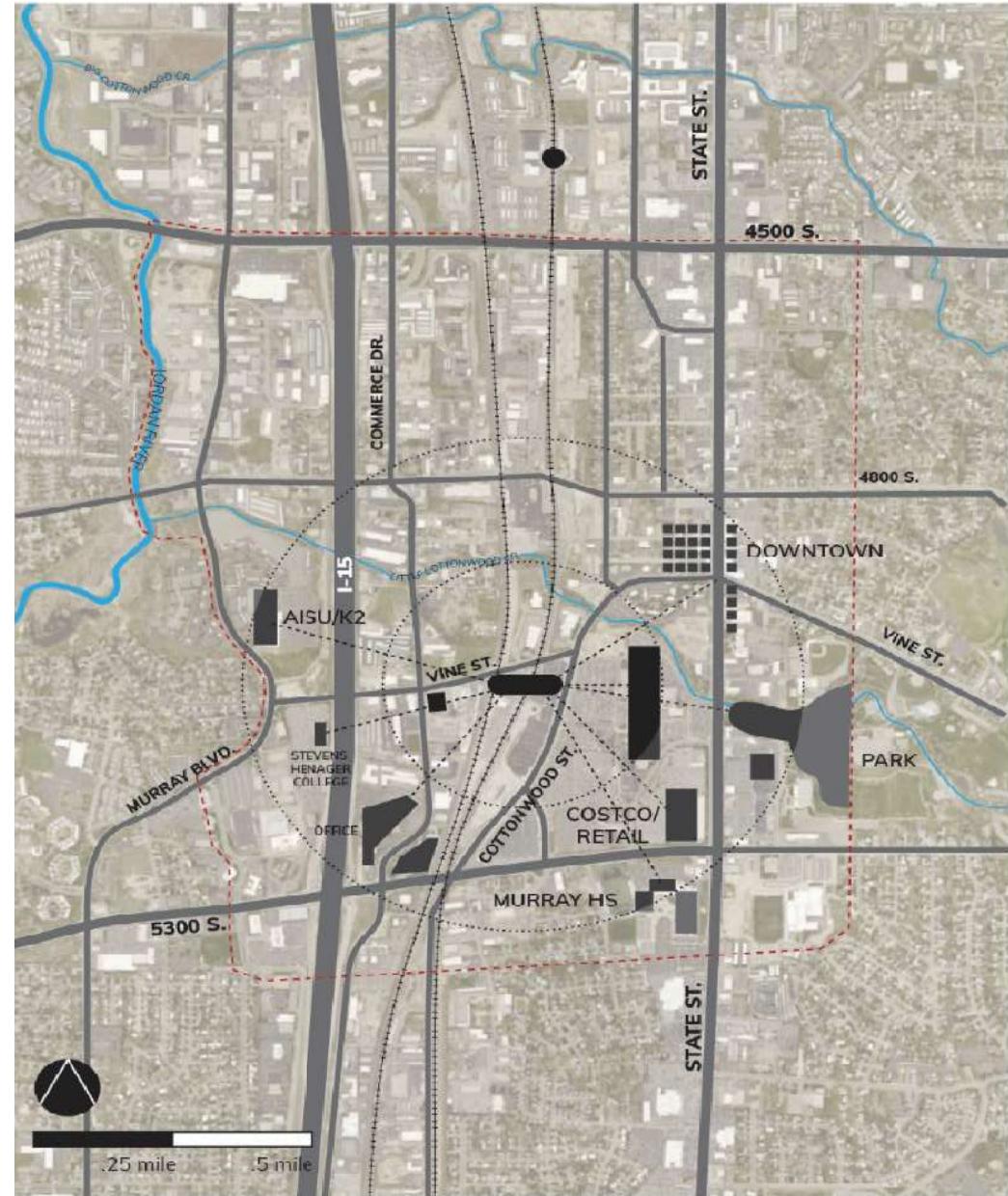


Figure 16 - Murray Central Station Area destinations within 1/4 and 1/2 mile radii.

Future Fabric

As previously established, the Murray Central Station area contains a wide array of uses that are of regional and citywide importance. The station is also important for how it connects people around it with destinations throughout the region.

Figure 17 demonstrates the area that is accessible in a one-seat (direct, no transfer) ride from Murray Central within the Salt Lake Valley. Several destinations in Davis, Weber, and Utah counties are also accessible via a direct FrontRunner ride.

It is vital to reconsider the use of much of the land in the station area that appears to be underutilized. While the study area contains many existing and planned destinations, it also encompasses a lot of area with vacant land and lower-intensity land uses that could likely be redeveloped.

Key questions encountered are what will this underutilized area be and how will it be connected. Answers to these questions rest on the ability of the land to be redeveloped within the area of environmental constraints.

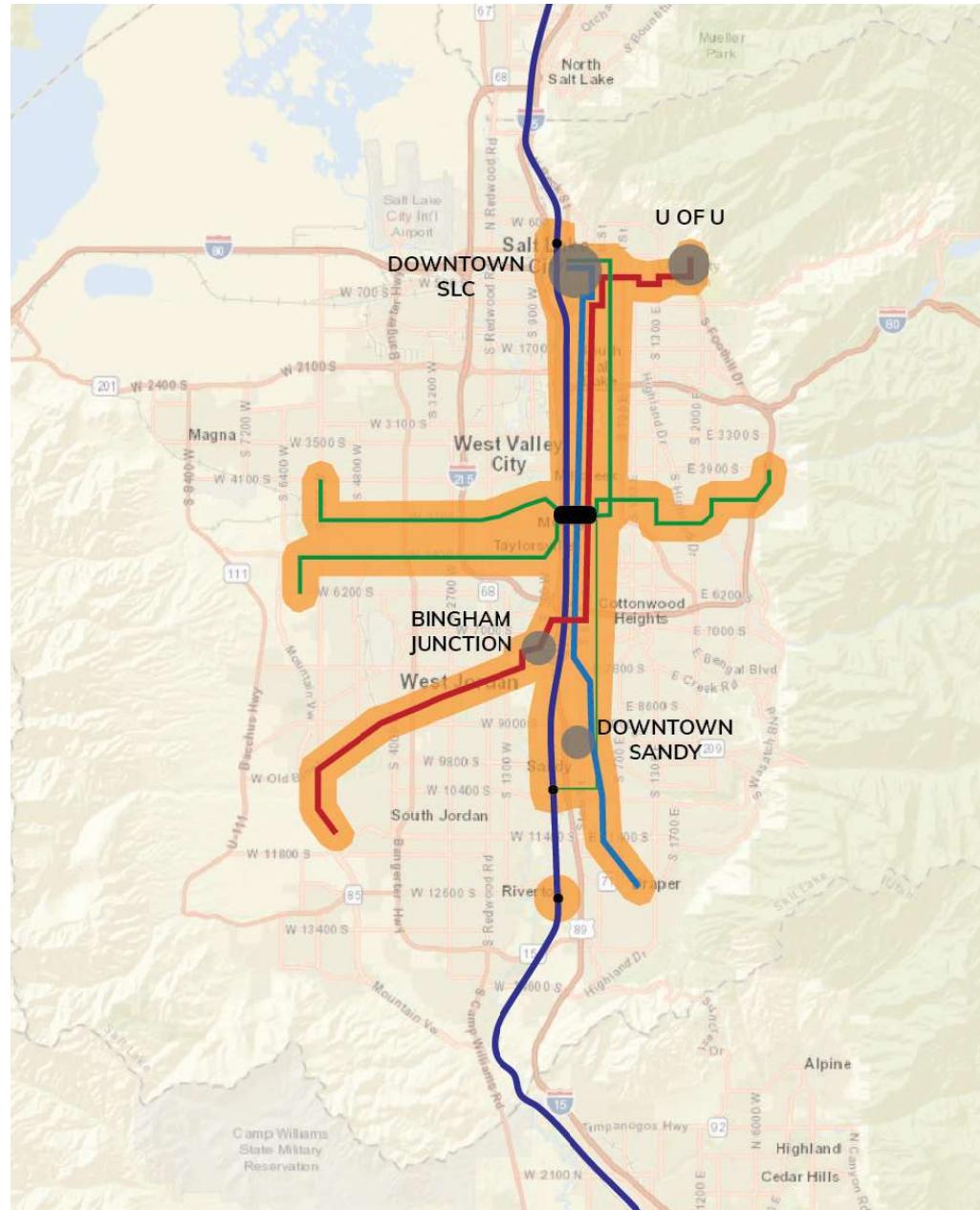


Figure 17 - Area in Salt Lake Valley reached by direct, one-seat ride from Murray Central Station Area and a short (1/2 mile) walk.

Two Networks

When considering how to access the destinations outlined above, redevelop other areas in the station area into complementary urban fabric, and leverage the value of transit station, it is useful to think about two parallel networks functioning in the study area.

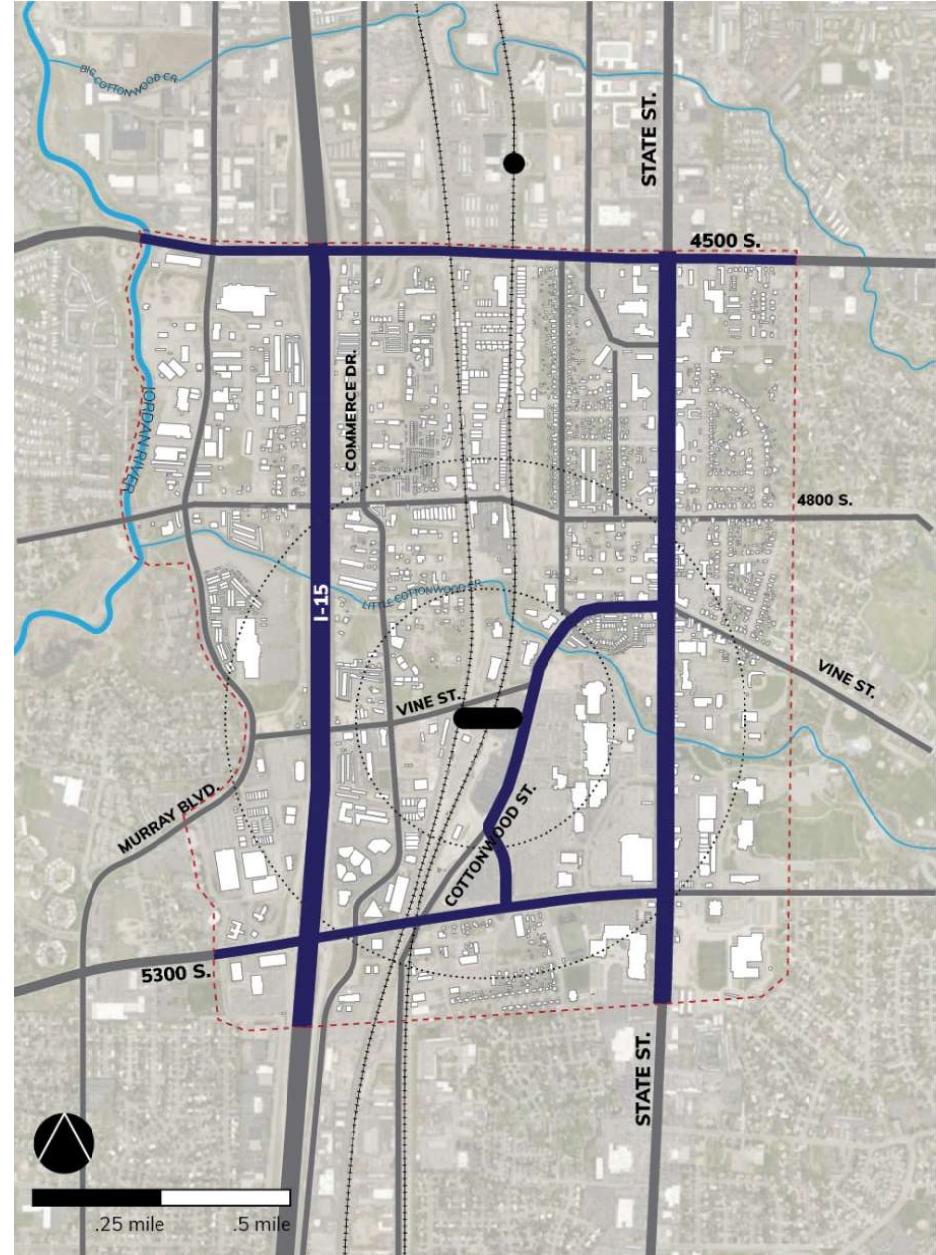
The auto network is dominated by single-occupant vehicles driving to destinations in the study area and parking to access their destinations. Since the station area contains the link between the regional freeway network it will remain vital to the conventional auto network. Streets that make up this network are I-15, 5300 South, 4500 South, State Street, and Cottonwood Street and other accessways to IMC.

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REGIONAL TRAFFIC NETWORK

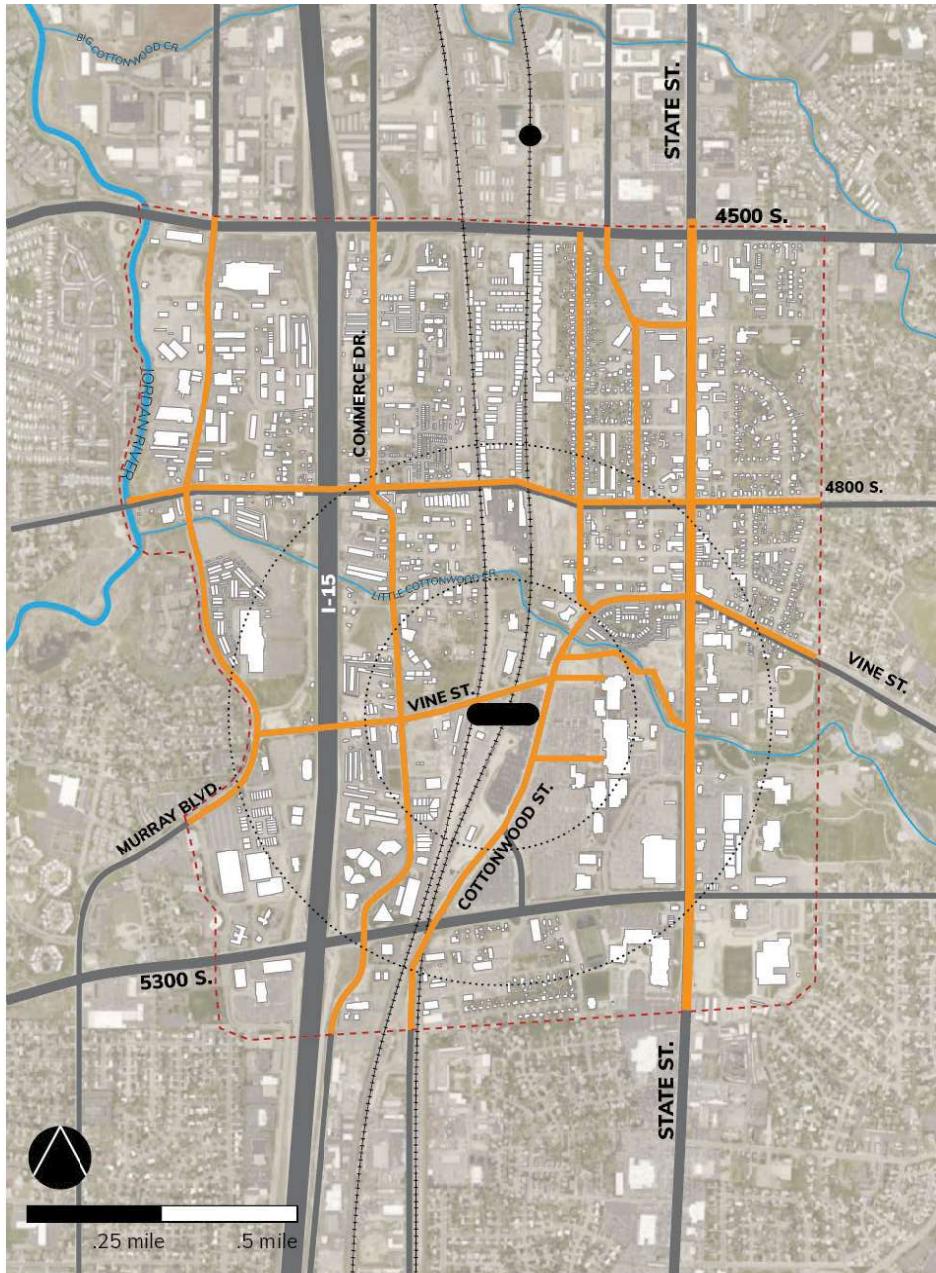
Figure 18 - Regional Traffic Network

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POTENTIAL RIDEABLE NETWORK

Figure 19 - Potential rideable network of streets in Murray Central Station Area

The station area also contains the potential for another network to complement the auto network: the rideable network (see figure 19). In the station area, there is a large space where the regional auto-focused network is not prioritized. One of the major assets of the station area is a set of collector-level streets that are secondary to the regional auto network. These include 5100 South/Vine Street; Commerce Drive; Murray Boulevard; and 4800 South. This rideable network also needs to include Cottonwood Street and State Street, which are also major auto network priorities.

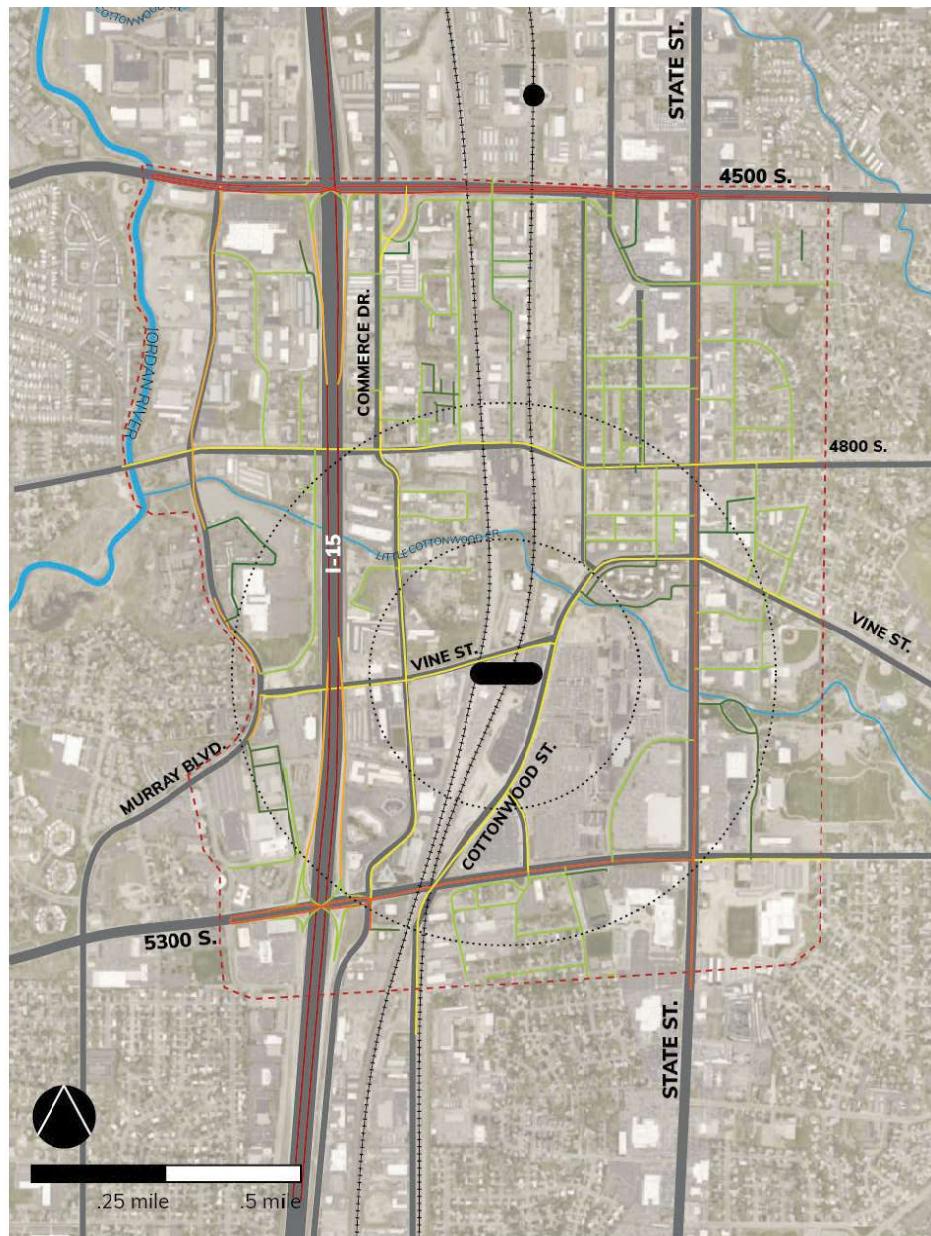
This idea of a rideable network is critical to this plan as it leverages the station investment and the power of the Murray Central Station by complementing trips to the station with attractive options for connecting trips to area destinations.

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SPEED LIMITS

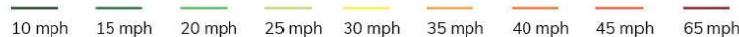


Figure 20 - Speed Limit of Streets in Murray Central Station Area

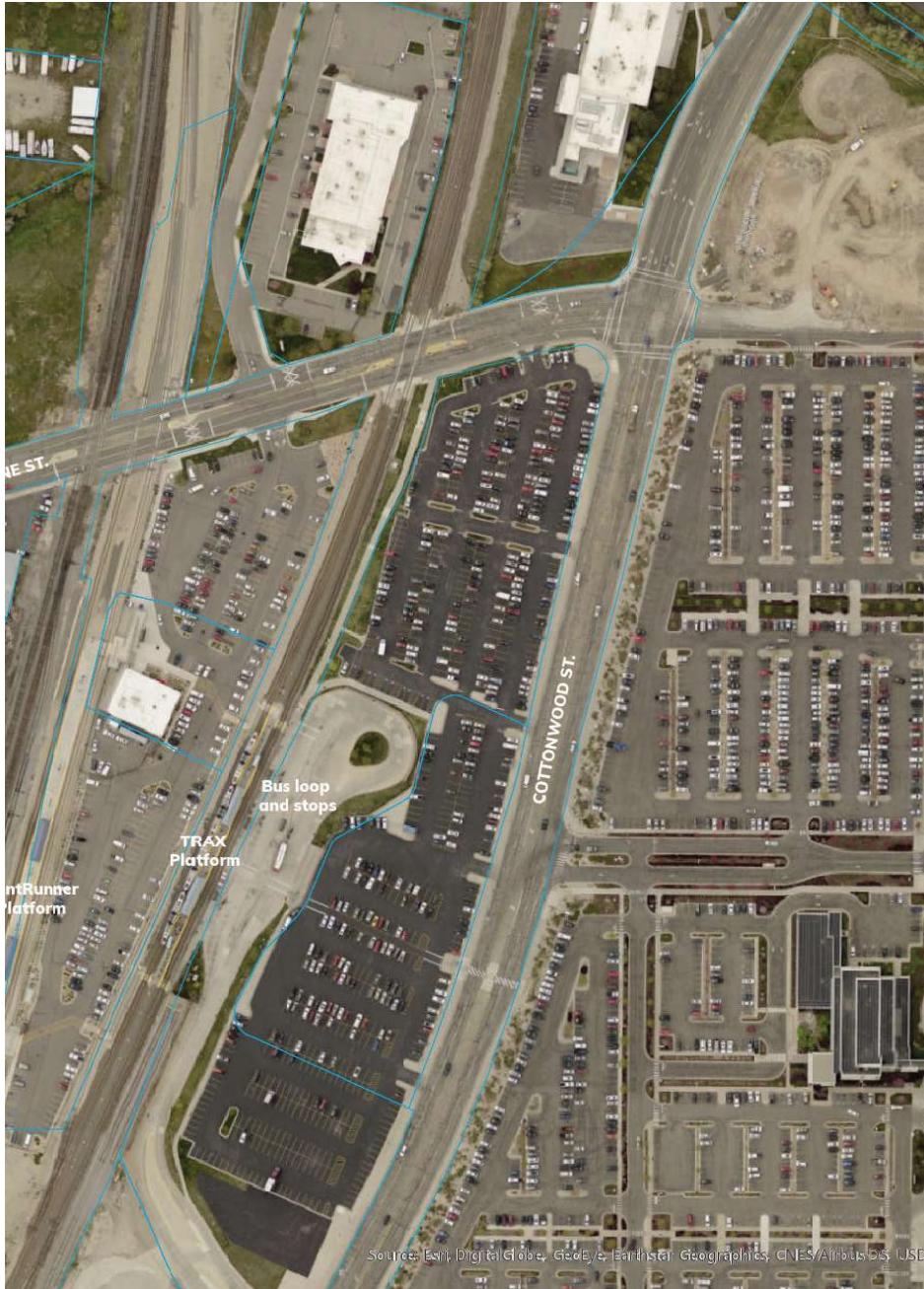
The speed limits provide an idea of the distinction between these two networks. Figure 20 shows the speed limits of station area streets and how many of the collector-level streets have 30 m.p.h. or below speed limits that could be conducive for a slower environment.

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Murray Central Station

Murray Central Station has developed in a patchwork fashion over time, the result of different transportation projects. It is a highly utilitarian place, focused on the narrow mission of people boarding and disembarking the train or bus, parking, and vehicle and pedestrian circulation.

This plan helps clarify the role of the Station in 1) reimagining it as a civic centerpiece and 2) streamlining its overall transportation function and 3) laying the groundwork for a good relationship to transit oriented development around it.

Figure 21 - Murray Central Station

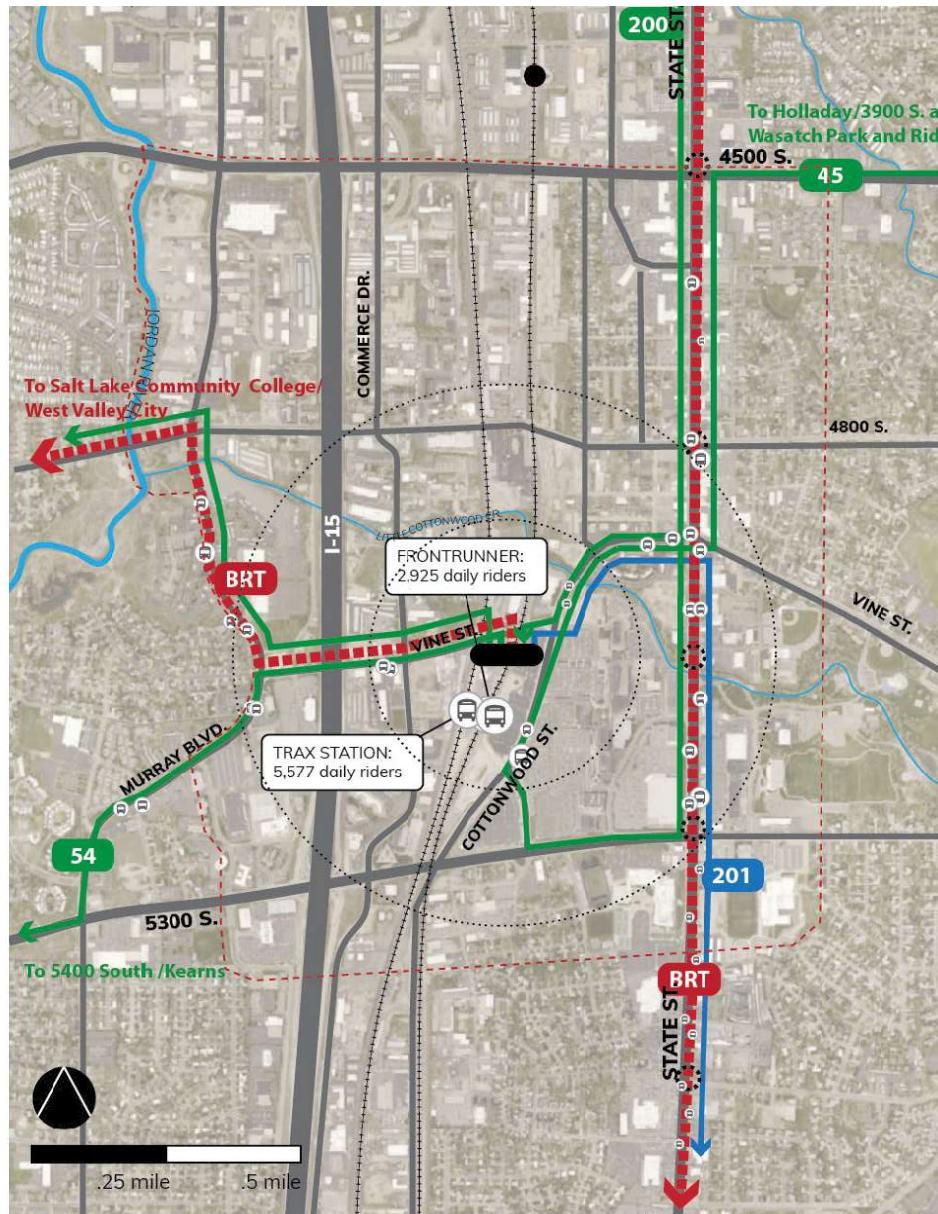


Figure 22 - Transit network of Murray Central Station Area

Mode Networks

In order to understand the opportunities related to the fabric, networks and station, it is important to understand the networks for the individual modes: transit, pedestrian, bicycle, and vehicle.

Transit

Station Overview

The Murray Central Station was developed through a series of separate actions by UTA. The first was a TRAX stop on the Blue Line. When the TRAX stop was built, a bus loop was added. When UTA acquired the Union Pacific right-of-way, it built the FrontRunner stop here, due in part to the hospital bus system and because this is one of the rare places where the two mainline tracks are close enough for easy transfers.

When UTA built the FrontRunner station, it built a surface parking lot on the triangular piece of land between the FrontRunner and TRAX stations. As illustrated in Figure 22, the station is now served by two TRAX lines; FrontRunner (running north to Ogden and south to Provo); and several local bus routes heading west (54 and 47); east (45); north (200); and south (201). A bus rapid transit (BRT) line is being planned and designed to connect Murray Central Station with Salt Lake Community College and the West Valley City center via the Taylorsville corridor and 2700 West.

These connections provide the station with significant transit power. A one-seat ride on a frequent (15 minute) service and standard half-mile walk, for example, provides access to much of the region, specifically the key job centers and educational institutions. This means that people living here can access jobs and schools as part of an easy and frequent ride. Conversely, people living on the Wasatch Front can easily access jobs around the Murray Central Station.

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As a result, this is one of the busiest stations in the UTA rail system. Approximately 8,500 TRAX/FrontRunner riders use the station each day.

2

UTA on-board survey data indicates that the Murray Central is an attractive choice for accessing key regional jobs and destinations. Riders at Murray Central Station are about 25 percent more likely to commute to work than the average systemwide rider (51 percent compared to 40 percent). Riders at Murray Central Station are about 33 percent more likely to be “choice” riders (having access to using a car) than systemwide riders (60 percent compared to 46 percent).

3

Connecting Bus Lines

The station is served by five bus lines: the 200, 201, 54, 47, and 45. A few observations about these connecting routes follows:

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- The bus routes are almost evenly distributed in all cardinal directions. The eastward connection to Taylorsville and Kearns (Route 54) and the westward connection to Holladay (Route 45) provide important connections to places not otherwise served by high frequency transit. The north and south connections (200 and 201) somewhat mimic the service areas of TRAX but are enough removed that they serve a separate corridor along State Street.
- Almost all are high-frequency (15 minute) routes. This means there are high-quality transit connections in all directions.
- No flex/circulator routes serve the station. Considering the number of destinations in the station area, a local circulator could be an opportunity to consider.

Station Program and Design

The station is comprised of two center platforms (one for TRAX, one for FrontRunner), a bus loop with bus waiting and boarding areas, and two parking areas (1,070 stalls) – one to the east of the station (100 stalls are currently being leased to the IMC) and one in between the two platforms. This parking area also includes a UTA police station.

UTA has identified the following issues with the current and future function of the station:

- The triangle parking lot has circulation challenges. There is only one entry / exit point to and from the triangular parking area between the two platforms. This is located on the south side of 5100 South. This lack of multiple ingress/egress causes circulation challenges for people parking, pulling out and dropping off passengers.
- There is a lack of connectivity to the west: The Union Pacific tracks to the west of the FrontRunner tracks form a major barrier to connections westward of the station.
- UTA recently built a pedestrian crossing of the TRAX rails on the south end of the station – the north side crossing was getting congested and the agency wanted to provide another option.
- UTA has identified a need for additional park-and-ride spaces at this station.
- It is unclear how the Taylorsville-Murray Bus Rapid Transit (BRT) line will come into the station and pick up and drop off passengers.
- UTA sees an opportunity to build a TRAX side platform that could be shared with buses on the east side. This could also be a good way to integrate the new BRT line into the station.

Future BRT

The Taylorsville – Murray Bus Rapid Transit (BRT) project is in preliminary design for Phase 1 (from Murray Central Station to Salt Lake Community College). Phase 2 (from the community college to West Valley City Center) is in the planning Stage 1.

Key aspects of the BRT line for this plan is how the line comes into the station area (route, transit priority features, stop locations, and stop design) and 2) how the line terminates at the Murray Central Station (circulation, location and design of stop).

Other Transit Opportunities

In addition to the existing and planned transit, the presence of numerous employers and destinations creates the potential opportunity for a privately run shuttle providing first/last mile connections to these destinations.

Pedestrian

Being able to walk to, from and around the station is generally the most important transportation aspect of a station area. Approximately 55 percent of people accessing Murray Central Station walk to it.

The Murray Central Station area presents some unique and extreme pedestrian conditions, including large uses not built for pedestrians, major parking lots, and industrial areas built without pedestrians in mind.

Pedestrian Environment Quality

This describes the quality of the areas dedicated to pedestrians, such as sidewalks and paths, buffers from moving traffic, and the character of adjacent areas. While the adjacent parking lot is in opposition to a quality pedestrian environment, the best pedestrian environment in the area is actually on the IMC parking lot drive aisles.

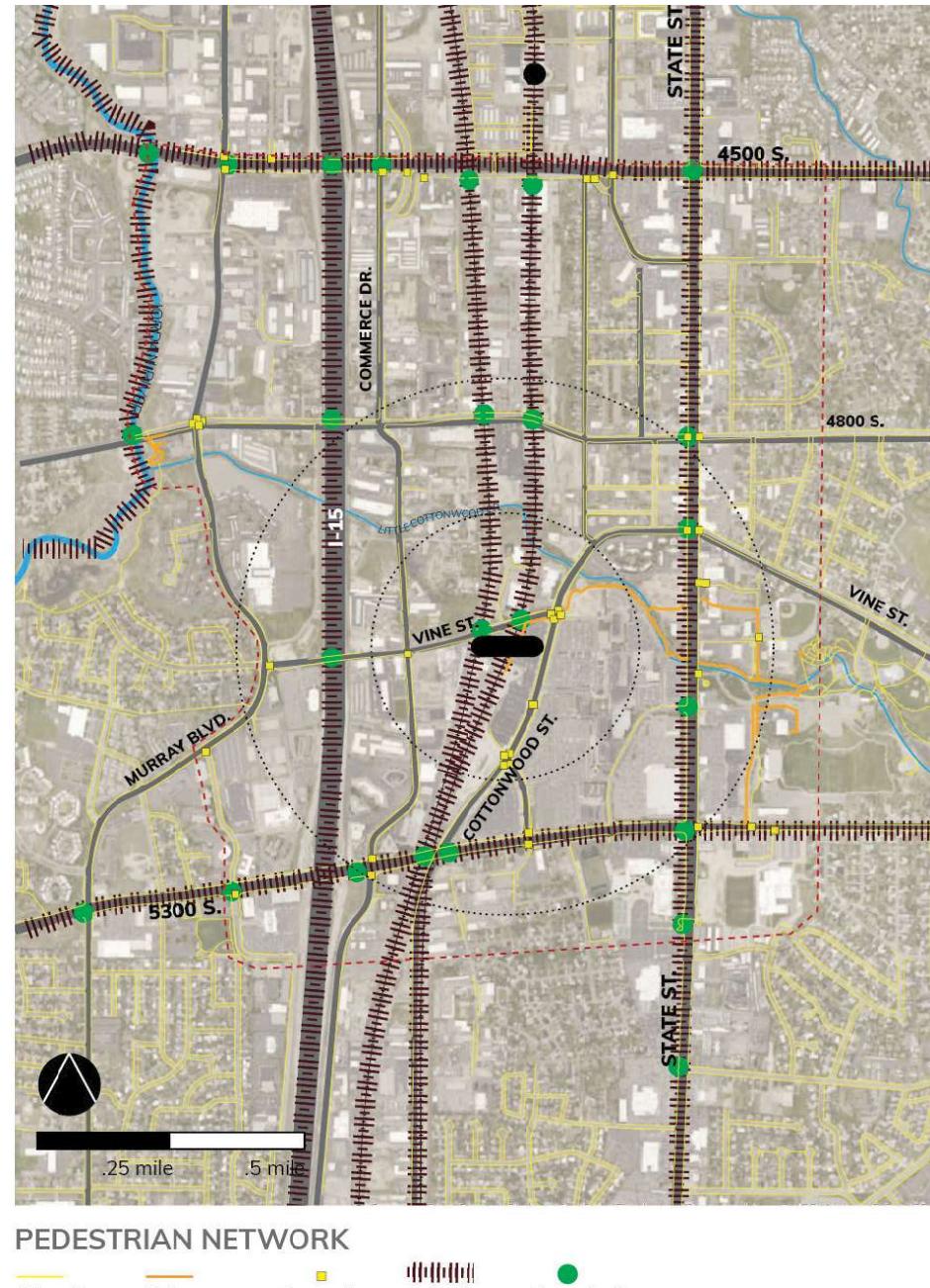


Figure 23 - Existing pedestrian network of the Murray Central Station Area

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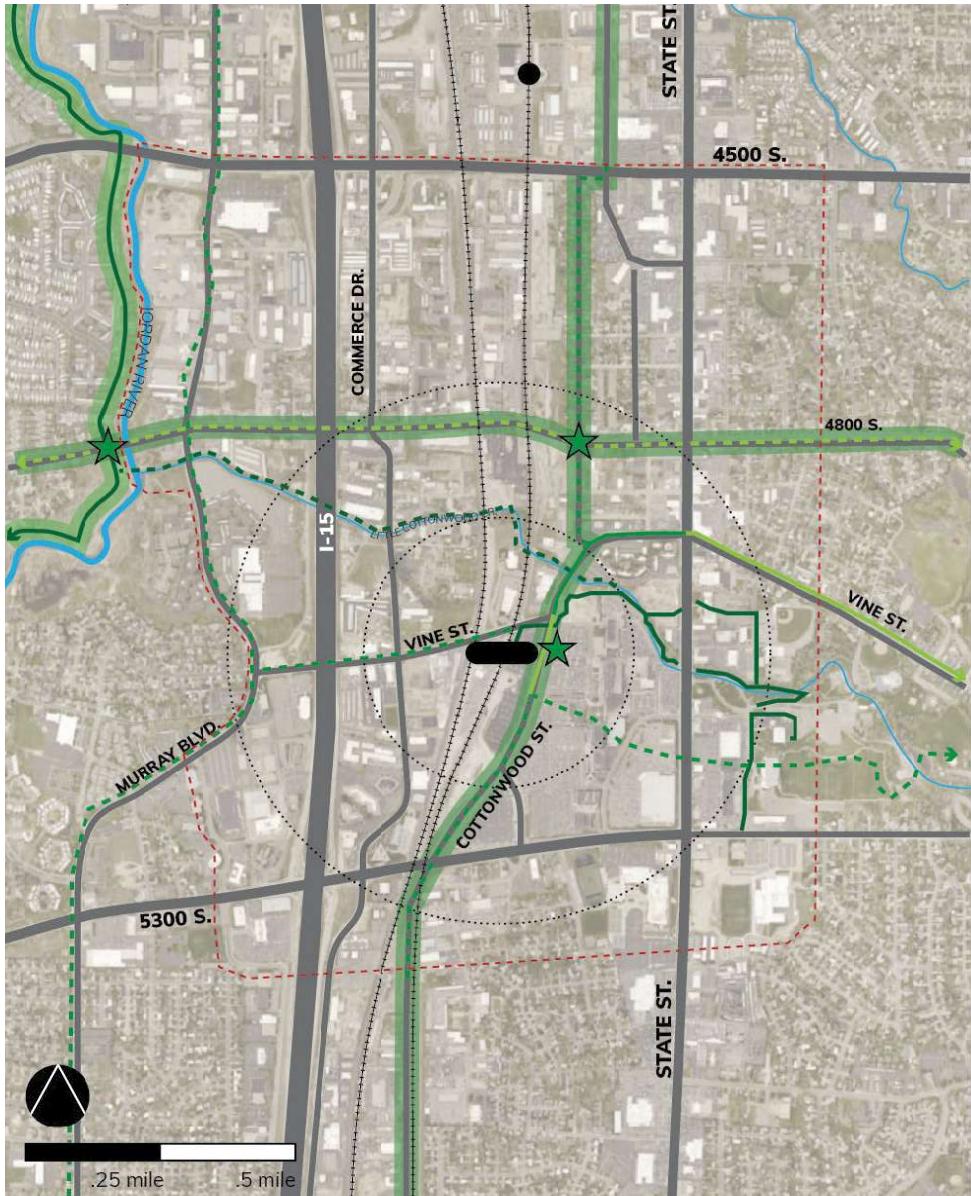


Figure 23 - Existing and planned Bicycle network of the Murray Central Station Area

In the potentially rideable network, there is potential to improve the pedestrian realm, since large rights-of-ways and multiple redevelopment areas provide opportunities to create a better pedestrian environment.

Street Crossings

The pedestrian crossings of major streets fall into the following key categories:

- Station crossing of Cottonwood Street: This is a high-quality midblock crossing on the direct path from the station to IMC. The crossing includes a high-visibility crosswalk, a median refuge, and flashing beacon.
- Other Cottonwood Street crossings: At traffic signals - 5100 South/Vine Street and 100 West, which have standard crosswalk markings.
- West side crossings: Pedestrian crossings of streets such as 5100 South/Vine Street and Commerce Street. While relatively lightly trafficked streets with short crossings, these have poor markings and corner environments.
- Arterial crossings: Pedestrian crossings of State Street and 5300 West traverse long distances and have relatively minimal pedestrian infrastructure. There is one unsignalized pedestrian crossing of State Street in downtown Murray.

Barriers and Across Barrier Connections

Murray Central Station lies amid major north-south regional transportation facilities, including I-15, State Street, the U.P. rail line, FrontRunner, and TRAX. This creates major barriers for people walking and bicycling in the area.

Bringing this regional network down to the scale of the pedestrian is necessary for connectivity. A key concern is the balance or decision between improving existing streets as connections to long-term major destinations or addressing pedestrian issues as part of a new type of urban place.

Bicycle

Network

The Murray Central Station is important to the bike network at multiple levels – both regionally and locally. About seven percent of people access the station by bike, more than twice the system average.

Figure 23 indicates the important bike network links running through the plan area. First, the station provides a nearly unparalleled opportunity to connect local cyclists with distant regional destinations. Also, a number of existing and potential regional bike corridors run through and around the station area:

- Main Street/Box Elder/Cottonwood Street corridor, which is an important regional north-south corridor and runs directly to the station.
- The Jordan River Parkway, which runs within $\frac{3}{4}$ to a mile from the station.
- The 4800 South corridor, which connects to Taylorsville in the west and Holladay to the east and runs within about $\frac{1}{2}$ mile of the station.

The corridors above connect with key regional bike nodes, as follows:

- 4800 South/Jordan River Parkway
- 4800 South/Box Elder Street
- Cottonwood Street/Murray Central Station

In addition, both Murray City and the Regional Transportation Plan identify planned bike routes on plan area streets and corridors:

- Cottonwood Street
- Box Elder Street
- 5100 South/Vine Street (West)
- Vine Street (East)
- Murray Boulevard
- Little Cottonwood Creek
- Murray Park

While not identified in plans, Commerce Street presents an opportunity for north-south connectivity between the barriers of I-15 and the rail tracks. Currently, the only routes in the immediate station area with marked and/or dedicated facilities are Cottonwood Street between the intersection with 5100 South and State Street and the pathway along a short segment of Little Cottonwood Creek. However, there are clear ways to connect bicyclists with the station with dedicated facilities and/or marked routes. The local routes can combine with the regional corridors to create a regional bicycle hub that is also useful at the local level.

1

Bicycle Environment Quality

The streets in the station area include few dedicated bike facilities. As noted above, the only marked and/or dedicated facilities are a bike lane along Vine Street from Cottonwood Street to State Street and shared lane markings on Cottonwood Street. However, many of the station area streets are lightly trafficked and can provide decent bike environments. Additional planning will need to take place to formalize these street environments.

2

Street crossings

Similar to the area's pedestrian crossings, there are major active transportation barriers in the area.

3

Amenities

The station contains some bicycle amenities to note. For example, both bike racks and bike lockers are available, as is a bike station with a pump and tools.

4

Vehicle

Serving auto traffic is a critical function of the area around the Murray Central Station. This is especially true for the area east and south of the station, the major destinations of IMC, the big box retail cluster and Murray High School. A series of routes in the area are critical links for auto traffic such as I-15, State Street, 5300 South and 4500 South, all of which provide access to most of the destinations. The network of collector-level streets is also important to linking IMC traffic from these arterial streets to the medical center's parking areas.

Driving is also an important aspect of station access – about 37 percent of station users access it by car, although nearly half of those are dropped off, which is much higher than system-wide. The station has a higher (yet still low) rate of carpooling than the system-wide rate of five percent. Based on nine parking utilization surveys conducted by UTA, the 1,070 stalls in the park-and-ride lot are 67 percent full on average.

Traffic volumes

Figure 24 illustrates traffic volumes for most major streets.

Street network

Connectivity

Street connectivity in the Murray Central Station area is inconsistent. On one hand, streets are connected to one another and lead to the station, forming the “bones” of a connected network. Even in the hospital parking area surrounding the IMC, the drive aisles/streets form a connected network around the barrier of the hospital complex. However, the area suffers from two related issues. First, the network has a low density; there are not many streets in the area. Second, the area is dominated by large land uses that, in part, create low density.

In the future, lack of network density should be able to be corrected if new streets can fill in the large areas without streets. Some of the problem will remain because of the number of barriers such as I-15 and the Union Pacific tracks.

Figure 24: Traffic Volumes in Murray Central Station Area

Street Segment	2016 AADT	Estimated Daily Capacity Used at LOS D
State Street	39,000	85%
State Street	36,000	78%
State Street	30,000	65%
5300 South	28,000	61%
4800 South	10,000	89%
Murray Blvd.	9,200	82%
Vine Street	7,700	68%
Commerce Street	4,000	36%
Cottonwood Street	2,100	19%

Source: UDOT

Rideability

Rideability describes the quality of having an attractive choice to the single-occupant vehicle. Rideability is achieved through a rideable network, which leverages and connects several different modes, such as transit, walking, bicycling, private shuttles, ridesharing and connected and autonomous vehicles.

As established, Murray Central Station and the surrounding area has enormous potential for enhancing its rideable network. The station itself creates the foundation for regional rides to and from the study area. This plan can help extend those non-SOV ride trips to and from existing, planned and new destinations in the station area and beyond.

Several existing streets create the structure of a rideable network: Cottonwood Street, 5100 South/Germania, and Commerce Street. These are the primary major streets within $\frac{1}{4}$ mile of the station and are also critical to the rideability for different reasons. Cottonwood Street provides access to the station from the east side, to transit and to the IMC. 5100 South/Germania provides access to the station across the major station area barriers, to transit trunk lines from the east, and to future redevelopment opportunity. Commerce Street provides north/south connectivity, and redevelopment opportunity.

1

Each of these key links were assessed at a broad level to determine their rideability. This assessment considered a number of factors that generally provide a slower, more human-scaled environment with the service and infrastructure of other modes. Other factors assessed include:

2

- vehicle speed
- space allocation for other modes
- pedestrian environment quality
- pedestrian crossing frequency and quality
- transit service and infrastructure
- travel demand management practices The results are as follows:

- Cottonwood Street: 45/100 points.
- Vine Street/5100 South (west of station): 31/100 points
- Commerce Street: 14/100 points

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Results indicate that there is significant opportunity for improvement on each of these streets. While the speeds on these roads are relatively slow and demonstrate a high level of transit service, they are not designed as a pedestrian environment. They have poor transit waiting environments and poor land use frontage.

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Public Space

The station area contains very little public space. The FrontRunner drop-off area and at the bus loop are the main public spaces in the area and both are utilitarian in nature. They have very few pedestrian amenities such as benches and street trees.

IMC is surrounded by parking which challenges the idea of human-scale public space. There are some plaza/garden areas but they are largely inside the medical campus. The major public space in the greater station area is Murray Park. However, opportunities to connect the park with newer retail/food development have been missed and it is quite distant from the station. Other, smaller public spaces include the pathway along Little Cottonwood Creek which is blocked by roads at several locations.

Travel Demand Management (TDM)

Intermountain Medical Center (IMC) has some travel demand management (TDM) in place. These include a discounted transit pass program and a shuttle that runs throughout campus and stops at Murray Central Station.

Transportation and Urban Design Assets, Challenges, and Opportunities

1

Destinations and connections

Assets

- IMC – approximately 20 percent of employees use transit to get work.
- Wide range of diverse, other major destinations
 - Office uses
 - Murray civic uses – park, ice skating, pool, City Hall
 - Murray downtown
 - Big box/major retail – Costco, Best Buy
 - Emerging complementary medical uses
 - Educational uses
 - Murray High
- Little Cottonwood Creek trail – does not exist west of State Street and is hightly fragmented
- Nice infrastructure to connect directly to IMC from the station – crossing, streetscape in parking lot
- Direct line of 5100 South/Vine to west from station
- Network within the area is relatively connected – crossings over barriers, such as I-15 and rail lines, are in the right places
- Signalized intersection at State Street to IMC
- Bus lines provide additional connections to destinations, within the study area

2

Challenges

- Destinations tend to be farther than $\frac{1}{4}$ mile (walking distance) from the station
- Parking lots are a major use within $\frac{1}{4}$ mile of station, especially to the east
- Difficult to incorporate crossings to rail tracks
- Little Cottonwood trail only extends for short segments
- IMC is an east-west barrier to pedestrian movement
- Topography, north of the station physically separates the two areas
- Most street connections have poor pedestrian qualities
- The street network is low density
- Parking is free for IMC employees, patients, and visitors, which does not incentivize transit use
- The most desired IMC parking spaces are concentrated in lots in north and east, creating congestion.

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Opportunities

- Extend Little Cottonwood Creek trail west to the Jordan River – though challenging considering the blockages that will need to be overcome
- Improve crossings on State Street for pedestrians/cyclists
- Leverage Cottonwood, Vine, and Commerce Street as a rideable street network and improve accordingly
- Create transit/shuttle options for first/last mile/longer distance destinations from station
- TDM for large entities – consider the establishment of a single Transit Management Association (TMA)
- Grade-separated, active transportation crossing of tracks from the south end of station
- Explore ways to better overcome topographic challenges at the north end of the area
- Encourage IMC to provide a public connection across State Street to the park and surrounding civic district

Future Fabric

Assets

- Underutilized land uses west of the station
- Cottonwood, Vine, and Commerce as the basis for a connected, urban street/block network
- Little Cottonwood Creek as a placemaking asset

Challenges

- Environmental conditions/contaminated land
- The IMC's parking area is a contingency/reconfiguration zone for the future – not an explicit place for new development
- The area to the west of I-15 is disconnected from the station area
- Rail tracks – Vine Street is the only connection

Opportunities

- Create better urban fabric off of Cottonwood, Commerce, and Vine Street that is denser, better connected and has walkable streets.
- Transit (bus) corridor along 5100 South/Vine
- Consider making quality connections to existing neighborhoods if new station area provides attractive dining/shopping/restaurant destinations
- IMC is expanding vertically; they could provide opportunity to modify parking to create complementary uses and a more active streetscape
- Potential for a great public space by connecting the station with IMC.

Two Networks

Assets

- Key auto links (apart from I-15) appear to be under-capacity
- The inherent strength of Murray Central Station to reach regional destinations
- General separation of auto streets and potentially rideable streets
- Connected network of streets not very important to autos – specifically, Vine and Commerce
- High levels of bus transit

Challenges

- Multiple demands on Cottonwood Street from IMC vehicle access and part of rideable network
- State Street is important auto corridor but also has vision for BRT, is key part of Downtown Murray, and needs better pedestrian crossings
- Potential backbones of rideable network are not very rideable

Opportunities

- Improve key links of potential rideable network for riding
- Create a creative complete street design for Cottonwood Street
- Explore ways to have State Street continue to move traffic while also becoming better for downtown Murray, pedestrian crossing, and future BRT access

The Station Itself

Assets

- High frequency service that provides direct access to a very large part of the region, including the largest job centers and entertainment destinations
- TRAX, FrontRunner and buses are close together geographically

Challenges

- Connections between TRAX, frontrunner and bus are somewhat clumsy
- Parking between TRAX and FrontRunner has circulation/speed issues
- Parking lot between TRAX and FrontRunner precludes opportunity for great people space in this part of the station
- Buses must take a circuitous route to get to the bus drop off loop, especially from the west and north
- UTA believes it needs more parking in the future
- People getting off the train first see a mass of parking
- Institutional materials contribute to lack of sense of place – chain link, etc.
- The Union Pacific rail line to the west of the station is a formidable barrier

Opportunities

- Better use of the area between the stations
- A great public space – possibly between the stations
- Better drop off area for TRAX and FrontRunner
- Grade-separated link across the tracks on south end of station?
- More direct/elegant/connected bus circulation, especially for planned BRT
- Potential to have a shared platform with bus and TRAX to make for more elegant transfers
- Create better view/character than so much parking when one gets off the train.

TRANSPORTATION PLANNING AND DEVELOPMENT

PRINCIPLES

- Connect the station to existing and proposed destinations in Murray and the surroundings.
- Create a new public realm that is inherently walkable and easy to navigate.
- Capitalize on the opportunity to transform Vine Street into an activated, multi-modal urban corridor.
- Reconfigure the station's circulation and operations to emphasize walkability and public space.

Land Use

A thorough Site Analysis was conducted to ensure the planning and design concepts that emerged are aligned with the opportunities and constraints that currently exist. As illustrated in Figure 25 – Station Area of Influence and Site Analysis Diagram, several conditions were considered as part of understanding the structure and relationships of land uses in the study area.

Existing Land Use

Land uses in the area are predominantly light industrial north, south and west of the station, with a mix of commercial and public service uses to the east. The station area is dominated by large parking lots, which serve the station and IMC to the east near State Street. Discussions with representatives of IMC indicate that the large, sprawling campus is controlled by a separate master plan, and that any changes for improving the relationship between the station and medical campus will be determined outside of this planning effort.

Natural Features

The primary natural features found in the area are Cottonwood Creek, an east-west waterway that joins the Jordan River near the western extents of the study Area. In contrast to several of the other seven waterways associated with the Salt Lake Valley section of the Wasatch Mountain canyons, the creek has not been piped and has open flow conditions at the surface. Unfortunately, the waterway is highly segmented by roadways, rail embankments, the freeway and other blockages, resulting in limited opportunity as a continuous greenway or trail corridor.

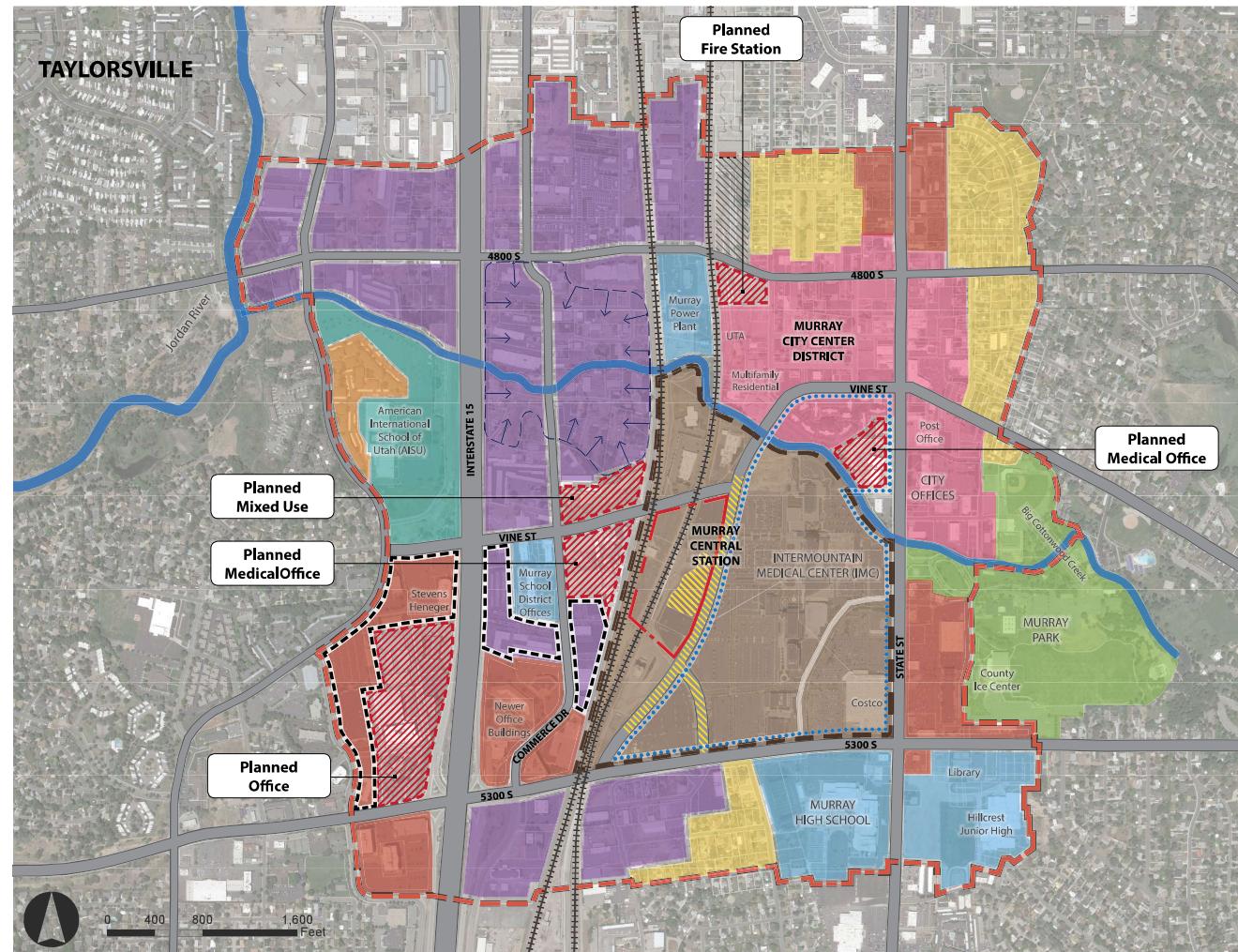
Man-made Features

This includes the station itself, a range of buildings and structures of various forms and heights, roadways of different sizes and diverse functions, large and small parking lots, two rail lines and associated embankments, in addition to frequent subsurface infrastructure and utility lines.



MURRAY CENTRAL STATION MASTER PLAN

Central Station Area of Influence and Site Analysis



EXISTING LAND USE & ZONING

Commercial/Office	Single-Family Residential
Light Industrial	Institutional
Murray City Center Mixed Use District	AISU Campus
Multifamily Residential	Parks and Open Space

OTHER KEY CONDITIONS AND CONSIDERATIONS

	Remediation Zone - Contaminated land impacts opportunity to change or modify uses
	Remediation Zone - No change or disturbance
	Vacant Land
	Central Station Study Boundary
	"Gully" / Topographic Depression
	Planned Development
	IMC Boundary

Figure 25 - Central Station Area of Influence and Site Analysis

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OVERVIEW

A thorough Site Analysis was conducted to ensure planning and design concepts are aligned with existing opportunities and constraints.

The Site Analysis investigated the physical structure of the study area, as follow:

- **Land Use and Zoning**
- **Natural Features** such as creeks and open space corridors
- **Man-made Features** such as buildings and structures, infrastructure and utility lines, roadways and railways
- **Environmental Conditions** with particular emphasis on acknowledging the limitations of contaminated lands and remediation strategies, plans and requirements that are in place
- **Planning and Design Concepts for Adjacent and Outlying Areas** were documented to understand the influence of the Murray Central Station Area and how it relates to adjacent districts
- **Site Impediments and Blockages** such as rail embankments, freeway, fences and steep slopes

Key Findings/Considerations

- Murray Central Station is the heart of the project. Redevelopment of the station area is essential for creating a superlative Central Station District
- Contaminated lands have been remediated according to specific agreements. Change and modification is controlled by those decisions.
- No residential development is allowed in the remediated areas.
- Redevelopment with non-residential uses is possible in much of the remediated area, although it will come at higher costs than at clean sites.
- Specific segments of the remediated land cannot be modified or disturbed and must be incorporated into the planning and design concepts for the area.
- The IMC properties are controlled by a separate planning process. The master plan should maintain positive and mutually-beneficial relationships with the IMC properties as feasible.
- Significant projects have been developed or are planned in proximity to the station. Coordinating these projects and others yet to come is essential for creating a unified station district.
- Vine Street plays a critical role for linking Murray Central Station and the surrounding areas together as part of a discernible district.
- Adjacent neighborhoods and districts have significant residential and mixed use redevelopment potential

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Environmental Conditions

Environmental conditions associated with the contaminated lands and existing remediation statutes, plans and requirements define the station area and immediate environs. The affected area extends eastward from the TRAX line and station area to encompass the IMC campus, and from Big Cottonwood Creek in the north to 5300 South.

The light industrial neighborhood north of the station is located in a low-lying area associated with the Big Cottonwood Creek. The neighborhood is surrounded by high embankments of I-15 to the west, a tall rail embankment to the east, and new buildings and development areas to the south, which effectively creates the sense of disconnection and isolation from the station and other nearby uses. The area is indicated as a future mixed-use neighborhood in the Murray General Plan.

Planning, Zoning and Design Districts

Planning, Zoning and Neighborhood Districts have been established in the existing Murray City General Plan, each with a particular purpose, vision and function. These include the Murray City Center District northeast of the station, the Murray Park/Civic Center District east of IMC, an educational campus west of I-15 between Vine Street and Big Cottonwood Creek, a mixed-use district northwest of the station, and a small office district west of I-15 and north of 5300 South. Determining where these stop and the station area begins is not clear in many cases.

Site Impediments and Blockages

I-15, the two rail lines and State Street are key physical impediments, effectively limiting connections on either side with access limited to the primary east-west road system. The light industrial neighborhood northwest of the station is located in a low-lying area associated with Big Cottonwood Creek. This area is surrounded by high embankments of I-15 to the west, a tall rail embankment to the east, and new buildings and development areas to the south, resulting in an isolated and disconnected feeling.



Summary of Findings

- Murray Central Station is the heart of the project. Redevelopment of the station area as part of creating a superlative station district is essential for if change is to take place.
- Contaminated lands have been remediated according to specific agreements. Change and modification is controlled by those decisions. As a result, opportunities for modifications and enhancement are limited and highly controlled.
- No residential development will be allowed in the remediated areas. Redevelopment with non-residential uses is possible in much of the remediated area, although it will come at higher costs and is likely to take more time than non-contaminated sites.
- Smaller portions of the remediated land cannot be modified and must be incorporated into the planning and design of the site.
- The IMC properties are controlled by a separate planning process. This master planning effort should maintain positive and mutually-beneficial relationships with the IMC properties as feasible.
- Significant projects have been developed or are planned in proximity to the station. Ensuring that these projects are aligned with this effort is essential for creating a unified station district.
- Vine Street plays a critical role in linking Murray Central Station and the surrounding areas together as part of a discernible district.
- Adjacent neighborhoods and districts have significant residential and mixed use redevelopment potential

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LAND USE PLANNING AND DEVELOPMENT PRINCIPLES

- Acknowledge that the IMC properties are not necessarily aligned with the creation of a better station area.
- Facilitate market-driven changes from light industrial uses to more urban mixed-uses, with residential uses to limited areas outside the SSOD boundary.
- Acknowledge the zone of influence of the station and the need for transitions to adjacent neighborhoods and districts.
- Locate viable uses in the station areas that contribute to the creation of a new station district.
- Do it right – invest in high-quality buildings, pedestrian enhancements and urban spaces.
- Create an iconic/landmark station and associated great spaces to attract attention and help define the area.

MURRAY CENTRAL STATION MASTER PLAN

Introduction

The opportunities for significant modification and redevelopment are relatively limited due in large part to the decisions that were made more than twenty years ago related to environmental mitigation and cleanup in the station area. Based on the 1998 ROD, future development within the SSOD is limited to commercial and light industrial. The challenges posed by those decisions are further reinforced by other conditions that are beyond the reach of this plan, including the fact that planning of the extensive IMC campus is controlled by independent planning policies that are not necessarily aligned with the creation of a better station area.

As illustrated in Figure 26, the challenging site and management conditions in this area are demonstrated by a Planning Concept that links a redeveloped and intensified Murray Central Station with other contributing uses along Vine Street as part of a Station Boulevard. According to this concept, redeveloping **Murray Central Station** into an iconic destination is essential for creating a superlative station district. Beyond the station, **Vine Street** is transformed into a linear boulevard, linking the station with supportive uses along the roadway from State Street to the west side of I-15. Supporting development efforts along this route will take place as **Primary, Secondary and Tertiary** projects, the hierarchy indicating proximity to the corridor and the relationship each zone has with the corridor and station area.

Since Vine Street links the various uses into a discernible linear district, it is essential that the roadway be planned and designed to support **TOD development and multi-modal traffic movements**, with a distinct shift toward the creation of a pleasant and safe pedestrian and cycling environment. It is assumed that there will be a distinct focus on higher-density residential uses along the street, compensating for the lack of residential development in the environmentally-challenging portions of the site.

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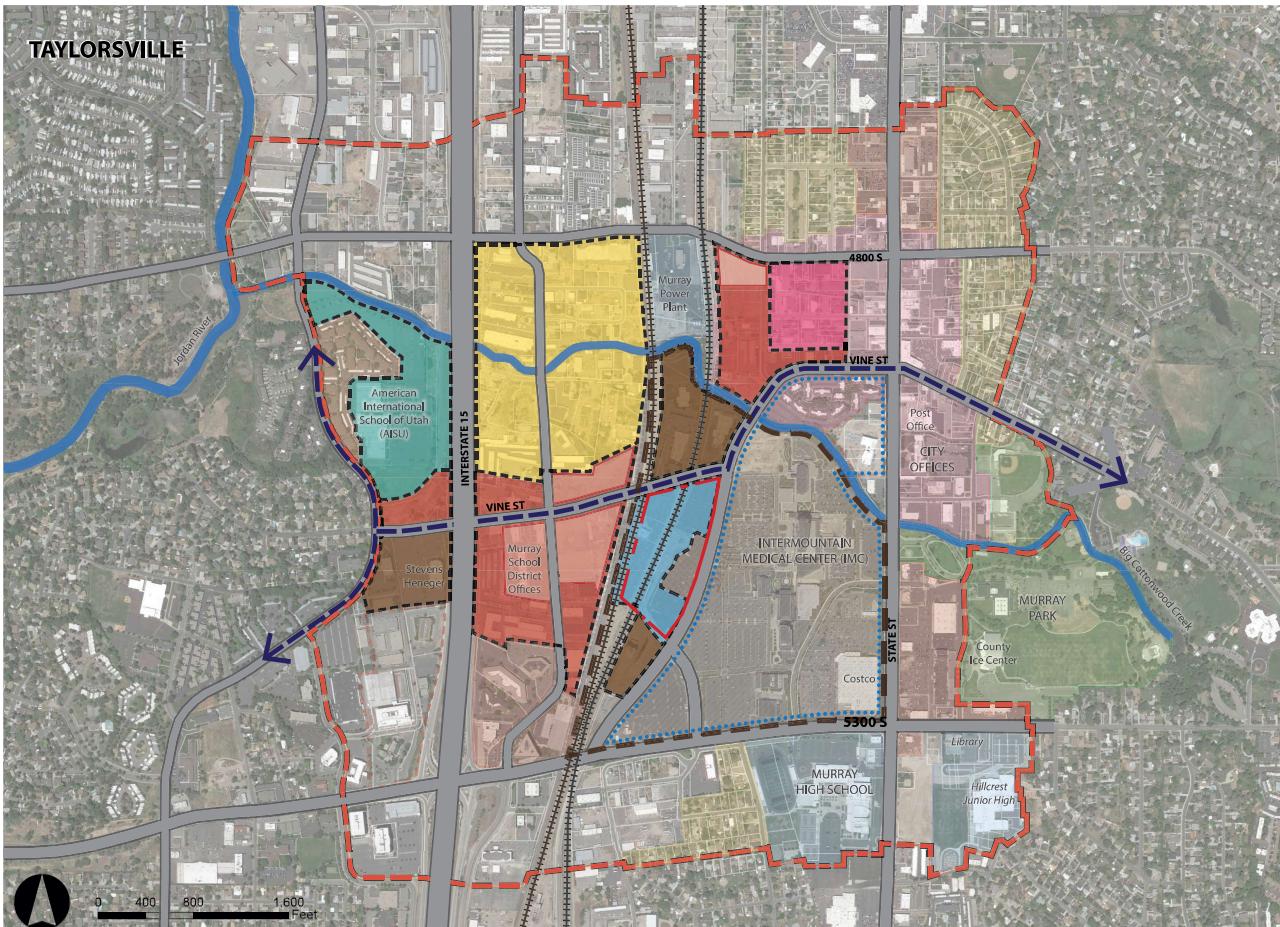
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Examples of superlative pedestrian environments that are envisioned along a re-imagined Vine Street Boulevard

MURRAY CENTRAL STATION MASTER PLAN

Areas of Focus and Planning Concept Diagram



DEVELOPMENT ZONES

- Murray Central Station Redevelopment Area
- Primary Redevelopment Area - Vine Street frontage properties and/or sites with a strong relationship to Murray Central Station
- Secondary Redevelopment Area - Sites in the Murray City Center District adjacent to Vine Street should merge the planning and design principles of both areas
- Secondary Redevelopment Area - Mixed use development area with a focus on higher density residential uses and transit-oriented development
- Secondary Redevelopment Area - AISU campus. Possible intensification of the campus and large parking lot for transit-oriented development
- Tertiary Redevelopment Area - Future development to be aligned with the Murray Central Station District principles

OTHER KEY CONDITIONS AND CONSIDERATIONS

- Projects Currently Planned or Under Development
- Vine Street - Links Murray Central Station and uses fronting the roadway to create a pedestrian friendly boulevard
- Central Station Study Boundary
- IMC Properties - Planned and developed according to a long-term IMC Site Master Plan. The Murray Central Station Master Plan should strengthen and acknowledge the relationship that exists between the IMC site, the station and surrounding uses

Figure 26 - Areas of Focus and Planning Concept

OVERVIEW

After thoroughly analyzing the site and surroundings and determining the opportunities and challenges that presently exist, a preferred planning concept emerged that links a redeveloped and intensified Murray Central Station with other contributing uses along Vine Street as part of a Station Boulevard.

The following diagram illustrates this concept and identifies Areas of Focus for realizing the vision.

Key Concepts:

- Murray Central Station is the heart of the project. Redevelopment of the station area is essential for creating a superlative station district is at the core of this study.
- Vine Street is transformed into a linear boulevard, linking the station with supportive uses along and immediately adjacent to the roadway
- Realization of the vision will occur as part of Primary, Secondary and Tertiary projects.
- Because Vine Street links the various uses into a discernible linear district, it is essential that the roadway be planned and designed to support transit-oriented development and multi-modal traffic.

Detailed planning and design ideas for the Vine Street Corridor and Murray Central Station follow. These include two distinct Station Concepts, each providing achievable redevelopment and implementation ideas.

Vine Street Corridor Concept

As the central connective corridor for the Murray Central Station area, Vine Street plays a critical role for creating a multi-modal station area. While many of the major streets surrounding the station are high-volume, high-speed arterials important to the regional traffic network (such as 5300 South, State Street, and I-15), Vine Street is the single corridor with good potential to connect through the entire station area in a pedestrian-supportive way. It connects directly to the station and has redevelopment opportunities along it. The main issues along Vine Street are the same that emerge at the station: pedestrian design, public space, connections to existing destinations, cyclist comfort and safety, facilitation of new walkable urban fabric, bus circulation and transfers, bus rapid transit (BRT) station interfaces, and private vehicle drop off and parking.

Walkable Street Concept

Figure 27 illustrates a generalized concept of a walkable street for a collector-level street such as Vine Street, identifying many of the elements that need to be integrated together if a walkable environment is to be achieved. Transforming Vine Street into a truly walkable street corridor is a complex endeavor, and will require careful design and political-will to be achieved.

Strategies for Vine Street

Figure 28 illustrates the transportation context of the Vine Street corridor, which runs from the historic east side neighborhoods of Murray through Downtown Murray, past the northern edge of the Intermountain Medical Center campus, along the north side of Murray Central Station and across the rail tracks and Interstate 15 to the west side neighborhoods of Murray and the Jordan River Parkway.

The corridor runs through an array of destinations of citywide and regional significance, intersecting with important regional streets such as State Street, encompassing a series of regional bicycle routes and transit routes along the way. The Vine Street Corridor also includes the planned Mid-Valley connector bus rapid transit route.

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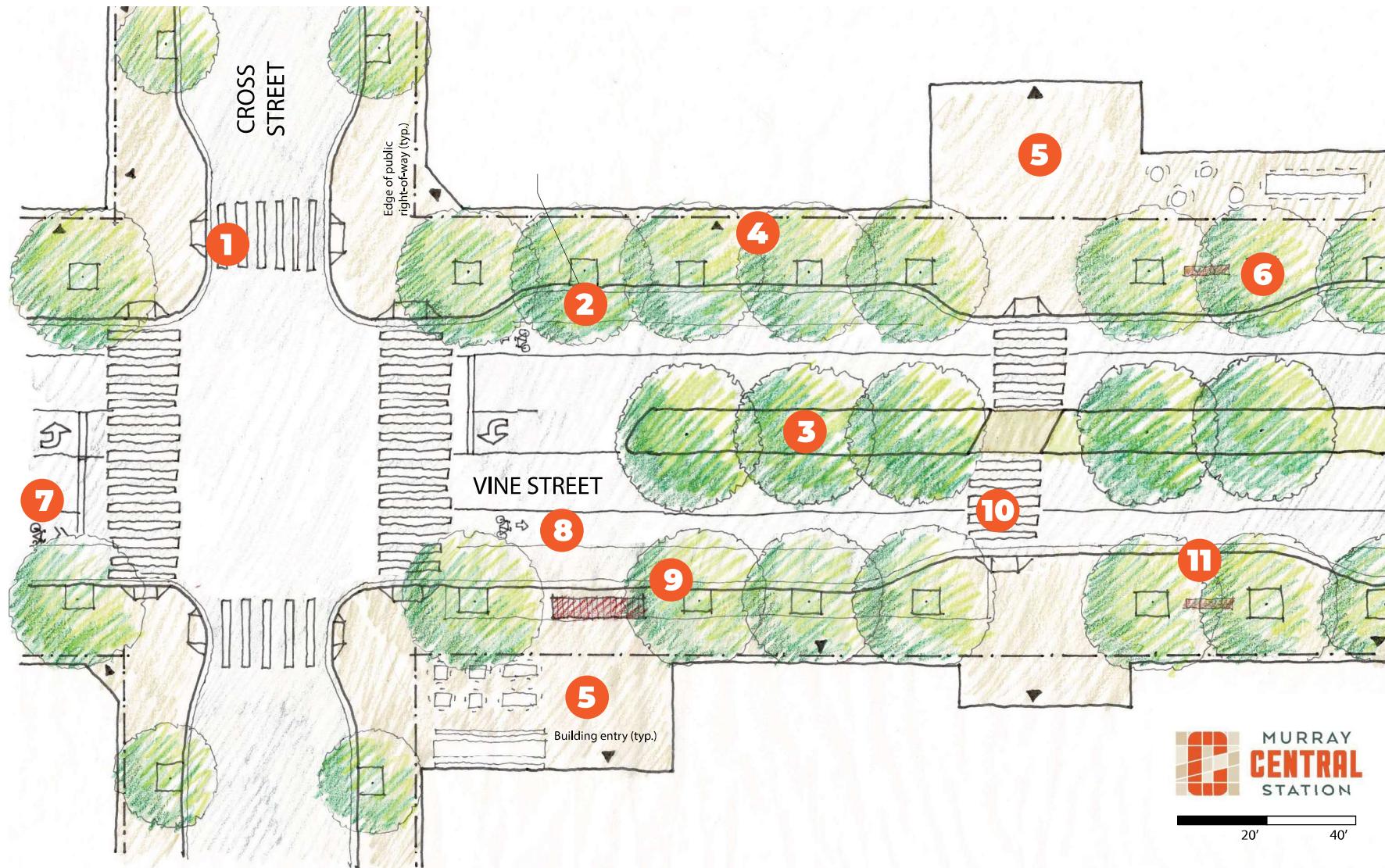


Figure 27 - Vine Street: Strategies to create a walkable corridor

1 Pedestrian-oriented intersection design

Vine Street's intersections can support pedestrians with short crossings, bulb-outs when possible, high-visibility crosswalks, and directional or full-corner curb ramps.

**2 On-street parking**

An essential ingredient for walkable streets and should be alternated with bulb-outs, transit stops, and shared mobility zones (see item #9).

**3 Planted median**

Where practicable, include a planted median to reduce the scale of the street and add life to it.

**4 Walkable frontage**

Property frontage is walkable when buildings meet the sidewalk with windows, frequent entries, outdoor dining, and entry courts.

**5 Small patios, plazas, and other public/semi-public spaces**

Vine Street can create opportunities for small, dining and gathering spaces in front or to the side of buildings along the street.

**6 Street trees**

Regularly spaced street trees provide shade, greenery, and help create outdoor "rooms."

**7 Right turns/Queue jumps**

Allow for places for a right-turn lane or bypass of traffic by buses in a "queue jump" lane; it can also be marked for shared use with cyclists.

**8 Design for cyclists and mid-speed mobility**

Vine Street can support bicyclists and others traveling in the 5 to 25 mile-per-hour speed range. In this corridor's busy, multi-modal, constrained environment, these users can best be supported by requiring and designing for slow speeds of autos, increasing motorist awareness of these users, marking conflict areas, and, where possible, designating bicycle lanes.

**9 Transit and shared mobility zones**

Consider curbside for high quality bus stops and pick-up and drop-off of shared mobility options, including shuttles, shared bikes and scooters, and transportation network companies such as Lyft and Uber.

**10 Mid-block crossings**

Look for opportunities to connect across the street at key mid-block points, aligned with entries with median pedestrian refuges.

**11 Streetscape and pedestrian amenities**

Streetscape amenities provide places for seating, bike racks, maps and signs, public art, lighting, and other elements to make the street hospitable.



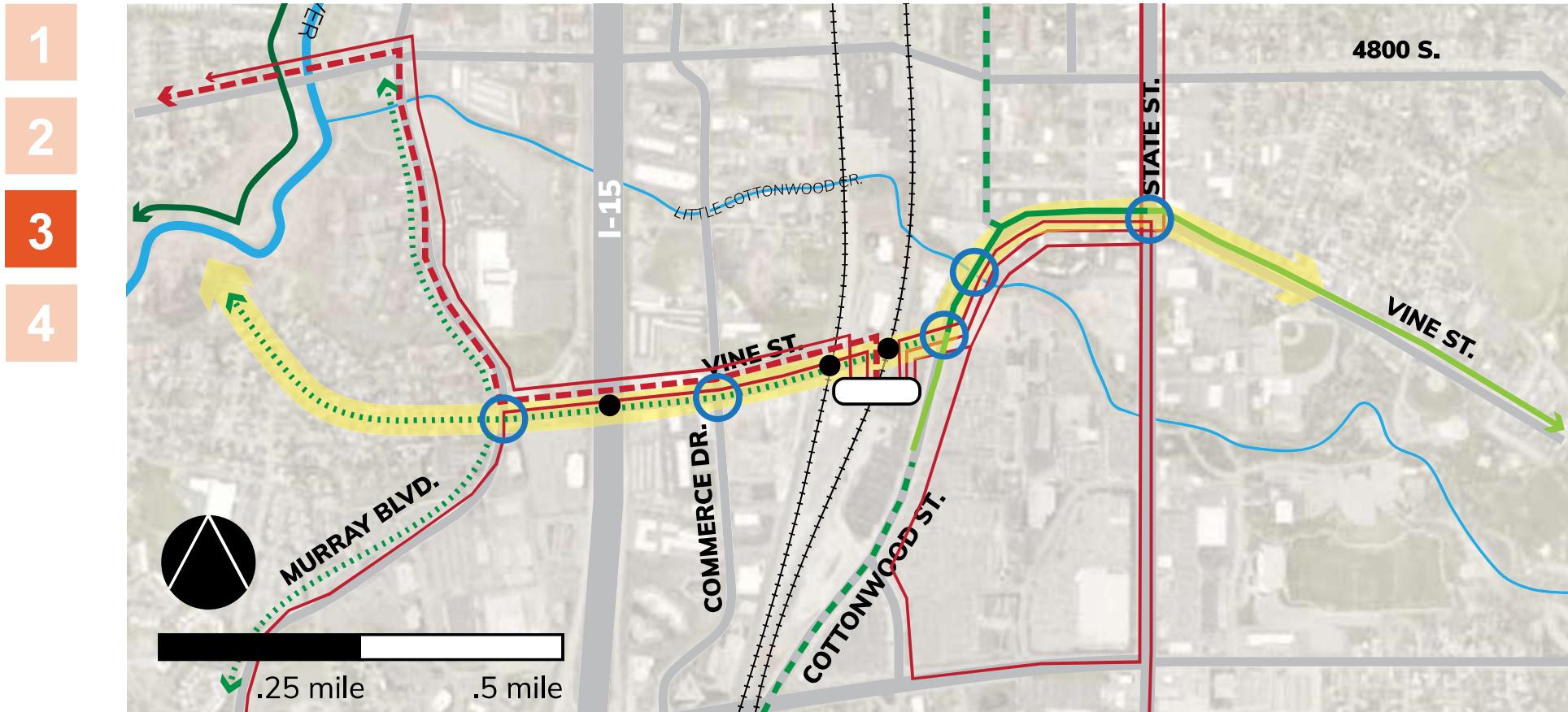


Figure 28 - Vine Street Transportation Concept

Key intersections



Places where Vine Street crosses major barriers such as Interstate 15 and rail tracks



Multi-modal networks

- Existing transit route
- Planned Midvalley Connector bus rapid transit
- Existing bike lane
- Existing bike route
- Planned bike lane
- Proposed bikeway (lane or route)

- ➡ Connection westward: Through neighborhood; to Jordan River Parkway.
- ➡ Connection eastward: Through downtown and historic Murray neighborhoods.

Proposed Vine Street Segments and Roadway Sections

The mile-long stretch of Vine Street between State Street and Murray Boulevard is envisioned to become a parkway that connects the station to other destinations in the region. At present the Vine Street right-of-way width varies significantly and is generally quite limited. Murray City intends to achieve a future right-of-way width of 90 to 95' throughout the mile-long corridor which will help ensure all movements are met.

The following **segment concepts** illustrate how Vine Street can be modified transform the corridor into a unified and walkable street environment. Since this short length of roadway is marked by a range of conditions, it is divided into four separate segments that indicate characteristics related to right-of-way width, redevelopment opportunities and traffic conditions along the route. They are presented consecutively from west to east, beginning at Murray Boulevard and concluding at State Street.

SEGMENT 1: Murray Blvd. to Commerce Dr. SEGMENT 2: Commerce Dr. to Murray Central Station

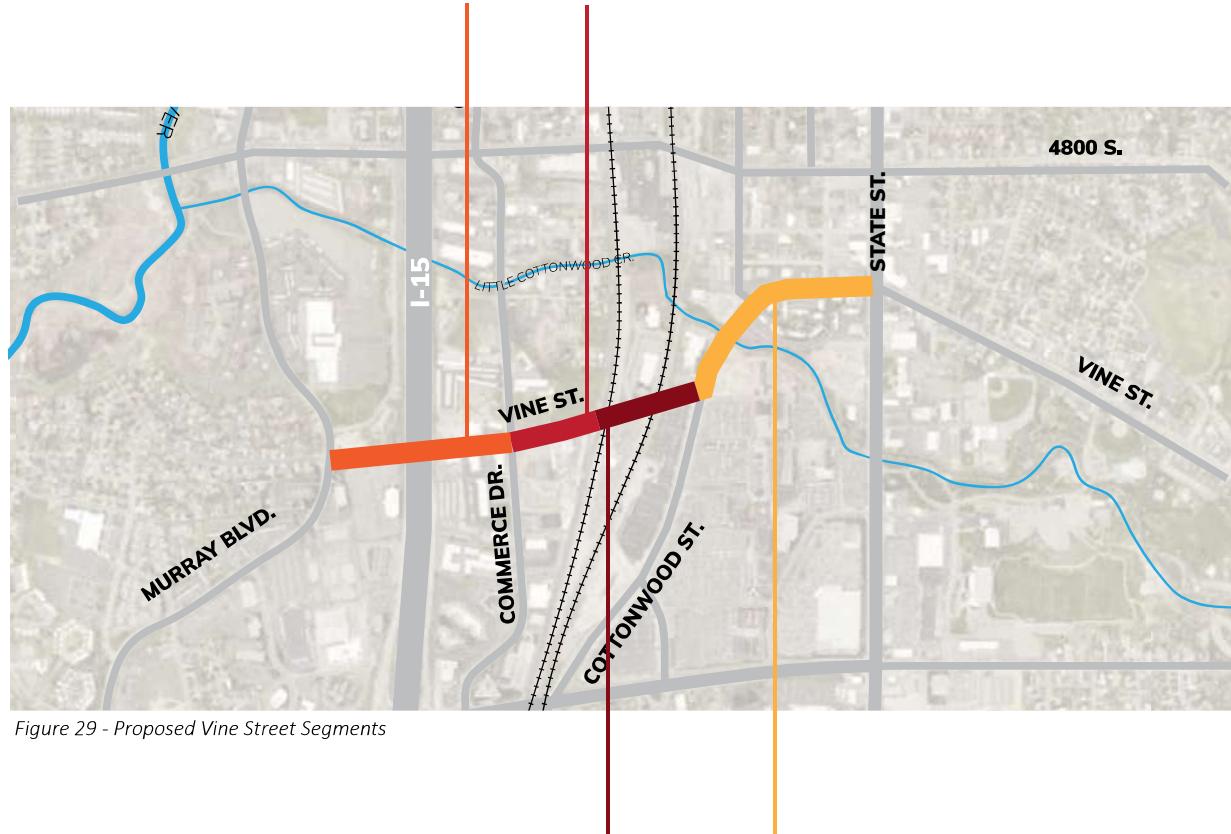


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SEGMENT 3: Murray Central Station



SEGMENT 4: Cottonwood St. to State St.



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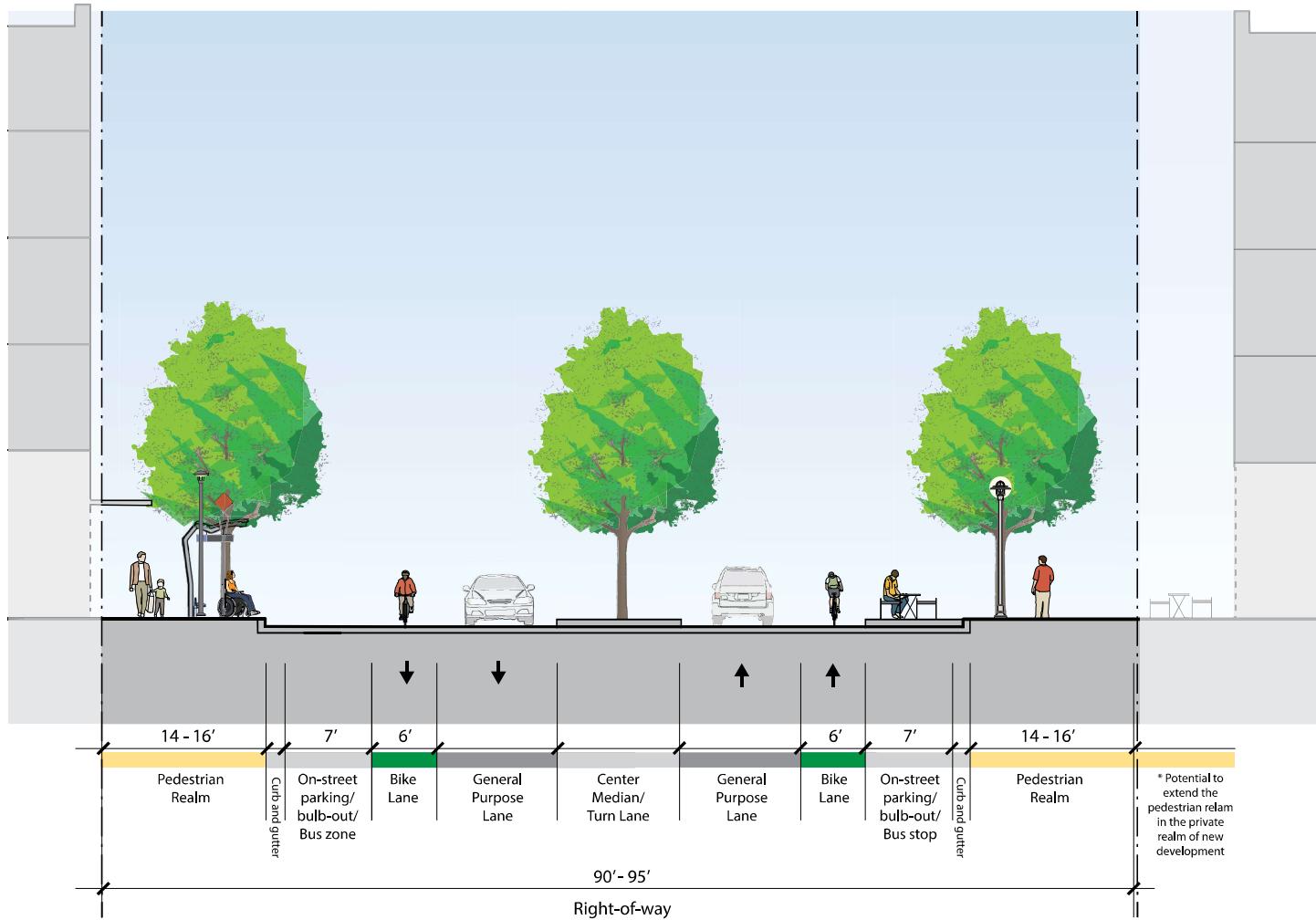
Segment 1: Murray Boulevard to Commerce Drive

Constraints: Existing I-15 bridge restricts this segment to three general purpose lanes

Opportunities: Redevelopment opportunities on both sides of I-15 could create section shown below

Existing right-of-way: 45' - 60'

Potential cross section for Vine Street between Murray Boulevard and Commerce Drive

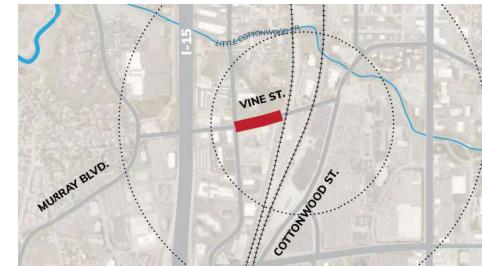


Segment 2: Commerce Drive to Murray Central Station

Constraints: High traffic pressure because of Vine's crossing of rail tracks; Vine Street currently being reconfigured to 5 lanes and 90-foot right-of-way between new Murray Crossing and EMI developments with the cross section below

Opportunities: Within 5-lane configuration shown below, can add streetscape amenities and quality transit stops

Existing right-of-way: 60' - 70'



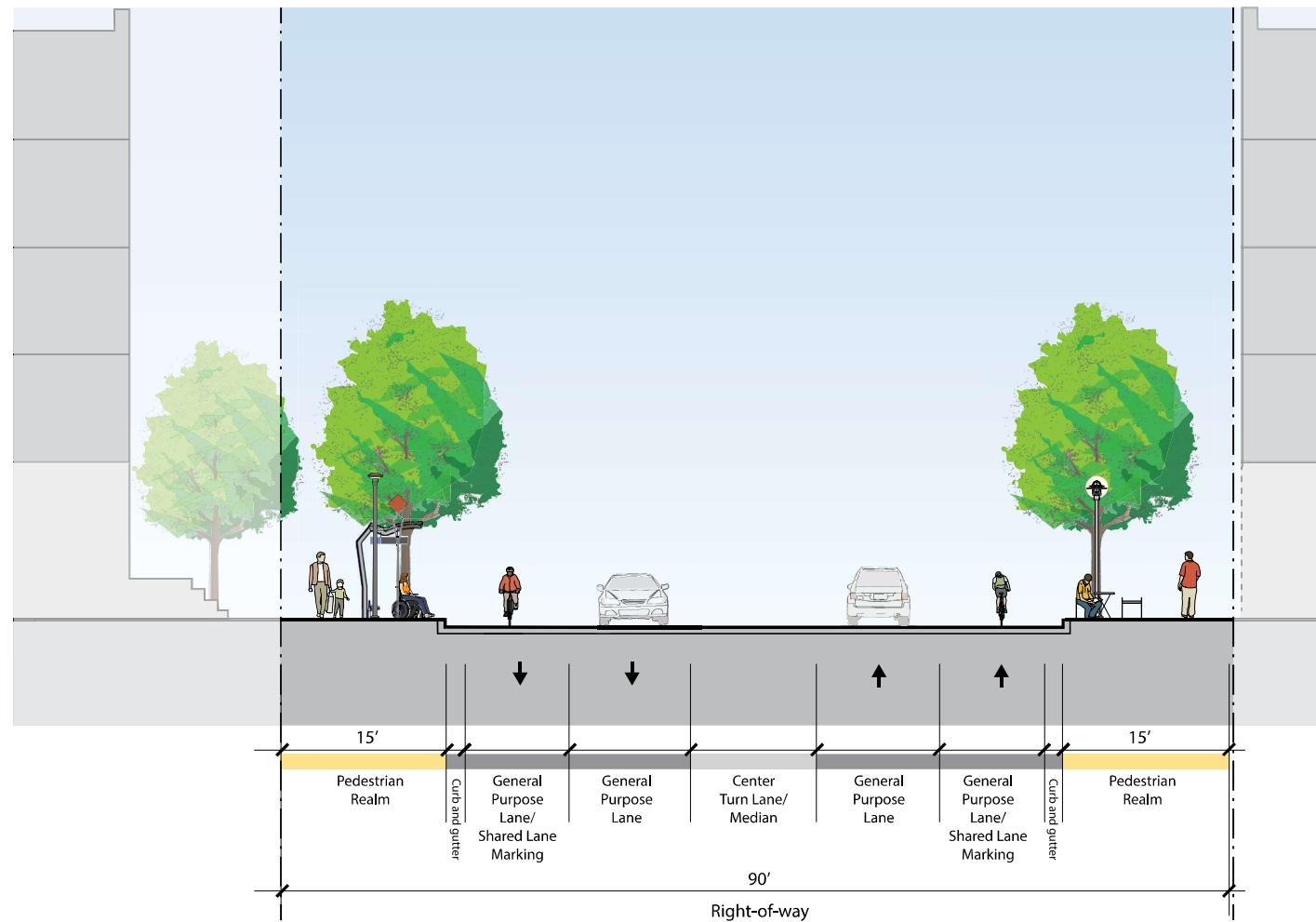
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Potential cross section for Vine Street between Commerce Drive and Murray Central Station



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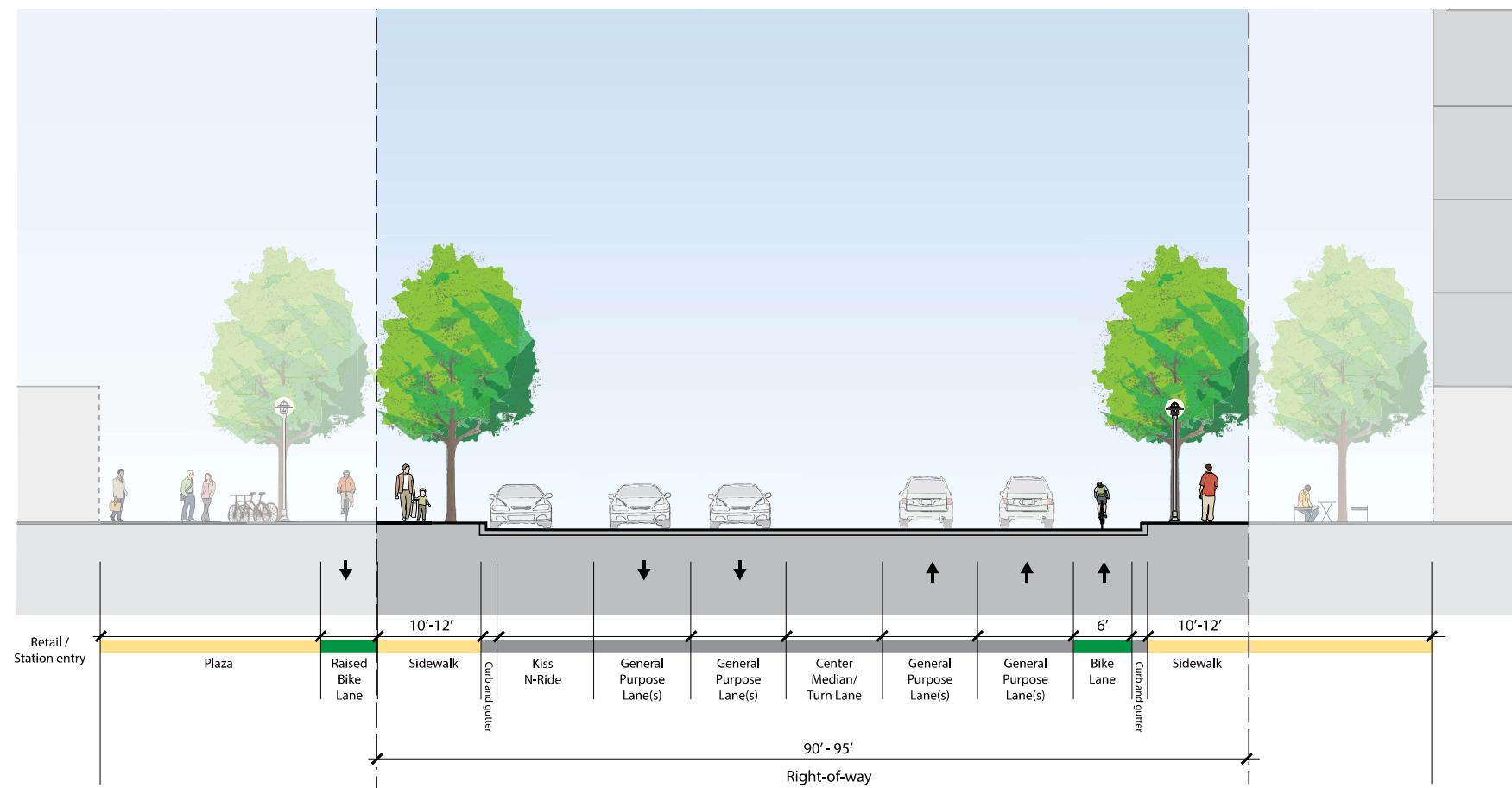
Segment 3: Murray Central Station

Constraints: Need to stack autos between and on either side of the rail tracks necessitates 4 general purpose lanes. Need for bicyclist access to station and safety as well as pedestrian space and vehicle drop-off creates more elements than there is space for

Opportunities: Increased presence and pedestrian orientation of station on Vine Street creates directive for high quality pedestrian space where station meets street, with complementary pedestrian space on the north side of the street (would happen with redevelopment). Pedestrian space would have to occur on UTA property

Existing right-of-way: 70' - 85'

Potential cross section for Vine Street at Murray Central Station

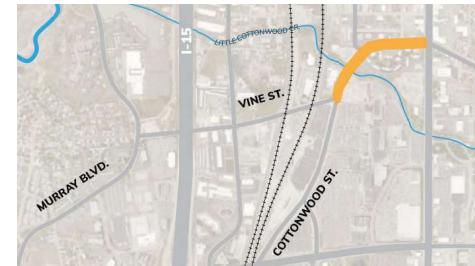


Segment 4: Cottonwood Street to State Street

Constraints: Desire to maintain flexibility in existing asphalt width

Opportunities: Amount of traffic projected for this segment would allow a reconfiguration to three general purpose lanes, bike lanes, and a parking lane with occasional bulb-outs, within the existing asphalt. Future redevelopment along this segment could help implement a wider, high quality pedestrian realm, which would need an expansion to a 90' - 95' right-of-way

Existing right-of-way: 70' - 90'



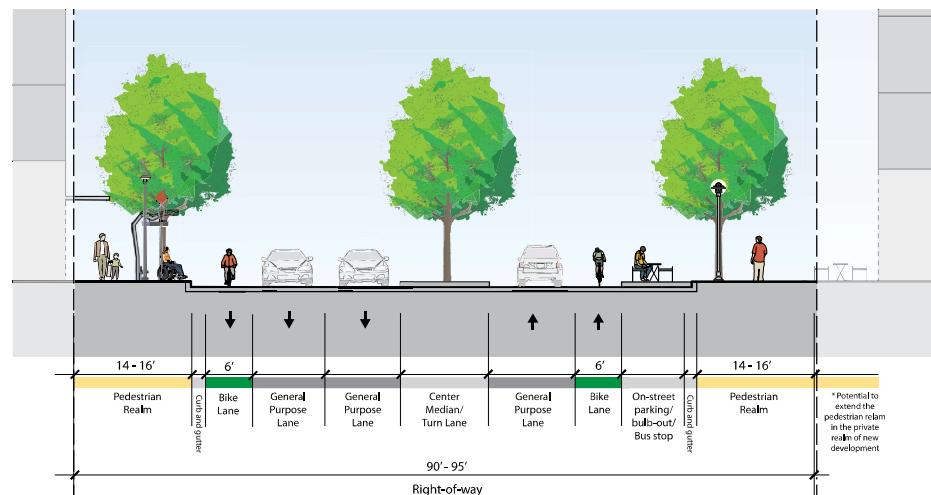
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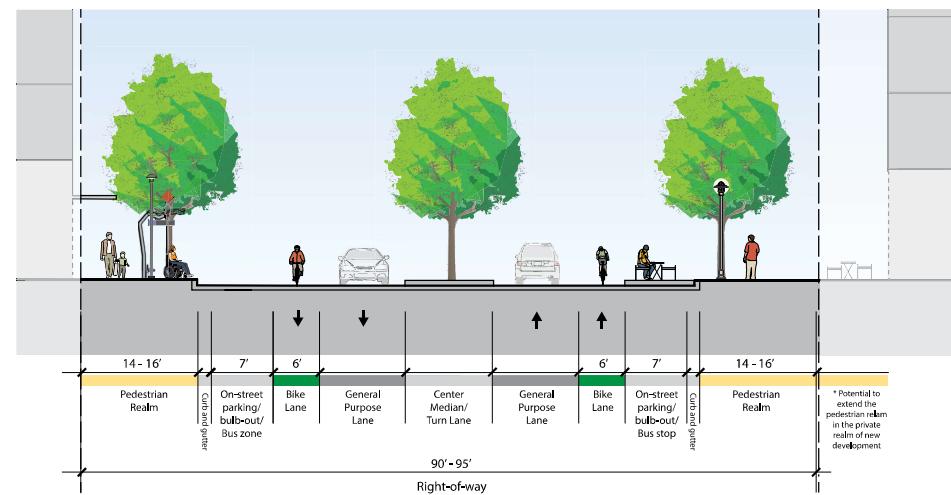
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Cross section options for Vine Street between Cottonwood Street and State Street



Cross section options for Vine Street between Cottonwood Street and State Street



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Vine Street Corridor Transit Treatment

One reason Vine Street is such a good opportunity for the station area is it is the only corridor where a range of bus routes connecting to the station merge – making it a high-frequency transit corridor with connections nearly as diverse as the station itself. In order to meet the intensive transit needs of this area, transit treatments should include:

- Upgraded stops
- Bus pullouts in parking lane
- Strategic intersection operational treatments such as transit signal priority or queue jumps
- The incorporation of micro-transit

Vine Street Corridor Bicycle Treatment

While most of Vine Street is not a designated as a regional or local bicycle corridor, it is crossed by and links with several important bike corridors, including those on Cottonwood Street/Box Elder Street, Vine Street east of State Street, and along the Jordan River Parkway.

Due to the need for seamless and safe bicycle environment in the area, the Vine Street bicycle treatment should include the following:

- Application of a consistent bike treatment wherever possible, despite the range of conditions and opportunities within each segment of the corridor
- Trade-offs of bike lane on Vine versus shared lane markings (assuming a slow enough traffic speed), with space savings
- Wayfinding for connections to Jordan Parkway and Cottonwood/Box Elder corridor
- Potential bike station/hub near Little Cottonwood Creek

Vine Street nodes

The Vine Street corridor passes through a series of street intersections which are characterized here as “nodes” because of their potential to become integrated places and hubs of activity. Each node presents very different opportunities – the following is a summary of the recommended strategies for each node.

Murray Boulevard

- Bike wayfinding/conflict marking
- District gateway
- Convenient transit stops
- Explore smaller curb radii

Commerce Street

- Major transit stops
- High visibility crosswalks on all segments
- Shorten pedestrian crossings

Cottonwood Street

- Intersection/gateway improvements to emphasize unified Vine
- Consider creation of and IMC Gateway District
- Bike node for north-south regional bicycle corridor

Little Cottonwood Creek

- Connection to IMC path to west
- Consider crosswalk here
- Potential extension of path to west/north

State Street

- Reinforce pedestrian crossings
- Major transit stops

General Design and Redevelopment Strategies

Pedestrian Circulation

Pedestrian circulation should be the centerpiece of a re-developed Murray Central Station. Currently, pedestrians must find their way between the motor vehicle parking and circulation areas – both within and adjacent to the station, and extending between the platforms for the two rail services. A new station is envisioned which is predicated on the design of great pedestrian spaces that are generous in scale, comfortable, convenient, and which provide safe connections and clear wayfinding clues for all users.

A Central Plaza and Connections to Platforms

One of the most important transformations envisioned is the creation of a pedestrian space in the wedge-shaped area between the TRAX and FrontRunner platforms. This area is currently used for parking, vehicle circulation, drop-off, and the UTA police, and should instead become a central meeting place for the range of users and visitors passing through the area.

Pedestrian bridges

Crossing the rail track barriers is the challenge for existing station users. While costly, pedestrian bridges are essential infrastructure for safely and elegantly moving people to and from the station and on either side of it. Pedestrian bridges can help unify both rail systems to the station itself. The most critical pedestrian bridge connection is over the Union Pacific tracks at the south end of the station. Providing a crossing in this location would help provide a missing link to the emerging employment uses southwest of the station.

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Connections to Vine Street

As part of a vision focused on transforming the Vine Street Corridor into a special parkway that links the station to destinations near and far, it is important that a re-designed station includes high-quality pedestrian connections to Vine Street. These should go well beyond utilitarian sidewalks, emerging as linear plazas and pathways with active frontage with new buildings that are emerging and planned for the area.

Rail Transit

Rail transit will likely remain relatively unchanged at the re-imagined Murray Central Station. The platforms should remain in the same places, and there is the potential for a second TRAX platform that would be shared with the BRT service. Instead, access to the rail transit and places in and around the station that should change.

Bus Transit

Murray Central Station is a busy bus terminal, with five routes reaching all corners of Salt Lake Valley. Bus service is expected to increase in the future. The station's bus hub is currently conveniently located immediately on the east side of the station. The Plan's concepts for a re-designed station area maintains the bus area in the same general location, although it is recommended that some small refinements to bus circulation be made. Currently, buses must run circuitously south to Cottonwood Street to get out of the station. Direct connections to either Vine Street or Cottonwood Street would reduce transit travel times in a way that would not likely overburden those streets. A re-built bus loop should also provide for more bus active bay and layover bay capacity.

Mid-Valley Connector Bus Rapid Transit (BRT)

The most important near-future programmatic change at Murray Central Station is the arrival of the Mid-Valley Connector bus rapid transit (BRT) service, which is anticipated to be implemented in the upcoming years and will terminate at the station. The BRT route westward links destinations to the west through Taylorsville and the Salt Lake Community College Redwood road campus, extending north to link with West Valley City center.

The way the Mid-Valley Connector integrates with Murray Central Station is critical to both the BRT service and to the station. From the perspective of this Plan, the BRT station should be well-integrated into both the bus and TRAX rail areas of the station. With BRT often acting as a light rail emulation service, the BRT could benefit from sharing a second TRAX platform with the rail service – this would be the ultimate integration of the BRT into the station.

Vehicles – drop off and parking

Since it is recommended that pedestrian circulation and public space take the central role in Murray Central Station, the following strategies are proposed for reconfiguring parking, circulation and drop-off areas:

- Keep convenient drop-off space and provide an adequate amount of parking
- Transition to structured parking
- Formalize drop-off within the station “wedge”, including looping systems to facilitate access to the station plaza
- Consider moving private vehicle drop-off area to east side of station, next to (but separated from) the bus area
- Consider a small, supplemental drop-off area on Vine Street near the station frontage

As illustrated in more detail for the two station concepts that follow, each drop-off and parking concept should be implemented in a way that complements and does not intrude on the pedestrian circulation and public spaces that will be the centerpiece of a re-designed station.

Shared mobility

Shared mobility refers to the provision of a range of transportation services that offer rides on shared vehicles and infrastructure, which typically include bike share, electric scooter, car share modes. At transportation centers like Murray Central Station, shared mobility can provide critical “first-last mile” links between the station and ultimate origins and destinations. It is critical for a re-designed station to provide places for shared mobility in convenient, integrated ways. In order to enable the widest range of trips through Murray Central Station without a private vehicle, shared mobility infrastructure should be located at different areas of Murray Central Station.

Murray Central Station Concept 1

As illustrated in Figure 30 (Station Concept 1 - Concept Illustrative), Murray Central Station is marked by a new station building near the southern extents, which is linked with an iconic pedestrian bridge structure that links the station to surrounding businesses and pedestrian traffic. The figure also illustrates plan details for the station and surrounding Vine Street Corridor, as well as precedent images for the pedestrian bridge. The design includes a formalized drop-off within the station “wedge”, is supported with structured parking garages skinned with new office and retail buildings, links with buses from Cottonwood Street, and includes small public spaces along the Vine Street interface and near the pedestrian bridge.

Figure 31 (Massing and Square Footage) illustrates the general heights and massing of the various buildings, in addition to square footage that can be supported and the parking that results. It should be noted that both concepts maintain the total number of parking spaces required by UTA through structured parking. A schematic illustration from the pedestrian bridge (Figure 32) indicates the envisioned activities that might occur at the pedestrian bridge, and the forms and the relationship to the surrounding buildings and uses that will result.

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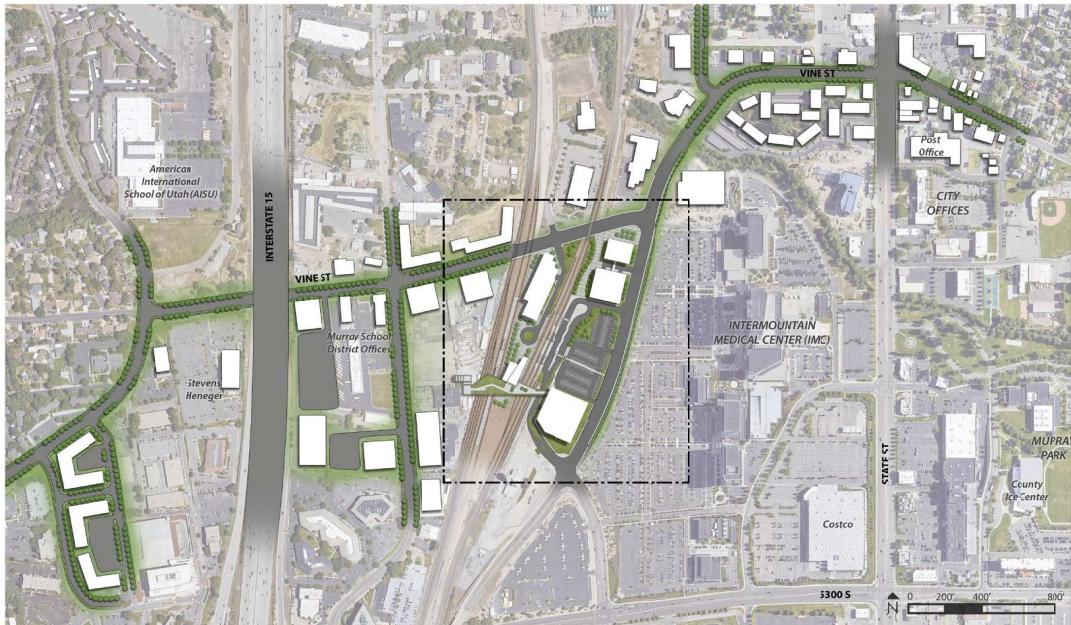
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MURRAY CENTRAL STATION MASTER PLAN

Station Concept One - Concept Illustrative



PRECEDENT IMAGES



Figure 30 - Murray Central Station Concept 1

STATION CONCEPT ONE - DETAIL

Major: pedestrian bridge/plaza with station building | Formalize vehicle drop-off in station wedge | Link bus access to north | Infill station wedge with parking structure skirted on north and south



MURRAY CENTRAL STATION MASTER PLAN

Station Concept One - Massing and Square Footage

MAJOR PEDESTRIAN BRIDGE/ PLAZA WITH STATION BUILDING | FORMALIZE VEHICLE DROP-OFF IN STATION WEDGE | LINK BUS ACCESS TO COTTONWOOD | INFILL STATION WEDGE WITH PARKING STRUCTURE SKINNED ON NORTH AND SOUTH

PARKING ASSUMPTIONS

1/1	MAINTAIN EXISTING
1/1	UTA PARKING REPLACEMENT
3/1000	RETAIL/COMMERCIAL
3/1000	OFFICE
3/1000	STATION
350	SQFT PER PARKING SPACE

BUILDING FOOTPRINT (sqft)

BUILDING ONE: 50,400
 BUILDING TWO: 42,300
 BUILDING THREE: 11,176
 PARKING: 57,600

TOTAL SQUARE FOOTAGE

PER CONCEPT (sqft)

RETAIL/ COMMERCIAL: 32,475
 OFFICE: 131,000
 STATION: 4800
 POLICE: 14,400
 PARKING: 525,600

LEGEND

	RETAIL - COMMERCIAL (R)
	OFFICE (O)
	POLICE (PO)
	STATION (S)
	PARKING (P)
	REPLACEMENT PARKING
	ENVIRONMENTAL AREA

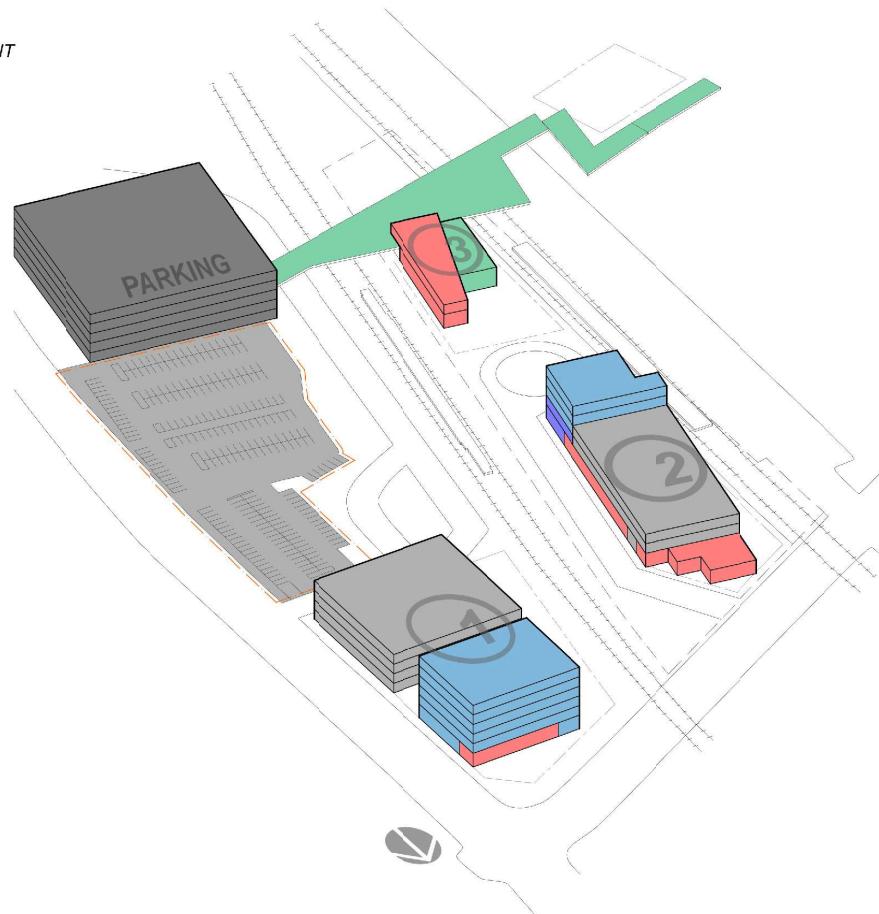
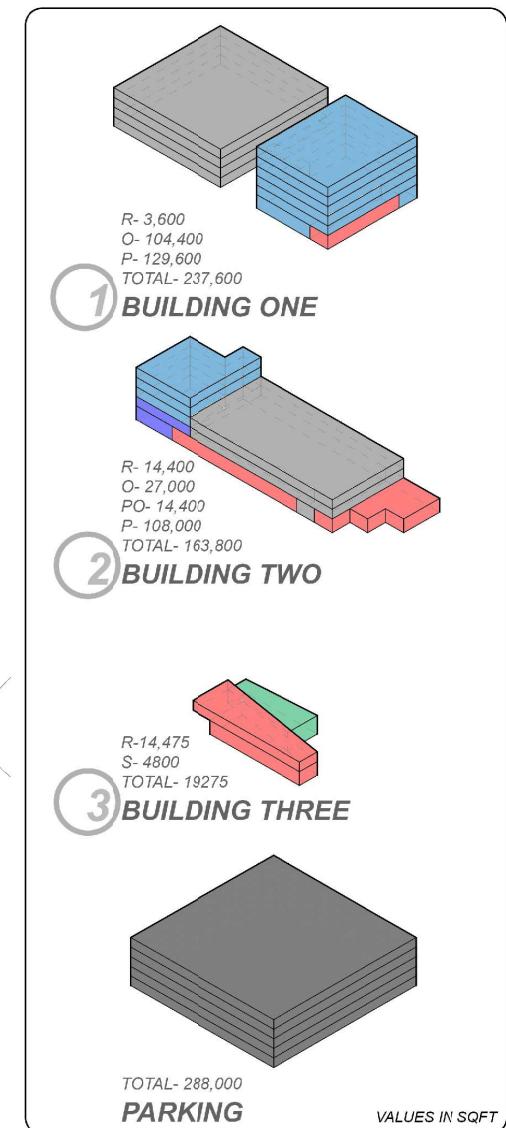


Figure 31 - Murray Central Station Concept 1 - Mass & Square Footage



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Figure 32 - Murray Central Station Perspective - Concept 1: View to West from Pedestrian Bridge

Murray Central Station Concept 2

Figure 33 (Station Concept 2 – Concept Illustrative), conceptualizes the function of a re-imagined station. In contrast to Concept 1, the station building is moved toward Vine Street, providing a direct link with the parkway environment of the roadway and a streetside entrance and drop-off plaza. An iconic canopy links the pedestrian bridge structure, extending the reach of station and related office/retail uses to the east and merging the tracks and lanes as part of a unified station destination. The figure also illustrates plan details for the station and surrounding Vine Street Corridor, as well as precedent images for the pedestrian bridge.

The parking garages and other buildings located on the east edge of the station area are similar to those in Concept 1, with the exception that the parking garage on the south end of the site is shorter and the police station is incorporated into the station building rather than the garage. A utilitarian bridge links the station to the surrounding businesses and pedestrian traffic flows to the south and west. The design includes a formalized drop-off within the station “wedge”, which is supported with structured parking garages “skinned” with new office and retail buildings. Links with buses from Cottonwood Street are also incorporated, in addition to small public spaces along Vine Street that link the streetside plaza with the pedestrian bridge.

Figure 34 (Massing and Square Footage) illustrates the general heights and massing of the various buildings, in addition to square footage that can be supported and the parking that results. It should be noted that both concepts maintain the total number of parking spaces required by UTA as currently exist.

Figure 35 is a perspective concept of the station and surrounding Vine Street Corridor, providing a view from the Vine Street Plaza toward the station. The strong presence of the building, the positive plaza spaces near the street, and the unifying effect of the large canopy combine to create an iconic destination.

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MURRAY CENTRAL STATION MASTER PLAN

Station Concept Two - Concept Illustrative



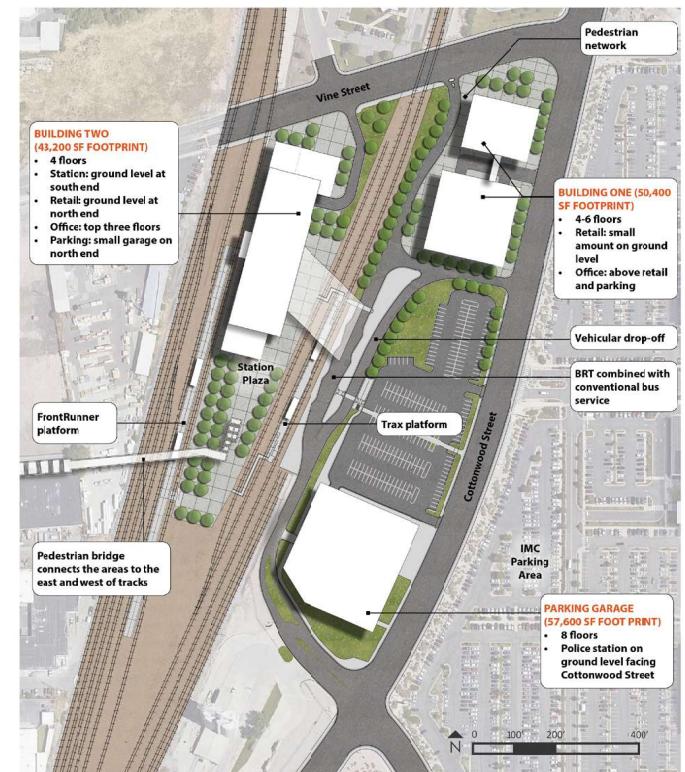
PRECEDENT IMAGES



Figure 33 - Murray Central Station Concept 2

STATION CONCEPT TWO - DETAIL

Bus loop in station wedge | Vehicle drop-off/parking structure on east | New buildings oriented to Vine



MURRAY CENTRAL STATION MASTER PLAN

Station Concept Two - Massing and Square Footage

BUS AND VEHICLE CIRCULATION ON EAST, IN SEPARATE DRIVES | STATION ORIENTATED TO VINE WITH NEW BUILDING AND PLAZA | CANOPY SYSTEM OVER TRACKS/LANES UNIFYING STATION | PARKING STRUCTURE TO THE SOUTHEAST.

PARKING ASSUMPTIONS

1/1	MAINTAIN EXISTING
1/1	UTA PARKING REPLACEMENT
3/1000	RETAIL/COMMERCIAL
3/1000	OFFICE
3/1000	STATION
350	SQFT PER PARKING SPACE

BUILDING FOOTPRINT (sqft)

BUILDING ONE: 50,400
 BUILDING TWO: 45,000
 PARKING: 57,600

TOTAL SQUARE FOOTAGE

PER CONCEPT (sqft)

RETAIL/ COMMERCIAL: 27,900
 OFFICE: 234,000
 STATION: 7,200
 POLICE: 14,400
 PARKING: 589,500

LEGEND

	RETAIL - COMMERCIAL (R)
	OFFICE (O)
	POLICE (PO)
	STATION (S)
	PARKING (P)
	REPLACEMENT PARKING
	ENVIRONMENTAL AREA

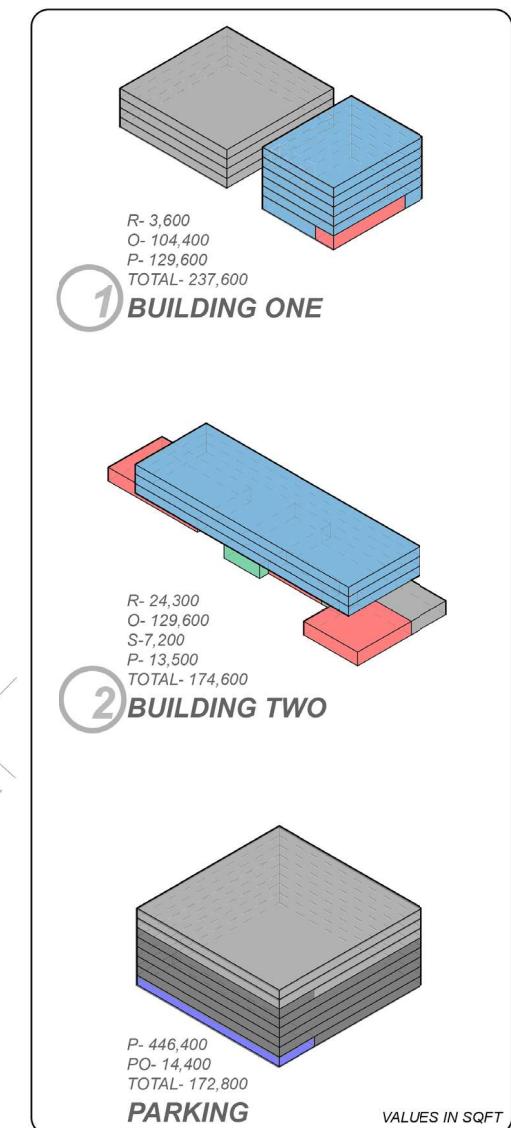
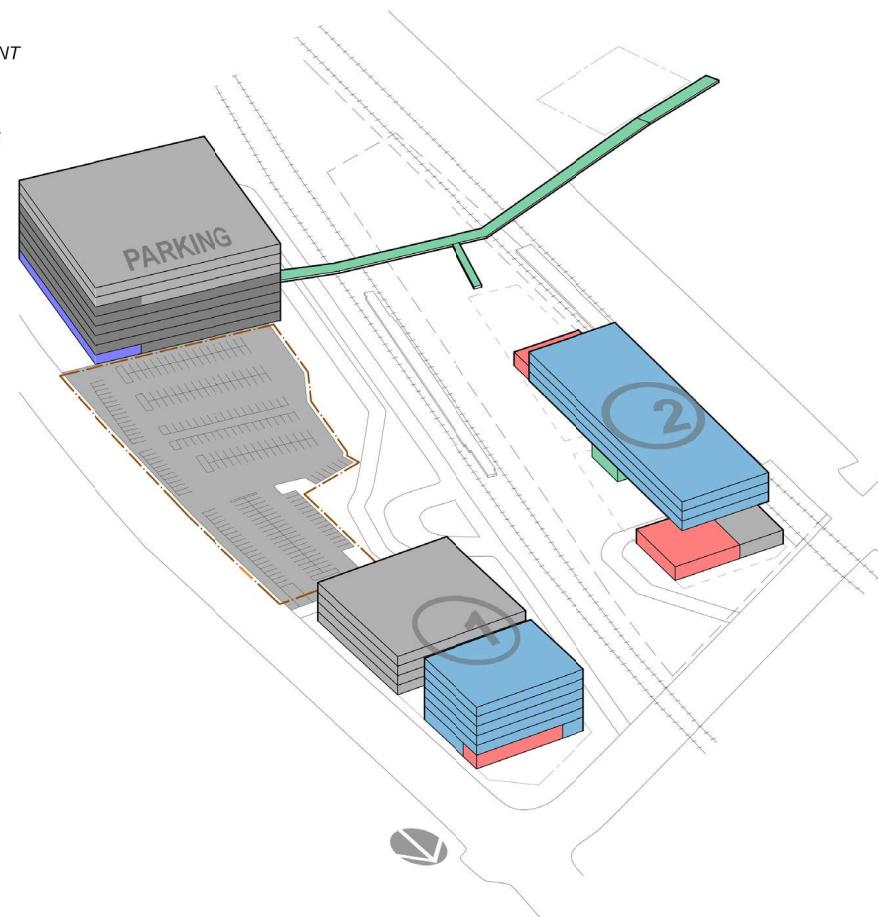


Figure 34 - Murray Central Station Concept 2 - Mass & Square Footage



Figure 35 - Murray Central Station Perspective - Concept 2: View from Vine Street Plaza to South

DESIGN & IMPLEMENTATION GUIDELINES

Introduction

Murray Central Station area has been influenced and defined by the industry in the area. It was the site of a major smelting operation in the Salt Lake valley, and in 1994 the area was identified by the U.S. Environmental Protection Agency as contaminated at a level requiring remedial action. In 2001 appropriate remedial action was completed in the area for redevelopment into a commercial area.

The Murray Central Station area is now a major medical employment area and the home of Intermountain Health Care's flagship medical facility and related services. The area's environmental past will continue to influence the urban form and redevelopment in the station area, as follows:

- Residential development is not allowed in the immediate station area (as defined by the Murray City's SSOD zoning designation)
- Contaminated materials capped beneath roads and parking lots must be handled in accordance with EPA and UDEQ approved guidelines
- Cottonwood Street and an the existing TRAX station parking lot cannot be disturbed

Within this context there are opportunities for enhancing the Murray Central Station area by providing employment, retail, public space and residential (outside of the SSOD) uses. Developing a new urban district around the existing transit amenities can prioritize the pedestrian experience and provide visual and aesthetic interest. The combination of transportation and employment destination already in place within the Murray Central Station area provides an opportunity to create an iconic station and destination unlike any other within the current transit system that is:

- A regional transit hub bringing together FrontRunner, TRAX and BRT in the center of the valley
- A destination for medical services
- A lively neighborhood for locals and visitors

Future design and development in the Murray Central Station Area should improve the walkable and human scale of the area. Attention to the following design details will ensure that future development will foster pedestrian activity and increase the value of development within the station area.

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Example of New Station Area Development

Design Values

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In order for the Central Station area to meet its potential, it is critical to take advantage of community investments in transit and increase values and opportunities in the core of Murray City. The design should accommodate all travel modes, including pedestrian, bicycle, bus, and car. Development should focus on encouraging pedestrian traffic by creating multiple building entrances on the street level and minimize blank walls by including generous planes of glass.

All future developments and improvements in the Murray Central Station area should be based on solid urban design principles that create a welcoming pedestrian environment to the Station area. This should be a place designed for people, where uses foster activity on the street and create great and comfortable places. The presence of the FrontRunner and Trax stations, Intermountain Medical Center and nearby stable neighborhoods create a more varied destination. Human-scaled façades and building masses as well as street level interests should be the highest priority for the station area.



The guidelines that follow are intended to help establish the character of the Murray Central Station District as it is implemented. They provide references and ideas for the city, UTA and other stakeholders to consider as future designs, plans, projects and ordinances are developed and implemented. The guidelines provide direction for the treatment of the various buildings, built environments, landscapes, streetscapes and nodes to ensure the site is unified and coordinated.

A unified design and development strategy will enhance the special “sense of place” and character of the project. It should embrace what the existing site offers while incorporating anticipated uses as part of a coordinated plan. In general, the waterways and open spaces affiliated with Big Cottonwood Creek and the Jordan River should be enhanced so they can serve as places for recreation, as connecting greenways, and for visual relief within the intensely developed built environment.



Architecture and Built Form Guidelines

General guidelines and preferences for the architectural character of buildings constructed in the Murray Central Station area help establish a unified look and character for the station area. Well-designed buildings contribute to a “sense of place and arrival”. Key buildings include the new station building and bridge to connect the existing FrontRunner and Trax station area with new office and residential buildings along Vine Street and with activity zones to the east and west. Buildings in the Murray Station development area will reflect the distinctive requirements of that zone. Although specific buildings west and north of the station area are not addressed, it is assumed that they will reflect mixed-use and transit-oriented design principle, creating a transition from the iconic station area to existing neighborhoods and development areas in the west and northwest areas of the City.

Criteria for the station buildings include forms that:

- Create a sense of destination and are identifiable as unique to the station;
- Reflect connectivity of the three transit lines (FrontRunner, Trax & BRT);
- Are visible from beyond the station area;
- Enhance the functionality of the station area by seamlessly connecting the station areas, accommodating passenger flows, and creating new room for commercial spaces; and
- Reflect Murray’s role as a transportation hub in the Salt Lake Valley

New buildings within the station planning area should:

- Orient the front façade of all new buildings to Vine Street or Cottonwood Street;
- Locate parking and vehicle access away from entries, open space and street interactions;
- Create logical and intuitive access corridors for all modes of travel;
- Utilize simple and straightforward building forms and include practical, utilitarian use of space;
- Incorporate pedestrian scale lighting and amenities;
- Provide clear expressions as stand-alone structures surrounded by open space;
- Focus on street-level design and the creation of positive pedestrian connections;
- Incorporate versatile, durable, and long-lasting materials including metal, glass and stone;
- Reflect and respond to existing neighborhood context and vernacular expressions;
- Express an appropriate sense of scale, massing and form that matches the setting of the site; and
- Establish a design relationship with the adjacent medical center that enhances and frame view corridors to the iconic station building.

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Parking Structure Design

These buildings should be skinned with pedestrian-friendly uses to create visual interest from a distance and close-up. Where possible, ground level office or retail uses should be adjacent to pedestrian ways, adhering to building permeability criteria, incorporating human scaled elements on façades and using stair and tower elements as iconic design elements.



Miami, Florida Parking Structure



Columbus, Indiana Parking Structure



Santa Monica, California Parking Structure

Building Permeability

Life on the street and a vibrant pedestrian environment depend on windows and doors at the street level. Building permeability connects businesses to pedestrians. Requiring new and redeveloped spaces to make interiors visible via doors, windows and wall openings significantly reduces the distinction between indoor and outdoor places and activities.



Materials

Materials should be versatile, durable, and long lasting, including metal siding and panels, horizontal and vertical metal siding patterns in prefinished colors, natural metal finishes, including weathered steel, in addition to exposed board-formed concrete, stone and glass.



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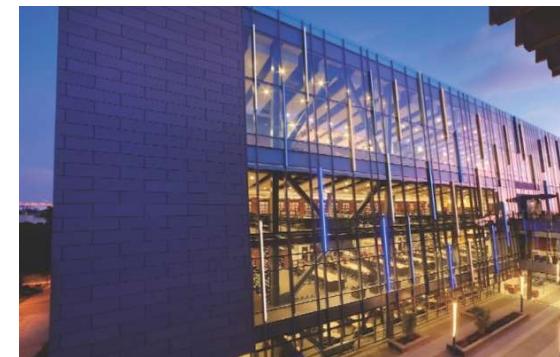
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Building Orientation

Building design and siting should consider solar orientation, climatic conditions, wind patterns, and other environmental conditions. Parking should be to the rear and between buildings or provided as part of screened and shared lots. The exterior of buildings should include windows and openings and architectural features that are coordinated on all sides of the building in order to achieve harmony and continuity.



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Architectural Screening

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Architectural Signage

Building signage on office and iconic structures should create a sense of place and reflect the role of the station area as a regional transit hub. Street level signage plays a critical role in the human scale of an area. The locations and types of signs can establish the personality of an area in a way that will encourage people to return to discover new destinations each time they pass through Murray Central Station.

Correct signage placement is critical for orienting pedestrians, particularly in an area with competing pedestrian flows (like an area with multiple transit platforms.) Businesses need visibility and ease of customer access. Pedestrian focused signage should be scaled and reflect a pedestrian travel speed of approximately three miles per hour. Pedestrian focused signage can include building façade signs.



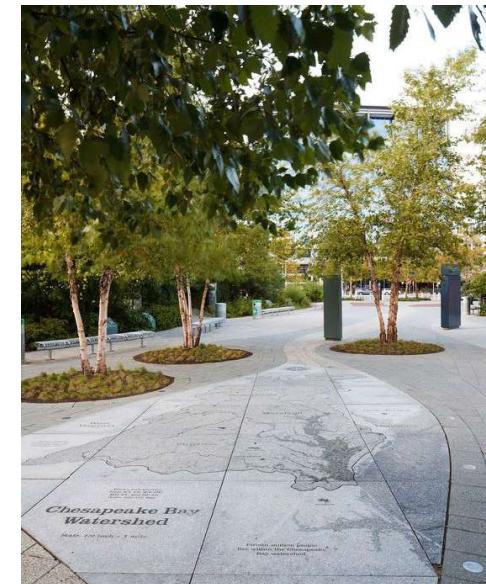
Public Realm Guidelines

The treatment of the areas surrounding the buildings – the streets, plazas, parking lots, pedestrian bridges and streetscape - should exude a contemporary and refined appearance, which is appropriate for such high activity areas. A limited palette of materials should be used, helping to merge the stations, buildings, plazas, paths and parking lots into a singular place. Trees and vegetation, for example, should typically be laid out in geometric patterns, emphasizing the flow of circulation traffic and helping to direct motorists, pedestrians and cyclists to nearby locations. This will also help merge the landscape with the hard edges of adjacent buildings, providing visual relief while screening the adjacent parking lots and service areas. The use of manicured lawns and other environmentally-challenging and high-maintenance treatments are out-of-character and should be avoided. Shade trees should be located in proximity to sidewalks, and pathways, providing shade and shelter to cyclists and walkers.

Fences, walls and berms should be used sparingly. They should be limited to the edges of exposed parking lots and service areas where screening is desired. When used, they should complement the design concept for the station area as part of creating a unified appearance. Such features should only be as tall as necessary and installed in a craftsman-like fashion, using the palette of materials that matches the look of surrounding buildings and structures.



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Streetscapes

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The manner in which Vine Street is treated will have significant impact on the establishment of a unified look for the district. The edges of the streets should include a unified system of street lights, furnishings and hardscape treatments and be generously landscaped with trees, vegetation and special landmark treatments at entrances and gateways. In recognition of the differences that exist along the length of the roadway, minor variations in the design, materials, colors and plant species should be encouraged to emphasize those distinctions rather than attempting to deny them. For example, rows of street trees should be planted within the park strips where possible, extending across the street and into the medians where they exist. This will help create a unified “allee” appearance from near and far. Trees and plants should be utilized that are well-suited to the local climate. They should be unified with the landscape treatments of surrounding private developments, and incorporate water-conserving design concepts as detailed in these guidelines.

While additional design input is necessary to determine the final configuration of specific edge treatments, the sidewalks and walkways along the street edge should be highly urban, matching the look and feel of the stations and adjacent plazas. They should be constructed of concrete, unit pavers or similar materials in accordance to specific design needs and functional requirements. Pavement colors should be carefully considered to ensure these facilities fit with the surrounding landscape.



Street Design

New or retrofitted streets in the Murray Central Station area should be carefully designed to be oriented to pedestrians and cyclists. Streets should accommodate motor vehicles as well, but pedestrians and other active modes are the top priorities. Most if not all new and retrofitted streets in the Plan area are expected to be “Local” level streets – with the exception of Vine Street, which is addressed separately.

The following are elements of new streets in the area:

- Comprehensive pedestrian realm: Streets should have foremost a generous, complete pedestrian realm, with:
 - A through zone where people walk;
 - A furnishings zone, for street trees, street furniture, pedestrian-scale lighting. This zone is also used as a buffer for pedestrians from moving traffic.
 - A frontage zone, where the land uses can “spill out” onto the street with outdoor dining, display, seating, plantings or other uses.
- A roadway designed for low vehicle speeds – 25 miles per hour or lower.
- The awareness of cyclists through on-street markings and signage, especially in conflict areas. For the local-level streets that these new streets will be, dedicated bike lanes will likely not be necessary if the traffic speeds of the street can be kept low.
- An on-street parking lane, with bulb-outs and other uses where appropriate, such as pedestrian crossings.
- Segments of curb dedicated to shared mobility such as micro-transit or transportation network companies.



FURNISHING ZONE:

Space acting as a pedestrian buffer from moving traffic and space for amenities such as benches and other street furniture and lighting and utility poles

THROUGH ZONE

Space for people to walk. The Through Zone should be able to accommodate wheelchairs passing, and, depending on the environment and amount of pedestrians, people or pairs of people walking past one another.

FRONTAGE ZONE

Space for things associated with the adjacent land use such as plantings, dining, seating or display.

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Intersection Design

Intersections are a special area of street design where conflicts between users are usually at their highest potential. Intersections in walkable areas need special design care. Intersections in the Murray Central Station area should emphasize:

- Short pedestrian crossings
- Frequent pedestrian crossings
- High-visibility pedestrian crossings
- Areas with conflicts between bicyclists and motor vehicle traffic, such as right-turn lanes, identified with green paint
- Medians and refuges
- High-quality corner environments, with directional curb ramps



Development Frontage

While streets can establish comfortable, convenient, and safe environments for pedestrians, the nature of the built environment on the adjacent blocks completes the pedestrian environment, especially to create places where people feel comfortable and want to be. In this way, the frontage of development forms a critical complementary piece of the pedestrian environment.

Creating pedestrian-supportive development frontage rests on establishing a human scale that is tailored all aspects of the urban environment. A human scale includes things like comfort, greenery, visual interest, and social encounters. These needs are addressed through elements like trees in the street, lots of windows in buildings, frequent building entries, small courtyards and plazas, places to sit, public art, and details on building facades.

The following are policy and design tools that can be used to create a walkable frontage for development – many, if not all, could be part of a form-based code:

- Building placement guidelines and standards: These are design and policy mechanisms that require buildings to be built either directly along a street frontage property line or a maximum distance back of it. This approach is the exact opposite of the conventional building placement approach, which uses minimum distances back, or setbacks, from the street frontage property line. Usually, the requirement is that a minimum percentage of the street frontage property line be built to the build-to line.
- Active uses: promote uses on the ground floor of buildings that help to animate the pedestrian environment. These could be a range of uses, from shops to residences to offices. These active uses should extend into the pedestrian realm of the street as much as possible – in the form of dining, seating, goods display or other uses.
- Transparency and human-scale design: The facades of the buildings housing the active ground floor should be designed to be inviting, comfortable and interesting to people walking along the street. This means, for example, a minimum required frequency of entries, a minimum percentage of glazing on building facades. This sense of transparency and human scale should also include the spaces in front of and between the buildings.
- Frontage types: these which typically consist of a set of coordinated design standards for pedestrian-oriented site frontages for different contexts – such as a “Main Street,” an office environment, multifamily residential, or parks.
- Vehicular use area placement and design: The placement and design of vehicular use areas like parking lots can have a major impact on the character of walkable areas. Development standards should require that parking or other vehicular areas be located in the back or to the side of buildings, that driveway curb cuts be minimized on streets, and that street-side vehicular areas be buffered by an acceptable set of walls or landscaping.



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Lighting and Furnishings

Streetlights and furnishings should be coordinated, providing a highly refined and unified look for the corridor while encouraging a sense of individuality at the station area and other destinations along Vine Street. Furnishings should be limited to a select range of benches, bollards, bike racks, trash receptacles and other basic elements appropriate for the active setting. Street lights should complement the look and feel of the stations, with nighttime lighting concepts developed to help establish the station as the primary destination along the route. Specific light fixtures should be selected from a single model-line, the poles, bollards and fixtures complementing the feel of the district. All lighting and furnishing elements should be high quality and “Night Sky” compliant, with powder-coated steel, aluminum and similar durable materials preferred for poles and lighting housings.



Parking Lots and Service Areas

Parking lots and service areas are essential components of the project. The design of these areas should be treated with the same care as the adjacent streets. A well-conceived shading strategy should be developed that provides a level of order and structure that will help transform parking lots into a clearly articulated, safe, comfortable and visually interesting spaces. Wherever possible, parking lots and service areas should be landscaped with a mix of shade trees with heavy canopies to help provide good shade and filter pollutants. The trees and vegetation used in parking areas should be water conserving, avoiding root systems that are likely to heave paving or otherwise difficult to maintain. Parking lot

vegetation are typically planted in rows within barrier islands, although clustered groupings of trees may be preferable under special conditions. Where parking is visible from Vine Street and adjacent pedestrian areas, trees should help buffer the visual impact of the parking lots. Lighting should be provided in all parking lots, utilizing poles and fixtures that complement the urban feel of each node.



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Street Trees and Vegetation

A variety of shade trees should be used to transform the station district into a lush and inviting place. In general, shade and street trees should be selected that are large at maturity, since this will reinforce the formation of a pleasant and unified district character. Trees and other vegetation should be selected to meet the specific design and environmental intent of the area, reflecting regionally-appropriate water-wise design and implementation concepts. They should have a broad canopy that helps mitigate wind and summer heat.



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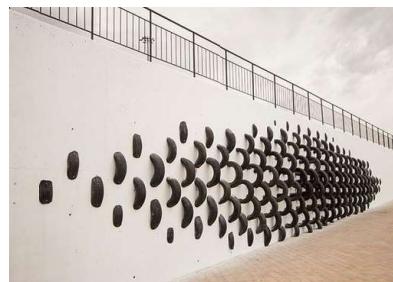
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Public Art

Public art brings an air of imagination and creativity to public spaces, encouraging curiosity and at times, interaction. Public art can also provide visual relief and lively energy to otherwise indistinct places. The metered use of public art can help create a unified station expression. It is assumed that such features will be focused at the station and surrounding plazas, at key intersections, corners and near entrances to station buildings as part of facilitating way finding. This will help establish a sense of entry and create a distinct look for the station district. If water features are utilized they should be simple and easy to maintain. Water features such as stylized springs, runnels and mist-producing nozzles can be highly effective and engaging.



Sustainability Goals

The responsible use of resources is an important consideration for this project. As the station area and Vine Street are modified and developed, changes should be made that will make the district a more sustainable place while improving the quality of life and well-being of the area. In order to ensure that design and development efforts are sustainable, it is recommended that an environmental evaluation and rating system be used to ensure implementation matches the environmental benchmarks established for the district and Murray City. Of the various “green building” evaluation and rating systems in use nationwide, two might be considered for the Murray Station Area:: Leadership in Energy and Environmental Design (LEED) and the Sustainable Sites Initiative™ (SITES™), both of which are administered by the U.S. Green Building Council (USGBC).

LEED (<http://www.usgbc.org/leed>) has developed guidelines for a wide range of project types, including building design and construction, interior design and construction, building operation and maintenance, neighborhood development, and homes. The LEED system addresses the planning design, and construction process; the location of projects and transportation options; materials and resources; water efficiency; energy and atmosphere; sustainable sites; indoor environmental quality; innovation; regional environmental priorities; neighborhood pattern and design; and green infrastructure and buildings.

While LEED applies primarily to buildings and building systems, the SITES™ Rating System (<http://www.sustainablesites.org/>) focuses on sustainable land design and development. SITES™ is applicable to a full range of project types as well, and evaluates projects in ten categories, including site context; pre-design assessment and planning; water; soil and vegetation; materials selection; human health and well-being; construction; operations and maintenance; education and performance monitoring; and innovation and exemplary performance.

Applied together, the LEED and SITES™ rating systems form a comprehensive system of green development strategies which can help ensure that the Murray Central Station district evolves into a high-quality and attractive place with a thoughtful network of streets, pathways, open spaces, plazas, and corridors.

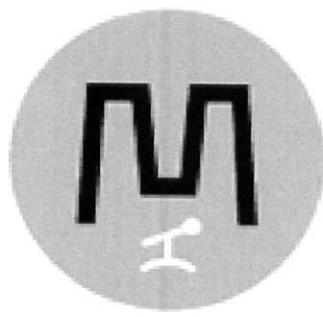
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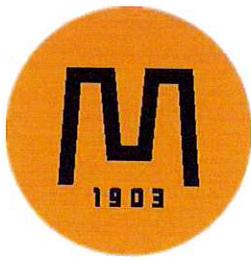
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MURRAY
CITY COUNCIL

Discussion Item #2



Mayor's Office

Legislative Update

MURRAY

Council Action Request

Committee of the Whole

Meeting Date: April 16, 2019

Department Director Mayor Camp	Purpose of Proposal Update from lobbyists on the 2019 legislative session
Phone # 801-264-2600	Action Requested Discussion only
Presenters G.L. Critchfield Kory Holdaway David Stewart Michael Dillman	Attachments 2019 Legislative Intern Report
Budget Impact	N/A
Description of this Item	City lobbyists Kory Holdaway and David Stewart, along with legislative intern Michael Dillman, will be present to provide an overview of the recent legislative session.
Required Time for Presentation 30 minutes	
Is This Time Sensitive No	
Mayor's Approval	
 Date April 5, 2019	



Michael R. Dillman

2019 Legislative Intern Report

Contact: [\(michaeldillman8027@gmail.com\)](mailto:michaeldillman8027@gmail.com) (801) 648-8096

Bills

HB08 (Compensation) (J. Moss) This bill contains a 1% salary increase mandate for state and higher education employees and a 4.35% increase in health and dental coverage costs. The bill also includes a 0.02% increase in unemployment compensation rate. Additionally, the bill provides funding for retirement rate changes for some state employees and a 4.35% increase in health insurance benefits for state and higher education employees. State or higher education employees in Murray City would benefit from this change. The bill was signed by the Governor.

HCR13 (Encouraging Utah Refiners to Manufacture Tier 3 Gasoline to Improve Air Quality) (P. Arent) This concurrent resolution of the Legislature and the Governor urges refineries 12 operating within Utah to utilize the state sales and use tax exemption provided by the state to make the investments necessary to manufacture lower-sulfur Tier 3 gasoline in Utah. Vehicles are more than half of the air quality problem in Utah, and creating this tier 3 gasoline would help alleviate the pollutants put in the air by vehicles and thus help with the Salt Lake Valley's air quality problem. The bill was signed by the Governor.

SB17 (Extraterritorial Jurisdiction Amendments) (R. Okerlund) This bill modifies provisions regarding the extraterritorial jurisdiction of a municipality to enact protections for the municipality's water works and water sources; provides a process by which a municipality may adopt an ordinance or regulation under the municipality's extraterritorial jurisdiction. The league supports this bill. The bill was signed by the Governor.

HB30 (Utah Retirement System Amendments) (A. Robertson) This bill clarifies that retirees in certain systems may choose from six retirement options but may not choose payment of an allowance under a retirement option not applicable to that retiree; and authorizes "Tier II" as an alternative official system and plan name to "Tier II." Additionally, the bill makes some changes to the membership council and how judges are considered part or fulltime to be eligible for retirement benefits. The league is neutral on this bill and it passed out of committee. The bill was signed by the Governor.

HB31 (Water Supply and Surplus Water Amendments) (K. Coleman) The Senate received this bill from the House and is awaiting introduction. Among other things, the bill defines "designated water service area," which could include areas inside and outside of a city's jurisdiction. It also clarifies definitions for "retail customer" and "waterworks system." If a municipality provides water to a retail customer outside of its boundary, it must create and maintain a map showing the DWSA. Cities with more than 10,000 residents apply to this bill. More than fifty cities receive water from outside their municipalities. Additionally, this bill requires cities to make maps showing how the distribution of water within their municipality and instructs cities to make that information publicly available. This bill also provides some rules and

guidelines regarding price setting on water for local municipality. The bill was signed by the Governor.

SB34 (Affordable Housing Modifications) (J. Anderegg) This bill adds specific options that cities will have to choose from when developing their moderate income housing plans, and links compliance with MIH plans and reports to eligibility to the Transportation Investment Fund. Sen. Anderegg presented the bill to the Senate Economic Development and Workforce Services Committee today, and many stakeholders testified in support of the bill, including ULCT, WFRC, RCAC, the Salt Lake Chamber of Commerce, and the Utah Association of Realtors. This bill applies to cities of more than 5,000, which means it affects Murray and about 50 other cities. The bill was signed by the Governor.

SB44 (Street-legal ATV Amendments) (L. Fillmore) This bill modifies provisions related to the operation of street-legal all-terrain vehicles. According to the bill, drivers of all terrain vehicles (commonly known as ATV's) must drive less than fifty miles per hour, even if speed limits allow for a higher speed. Some roads in the Salt Lake valley such as 126000 south have a fifty mile an hour speed limit with an island in the middle, and that is why the speed limit is being raised to fifty from forty-five. The bill passed out of committee unanimously. The changes made by this bill could effect Murray roads by allowing ATV's to drive on roads that have a speed limit of up to 50 miles per hour. The bill was signed by the Governor.

SB52 (Secondary water metering bill) (J. Anderegg) This bill defines terms; requires a secondary water supplier to report certain information to the Division of Water Rights each year; requires a secondary water provider: that begins providing new secondary water services to certain users on or after 17 July 1, 2019, to meter the use of water; to meter the use of all of the secondary water provider's commercial, industrial, institutional, and residential users by 2030; to develop and submit to the Division of Water Rights a strategy for meeting the 21 2030 metering requirement; and to provide educational material to certain users; authorizes the Division of Water Rights to make, in conjunction with the Division of Water Resources, rules regarding the requirements of and the procedure for submitting a required report or strategy; requires a secondary water supplier to finance at least 50% of the total cost to meet secondary water metering requirements. Some small cities such as Laverkin are opposed to buying these expensive meters. The league is opposed to this bill because it places a burden on small cities and forces them to purchase expensive water meters for secondary water sources. There is no penalty if you don't comply, and the bill gives 20 years for cities to comply. The bill was signed by the Governor.

HB61 (State Databases Amendments) (P. Ray) This bill establishes provisions relating to information to be contained in databases maintained by the state and requires counties and municipalities to submit to the Automated Geographic Reference Center for inclusion in the unified statewide 911 emergency service database. This bill helps with 9-1-1 calls because dispatch centers rely on GIS information and this bill assures that they can get this critical

information in a timely manner. The bill allows police to obtain more precise details on where a cell phone caller is geographically located. This allows the location of the caller to be sent right as they call 9-1-1 and reports their exact location instead of just the nearest cell tower and dispatches an actual address. This helps police dispatchers to get the police to the caller as soon as possible. The bill passed out of the political subdivisions committee with one vote opposed. This bill makes changes that could have an impact on police, fire, and other emergency-related calls in Murray City. The bill was signed by the Governor.

SB71 (Food Truck Regulation Amendments) (D. Henderson) This bill amends provisions related to political subdivision regulation of food trucks. clarifies provisions regarding reciprocal business licenses and clarifies that a political subdivision may not enforce local regulations and ordinances that conflict with state law. The bill also imposes limitations on reciprocal business license fees, making it so there cannot be any additional licensing fees beyond the initial one. The bill would prohibit a political subdivision such as Murray City from requiring a fee or permit for a food truck to operate on private property or requiring a food truck operator to provide the dates, times, and duration of food truck operation. The bill allows a food truck to operate in a stationary manner at a temporary mass gathering for multiple dates without moving in certain circumstances. This legislation could impact Murray Cities many food trucks and the ways in which Murray interacts with those food trucks. The bill was signed by the Governor.

HB78 (Federal Designations) (C. Albrecht) This bill addresses a political subdivision's support for federal designations. The bill effectively prevents municipality from lobbying federal – league was neutral before the modifications and are now opposed. Counties are currently already excluded from these lobbying efforts and this bill expands that to cities as well. The league is opposed to this bill, as it basically strips cities of the ability to advocate for themselves on these issues. This bill was signed by the Speaker and sent for enrolling.

SB79 (Sales and Use Tax Changes) (W. Harper) This cleanup bill modifies the definitions of "*certified service provider*" and "*model 1 seller*" to reference a contract between a certified service provider and the governing board of the streamlined Sales and Use Tax Agreement and makes technical and conforming changes. The bill could impact model 1 sellers in Murray. The bill was signed by the Governor.

SB82 Dealership Licensing Amendments) (D. Ipson) This bill amends licensing requirements for a transporter; amends conditions under which a dealer may not use a dealer plate; amends provisions related to a permit to use a dealer plate; amends provisions regarding the issuance of a special plate; amends provisions regarding salvage vehicles; amends provisions regarding reporting a special plate lost or stolen; makes 10 or more violations of Section 41-3-301 a class A misdemeanor under certain circumstances and also repeals provisions regarding unbranded titles. The bill passed out of committee unanimously. Murray has many dealerships that may be affected by this legislation. The bill was signed by the Governor.

SB84 (Safety Inspection Fee Amendments) (D. Hemmert) This bill raises the maximum fee for a motor vehicle safety inspection. The Inspection fees added are still well below market value but are doubled with the new substitute, according to the bills sponsor, Senator Hemmert. The last time the rates were addressed was 17 years ago in the 2002 legislative session. The sponsor, Senator Hemmert made a convincing case the rates are still well below market rate for similar services, even though they are higher than they were previously. The bill was signed by the Governor.

HB85 (Political Subdivision Boundary Shift Amendments) (J. Stenquist) This bill requires a county that proposes a minor adjustment to the county's boundaries to provide certain notification to certain political subdivisions. The purpose of the bill is to require counties to notify school districts when boundaries have changed. A representative from Canyons School District endorsed the bill and talked about the importance of immediate notification about boundary changes to avoid a host of problems. The bill was signed by the Governor.

HB96 (Nighttime Highway Construction Noise Amendments) (Rep. Christofferson) This bill is one that the Utah League of Cities and Towns has worked with the sponsor Rep. Christofferson over the past two sessions on this bill. The bill specifies certain "*permitted activities*" between 7 p.m. and 7 a.m. at a construction site or gravel pit, and also gives cities the discretion to evaluate and require reasonable mitigation of nuisances caused by nighttime operations, which could be of interest to Murray. The bill was signed by the Governor.

SB100 (Electronic Driver Licenses) (L. Fillmore) This bill creates drivers licenses that are valid and accessible online (although at the airport and some other places individuals will still be required to have a physical version). The bill was signed by the Governor.

SB117 (Tax Amendments) (D. McCay) This bill modifies provisions relating to the Homeless Shelter Cities Mitigation Restricted Account. modifies the calculation of a county's or municipality's annual contribution to the Homeless Shelter Cities Mitigation Restricted Account by: removing the cap on a county's or municipality's contribution amount; changing the percentage used to determine the amount of the contribution; and requiring the State Tax Commission to subtract the contribution from the county's or municipality's distribution of local option sales and use tax revenue that is based on the location of the transaction, rather than the distribution that is based on population. The bill was signed by the Governor.

HB119S4 (Initiatives, Referenda, and Other Political Activities) (B. Daw) This bill provides for the publication of a proposition information pamphlet to inform voters of arguments for and against proposed and pending local initiatives and referenda; amends provisions relating to a local voter information pamphlet; enacts provisions for holding a public hearing to discuss and present arguments relating to a proposed or pending local initiative or referendum; requires the

lieutenant governor to create instructional materials regarding local initiatives and referenda; modifies requirements relating to local initiatives and referenda, including: petition, petition circulation, and petition signature requirements; timelines; and appeals and other challenges; enacts provisions relating to determining whether a proposed local initiative or referendum is legally referable to voters; amends provisions regarding the use of email, and the expenditure of public funds, for political purposes relating to proposed and pending initiatives and referenda; requires certain municipalities to establish voter participation areas; modifies signature requirements for a local initiative or referendum; establishes procedures and requirements relating to a referendum for a local land use law; modifies a referendum petition and signature sheets for a local referendum; amends provisions relating to unlawful verification of a local referendum packet; modifies signature submission requirements, and signature removal procedures and requirements, relating to a local referendum; amends provisions regarding the use of email, and the expenditure of public funds, for political purposes relating to proposed and pending local initiatives and referenda; regulates the dissemination of information regarding a proposed or pending initiative or referendum by a county or municipality. The bill gives additional time to gather the same number of signatures. The bill encourages more cooperation between the city and those opposing the legislative act by giving both sides an opportunity to engage and contribute to the process. The newest substitute was a response to the leagues request that prohibited coordination with industries that would have been labeled campaign speech and thus required to be disclosed to the public. The league supports this bill. The bill was signed by the Governor.

SB121 (Controlled Business in Title Insurance Repeal) (D. Hemmert) This bill repeals provisions of the Insurance Code that prohibit title business referrals from certain persons who have a financial interest in the title insurance entity to which the person refers the title business. Senator Anderegg was concerned that there could be undue burden on consumers because the fiduciary regulations are in place to protect them with the safeguards. The sponsor of the bill, Senator Hemmert, and a professional in the field made it clear that consumers would still be protected through the Real Estate Settlement Procedures Act and that the current regulation was unneeded and burdensome. The bill was signed by the Governor.

HB122 (Property Rights Ombudsman Advisory Opinion) (C. Musselman) This bill amends a provision regarding the award of fees and costs when an issue in an advisory opinion of the Property Rights Ombudsman is subsequently litigated; amends a provision regarding a refund of an impact fee at issue in both litigation and an advisory opinion of the Property Rights Ombudsman. The league supported this bill. The bill was signed by the Governor.

SB124 Local Government Administration Amendments (K. Mayne) This bill amends a provision regarding the entry of the election of a metro township mayor in council meeting minutes; amends a requirement that certain county officials fill certain metro township offices or positions to be discretionary and subject to an agreement between the county and the metro township; repeals a provision regarding the initial membership of a municipal services district

board of trustees; removes the county executive as the executive of a municipal services district. The league is neutral on this bill. The bill was signed by the Governor.

SB129 (Tier II Retirement) This bill would require retirement to go to 2% ratio when determining retirement benefits for first responders. The bill funds the first year, but then it essentially operates as an unfunded mandate, particularly as the years go by and more of the first responders are on the tier II plan. One of the concerns of cities is that they will incur this large fiscal responsibility and it will not actually help the recruitment and retention of first responders. In the committee meeting today they may propose a change in the funding mechanism, which could help a lot with the impact to cities budgets. A speaker at the committee meeting mentioned that Utah was 49th out of 50 states in terms of pension plans for first responders. This bill would affect Murray's current first responders and their recruitment efforts going forward. The league said that the substitute for the bill still funds the 5.3 million. Employer contribution 14% from 16%. The bill would also require an interim study to determine if system changes ought to be made. The bill has sufficient support to pass through the Senate and the House with the 14% substitution, but Senator Harper agreed to if the league supports the bill, which they did. This bill was sent to the rules committee due to the fiscal impact. bill was signed by the Governor.

SB132 (Beer Amendments) (J. Stevenson) This bill amends provisions of the Alcoholic Beverage Control Act related to beer. Changes the legal amount of alcohol beer can contain from 3.2% to 4.0% by volume after a comprise was reached. The league is neutral on this bill for now. Several other states have voted to change their alcohol laws and thus has initiated the removal of the 3.2% beers from stores. This has placed pressure on the Utah legislature because some beer companies are not going to produce the 3.2% beers anymore. Stores in Murray will be able to sell 4.0% alcohol content beer because of this change. This bill was signed by the governor.

HB134 (Area Assessment Charges) (J. Ferry) This bill adds a precondition to an existing requirement that a property tax notice include certain language regarding charges and limits the amended language requirement to area assessment charges. These are typically related to public works projects. The intent of the bill is to clarify that the area assessment charges only fall to the property owners that lie within the project area and not those in adjacent areas. The bill was signed by the Governor.

HB139 (Motor Vehicle Emissions Amendments) (A. Romero) The motor vehicle emissions amendments this bill makes would allow officers to report repeat offenders of tampering with emissions components on a vehicle that are doing a practice called 'rolling coal' to the health department. Vehicles produced after 2007 have a chemical called DEF that, unless tampered with, prevents visible emissions. The air quality advisory committee approved this bill. The bill passed out of committee. The bill was signed by the Governor.

SB147 (Lobbyist Licensing Modifications) (D. Ipson) This legislation requires lobbyists to take an annual training course that trains them about sexual harassment in the workplace. This bill would effect any lobbyists for Murray city as they will need to take this course for future sessions. The bill was signed by the Governor.

HB148 (Vehicle Idling Revisions) (P. Arent) This bill amends provisions related to a local highway authority's ability to enact restrictions on vehicle idling. The bill requires a jurisdiction to issue just a single warning rather than the three currently required on the books before issuing a fine for a vehicle idling violation. After the amendment the bill clarifies that the fines issued must be similar to parking violations. The bill was signed by the Governor.

HB150 (Trampoline Park Safety Standards) (N. Thurston) This bill requires the operator of a trampoline park to obtain a business license to operate the trampoline park; provides for a local regulating authority to suspend or revoke a trampoline park operator's business license for noncompliance; identifies industry standards with which a trampoline park must comply; describes specific notification, training, supervision, injury reporting, and emergency response standards with which a trampoline park must comply; requires an annual inspection; requires a trampoline park operator to annually provide a local regulating authority certain certificates of compliance; requires a trampoline park to carry certain insurance; and insulates a trampoline park from liability claims due to certain inherent risks related to the use of a trampoline park. These standards that are in the bill are already well-imbedded in the industry from the association of trampoline parks. A representative from Get Air (a trampoline park business) endorsed the bill during the committee. This bill could impact Murray City businesses that operate trampoline parks. The bill was signed by the Governor.

SB163 (Candidate Filing Disclosure Amendments) (J. Anderegg) This bill classifies as a protected record the portion of certain records that contains a candidate's residential or mailing address, if the candidate provides another address or phone number where the candidate may be contacted. A scary individual showed up at Senator Anderegg's home and frightened his daughter, that was the inspiration for the bill. Not having public officials address forced to be on the record and have other means of contacting the representative (phone number, office address, etc.) instead would avoid this problem. This bill may affect candidates that file to run for office in Murray. The bill was signed by the Governor.

SB165 (Quorum Requirements) (J. Anderegg) This bill amends the definition of a quorum for purposes of the Open and Public 10 Meetings Act. The bill makes it so simply asking a question to a colleague would not be a violation of the open meetings act. A quorum does not include a meeting of two officials where no action is taken. Some 3-member commissions (such as UTA) are exempted from this bill. This bill may affect some public meetings that take place for Murray City. The bill was signed by the Governor.

SB168 (Sales and Use Tax Revisions) (C. Bramble) This bill requires sellers that have more than 200 transactions or more than \$100,000 to be deemed a seller for the purposes of taxation. The sponsor of the bill, Senator Bramble, indicated that the small seller standard was upheld by the Supreme Court after South Dakota legislated a similar taxation package back in 2015 and that is why the 200 transactions and \$100,000 was adopted for this bill. The fiscal benefit or impact on the state and cities is currently not calculated, however the fiscal analysts for the Taxation and Revenue committee is working on estimating the aggregate fiscal affect. Amazon and other online sellers will be impacted to some degree by this bill because some online sales on similar platforms will be applicable to sales tax laws and treated equally with other, in person purchases at brick and mortar stores. The spirit of this bill is that it makes the tax base more broad and flat. A representative for Overstock.com that supported the bill in testimony agreed that this bill makes the tax code more fair for all online retailers. The league supports this bill. The bill was signed by the Governor.

SB189 (Temporary Land Use Regulation Amendments) (R. Okerlund) This bill adds a certain water study to the circumstances that allow a county legislative body to enact a temporary land use regulation that prohibits certain development; allows the county legislative body to extend the temporary land use regulation on the body's own motion. This bill changes the ability of a local jurisdiction to include additional two six-month periods of time to complete the land-use studies that are required. This bill may give Murray more time to complete land use studies. The bill was signed by the Governor.

HB208 (Safe Routes to School Program) (S. Harrison) This bill requires the Department of Transportation to implement a program to provide safe routes to school. This program, if the bill is passed, could help cities and other municipalities to build sidewalks that provide safe pathways for students to schools in areas that have difficulty funding routes for the children to schools in their city. Carlos Braceras, Director of UDOT made it clear in his testimony to the committee that these pathways are only done with UDOT funding and labor if cities ask for assistance and UDOT works closely with the cities to assure that all of their needs are met for these pathways if requests are made to communities that could use the help. The bill passed out of committee. The bill was signed by the Governor.

SB228 (Public Infrastructure District Act) (D. McCay) This bill defines terms; imposes a limit on a property tax levy for the operation of a public infrastructure district; imposes a limit on general obligation bonds that a public infrastructure district may issue; allows for local entities to create public infrastructure districts; provides for the appointment and potential election, in certain circumstances, of members of the board of trustees of a public infrastructure district; provides for the issuance of bonds for certain purposes; allows a public infrastructure district to charge certain fees; imposes certain transparency requirements on public infrastructure districts; allows a public infrastructure district to impose a property tax penalty in the event of nonpayment; limits the time period during which a person may bring certain legal challenges against a public infrastructure district. The bill provides a new financing structure to finance large infrastructure projects. Versions of this financing tools exist in many of the States

surrounding Utah such as Colorado and New Mexico, according to the sponsor of the bill. The bill passed out of committee unanimously with an asterisk that they work closely with the cities. The substitute requires that cities of more than 65,000 must divide their the metro township into 8 voter participation areas of substantially equal population Murray currently has about 50,000 residents, so this portion of the bill would not apply. However, medium sized cities must have 4 voter participation areas. The bill passed out of the Government Operation committee today, but it is not finished. The bill changes some of the rules regarding signature gathering. It also allows City staff can use email to answer questions from the public. Allowing the cities website to be a one-stop-shop for local political activities such as referenda. The bill was signed by the Governor.

HB228 (Towing Revisions) (C. Maloy) This bill revises provisions related to towing, including signage requirements preemption of local laws, and abandonment of a vehicle. This bill restricts local zoning regulations with regard to impound yards; prohibits towing from a private lot if certain signage requirements are not met; prohibits and imposes a fine for failure to retrieve a towed vehicle; preempts local jurisdictions from passing an ordinance addressing towing; enacts provisions related to towing rotations and process for removal from a towing rotation. The league was opposed to this bill until many changes were made that made it more palatable for police and cities. This legislation also regulates fees to assure that they are fair across the industry and doesn't allow for cities to force companies to lower their rates to operate within a city. The most recent amendment simply changes a deadline for these changes to made on July 1st, 2021 instead of January 1st, 2021. The league changed their status from opposed to neutral on this bill. The bill was signed by the Governor. The bill was signed by the Governor.

HB231 Tangible Personal Property Revisions (K. Lisonbee) This bill adjusts the amount of total aggregate taxable value of personal property that qualifies for a certain personal property tax exemption and adds a tax exemption for certain items of business tangible personal property. The bill also amends filing requirements for a person who qualifies for certain tax exemptions for tangible personal property, which may apply to personal property taxes for Murray residents. The bill was signed by the Governor.

HB235 Municipal Tax Amendments (J. Knotwell) This bill consolidates several provisions that give certain municipalities authority to levy certain property taxes; gives a municipality the authority to levy a property tax to provide for certain services that a special service district or a local district may provide; establishes provisions for a municipality that levies a property tax described in the preceding paragraph to account separately for the revenues derived from that property tax; and makes conforming changes. This bill pertains to when cities want to leave a special services district and allows them to use tax dollars for a specific 'special al purpose' via a revenue fund that is earmarked so a future council could not redistribute the funds to a different purpose than was intended. The purpose of this bill is if a city wants to leave a special services district it would not have to create a special entity to earmark funds and allows them additional flexibility, something that Murray may want to do sometime in the future. The league supports this bill. The bill was signed by the Governor.

HB245 (M. Winder) (Community Reinvestment Agency Revisions) This bill prohibits an agency from creating a taxing entity committee for a community reinvestment project area; requires an agency that allocates the agency's community reinvestment project area funds for housing to adopt a housing plan; or implement the housing plan that the community that created the agency adopted (1) (a) A municipal legislative body may: (i) appropriate money for corporate purposes only; (ii) provide for payment of debts and expenses of the corporation; (iii) subject to Subsections (4) and (5), purchase, receive, hold, sell, lease, convey, and dispose of real and personal property for the benefit of the municipality, whether the property is within or without the municipality's corporate boundaries. The bill was signed by the Governor.

HB302 (Traffic Code Modifications) (E. Hutchings) This bill amends provisions related to the safe operation of a vehicle to leave the roadway if a collision occurs; amends provisions related to safe operation of a vehicle, speed, and surrounding circumstances. Allows for police to issue a citation for reckless driving behavior even if it is within the speed limit (such as fish-tailing intentionally, etc). Increases the amount of damage required for a report to \$2500 so simple fender benders do not require more time from the officers and they can spend their time on more pressing cases, particularly in places like Murray where traffic can get heavy at times and fender benders are frequent. The bill passed unanimously out of committee. The league supports this bill. The bill was signed by the Governor.

HB311 (Governmental Immunity Revisions) (M. McKell) This bill modifies provisions relating to governmental immunity. This bill waives governmental immunity for injury resulting from certain claims of sexual battery; limits a court from dismissing an action based on an invalid, inadequate, or untimely notice of claim, under certain circumstances; modifies provisions relating to a governmental entity's response to a notice of claim; provides a consequence if a governmental entity fails to acknowledge receipt of a notice of claim within a specified time; increases the aggregate limit on injury claims against governmental entities; provides for the board of examiners to require a special master proceeding for excess damages claims that the board of examiners considers; authorizes the use of money in the General Fund Budget Reserve Account to pay for claims approved by the board of examiners. The bill was signed by the Governor.

HB315 (Land Use and Development Amendments) (L. Wilde) This bill addresses local authority to adopt local land use requirements and regulations; amends the process to vacate a public street; clarifies local authority regarding a planning commission; amends the authority of a local legislative body regarding zoning; provides that a local legislative body may consider a planning commission's failure to make a certain timely recommendation as a negative recommendation; requires a legislative body to classify each allowed use in a zoning district; prohibits a municipality from withholding the issuance of a certificate of occupancy in certain circumstances; imposes a time limit for final action on certain applications; prohibits a county recorder from recording a subdivision plat unless the relevant municipality or county has

approved and signed the plat; requires a municipality and county to establish two acceptable forms of completion assurance and adds elements for which the municipality or county may not require completion assurance; amends provisions regarding exemptions from the plat requirement; amends a provision regarding municipal or county liability for the dedication of a street; allows for a separate process to vacate a public street through a petition; provides for varying standards of review in an appeal authority's review of a land use decision; allows a court to declare a land use application approved without remanding in certain circumstances; requires a court to award attorney fees if the court makes a certain determination of bad faith challenge to a land use approval; requires a boundary line agreement operating as a quitclaim deed to meet certain standards; amends provisions regarding boundary line agreements, including elements, status, and exemptions. For example, painting a wall is not needed before a resident moves in and this bill tweaks small problems like this one that developers have noted can cause inconvenience. Folks at the hearing from the real estate community, title companies, and more testified that this bill makes minute technical changes. The league supports this bill. The bill was signed by the Governor.

HB324 (Tobacco Age Amendments) (S. Eliason) This bill changes the minimum age for obtaining, possessing, using, providing, or furnishing of tobacco products, paraphernalia, and under certain circumstances, electronic cigarettes to 21 years old and preempts certain local government regulation relating to cigarettes, electronic cigarettes, or tobacco. The bill, if it passes, would affect businesses in Murray and who they can sell these products to as well as Murray's ability to regulate their own rules and regulation regarding these products if the preemption stays in the bill, a component several folks that testified to the committee were concerned about. The bill was signed by the Governor.

HB343 (Development Advertising Amendments) (Bradley Daw) This bill enacts provisions related to notice and hearing requirements by municipality or county for certain sign regulations. This bill requires a municipality or county to provide certain notice to owners of parcels impacted by proposed signs for certain developments; requires a study of the impacts of proposed signs; requires certain construction related to certain signs to commence within one year; requires developers or owners of certain signs to turn off illuminated signs after dusk in certain areas; and provides a municipality, county, or owner adversely impacted by an illuminated sign a cause of action in the district court. This bill could affect signage on construction sites in Murray. The bill was signed by the Governor.

HB367 (Boundary Adjustment Notice Amendments) (A.C. Maloy) This bill extends the deadline for a requirement that municipalities make a filing with the lieutenant governor regarding an annexation or boundary adjustment. The legislation could impact Murray if any boundary adjustments are made, This bill was sent to the Senate standing committee from Senate political subdivisions. The bill was signed by the Governor.

HB389S01 Incentive Program Amendments (K. Christofferson) This bill creates an independent audit and certification process for the severance tax credit for well completion or workover; creates a verification process for the severance tax credit for conversion of natural gas to hydrogen fuel for use in a zero emission motor vehicle; creates a tax credit certificate process for the qualifying solar project individual income tax credit; codifies the contents of a tax credit certification and requires the Governor's Office of Economic Development to report certain information from a tax credit certification that the Governor's Office of Economic Development issues for a taxpayer to claim the recycling market development zone tax credit; requires the Office of Energy Development to report to the State Tax Commission certain information from a tax credit certification that the Office of Energy Development issues for a taxpayer to claim the renewable energy systems tax credit; codifies the targeted business income tax credit in the corporate and individual tax codes; repeals the expired income tax credits for the purchase or lease of an energy efficient vehicle. The bill was signed by the Governor.

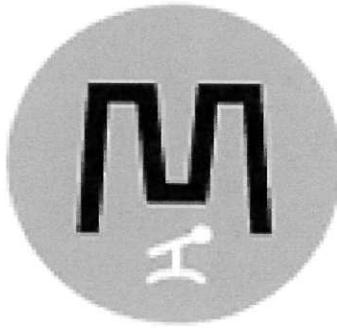
HB391 (Modifications to Governmental Immunity) (K. Ivory) This bill waives governmental immunity for an injury claim resulting from a sexual battery or sexual abuse of a child against a student by a school employee unless the school was subject to a specified policy and had taken reasonable steps to implement and enforce the policy; waives governmental immunity for an injury claim resulting from a sexual battery of a student by an employee of an institution of higher education, under certain circumstances; and authorizes a court to award a prevailing plaintiff the plaintiff's reasonable attorney fees and costs in an action to recover for a claim for which immunity is waived under this bill. The legislation could affect liability for teachers in Murray. This bill passed out of committee with a favorable recommendation from the Senate political subdivisions committee. The bill was signed by the Governor.

HB425 Local Government Officer Bonding Amendments (V. Potter) This bill reorganizes provisions related to municipal officer bonds; and modifies the acceptable forms of bonds for municipal officers to include a general fidelity bond or a theft and crime insurance policy. This bill protects the city from people who do things with bond money that they shouldn't such as theft insurance. The protections for the city may be of interest to Murray. The bill was signed by the Governor.

HB441 (Tax Equalization and Reduction Act) (T. Quinn) This bill is extremely complex and affects a broad range of industries and thus a vast scope of city interests. The text of the proposed bill (which is more than 250 pages long and is likely to be amended before it is able to pass) changes a broad range of tax policy. Among the changes: amends the individual income tax rate; amends the calculation of certain tax credits to match the applicable income tax rate; modifies the calculation of the Utah personal exemption for purposes of the taxpayer tax credit; enacts a tax credit for social security benefits that are included in the claimant's federal adjusted gross income; provides that a claimant may claim either the retirement tax credit or the nonrefundable tax credit for social security benefits; enacts a refundable state earned income tax credit for certain individuals who are experiencing intergenerational poverty; decreases the general state sales and use tax rate; imposes a state sales and use tax on amounts paid or charged for services;

repeals certain sales and use tax exemptions; provides that certain services are exempt from the sales and use tax; creates the Sales and Use Tax Base Expansion Restricted Account; requires certain state sales and use tax revenue and local option sales and use tax revenue to be deposited into the Sales and Use Tax Base Expansion Restricted Account; amends the local option sales and use tax distribution formula for the general county, city, town, or metro township sales and use tax and the county option sales and use tax; reduces certain local option sales and use tax rates; enacts a real estate transfer tax; specifies that the following written instruments are subject to the real estate transfer tax: written instruments for the sale or exchange of property or any interest in the property or any combination of sales or exchanges or any assignment or transfer of property or any interest in the property; and deeds or instruments of conveyance of property or any interest in property, for consideration; specifies written instruments that are exempt from the real estate transfer tax; specifies procedures for the collection and enforcement of the real estate transfer tax. This bill is supposed to be revenue neutral, and they p[lay to adjust the rate to wherever it needs to be to assure that it stays revenue neutral. According to the sponsor of the bill, each Utah family will have, on average, a \$650 tax decrease under this bill. There is a 'hold harmless' provision regarding the education fund and several others. The Governor supports this legislation. Lowering the sales tax rate to 3.1% from 4.7% may impact the revenue Murray generates through the sale of vehicles at the many car dealerships in Murray as well as the many transactions at the fashion Place Mall that will see a reduction in sales tax. The league wants this bill to be amended before they are able to support it. This bill was circled by the House and is to be addressed in a special session of the legislature, according to the Governor.

HB466 (Firefighter Retirement Amendments) (B. Last) This bill requires the Utah State Retirement Office to determine and report certain information about state funding of the Firefighters' Retirement System to the governor and Legislature. This bill could have an affect on firefighters and their retirement plans that work for Murray City. The bill was signed by the Governor.



MURRAY
CITY COUNCIL

Discussion Item #3



MURRAY

Council Action Request

Community & Economic Development

Parkway Village Rezone - Zoning Map Amendment

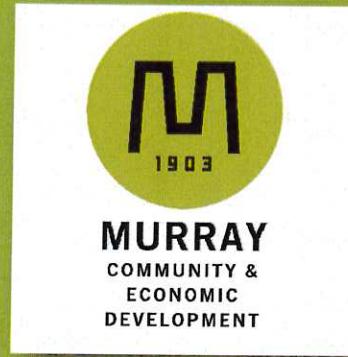
Committee of the Whole

Meeting Date: April 16, 2019

Department Director Melinda Greenwood	Purpose of Proposal Proposed Zoning Map Amendment.
Phone # 801-270-2428	Action Requested Informational discussion with the City Council prior to scheduled action on May 7, 2019.
Presenters Melinda Greenwood	Attachments Power Point presentation attached.
Budget Impact	No budget impact.
Required Time for Presentation 10 Minutes	Description of this Item The applicants are requesting approval for an amendment to the Murray City Zoning Map for the subject property from Open Space, O-S to Single Family Residential, R-1-6. The proposed zoning designation allows for single family residential development with a minimum lot size of 6,000 square feet.
Is This Time Sensitive Yes	The property is 2.19 acres in size and located on the north side of Winchester Street between 700 West and Murray Parkway Avenue. The remainder of the property along this block is occupied by the Parkway Golf course owned by Murray City. Across Winchester Street and directly south is the Winchester Estates Mobile Home Park. The property is currently unused, but a vacant home and several accessory structures are located on-site.
Mayor's Approval	
Date March 29, 2019	

COMMITTEE OF THE WHOLE

April 16, 2019



Parkway Village Rezoning Zoning Map Amendment

1104 West Winchester Street

Existing Zoning Designation: Open Space, O-S Zone

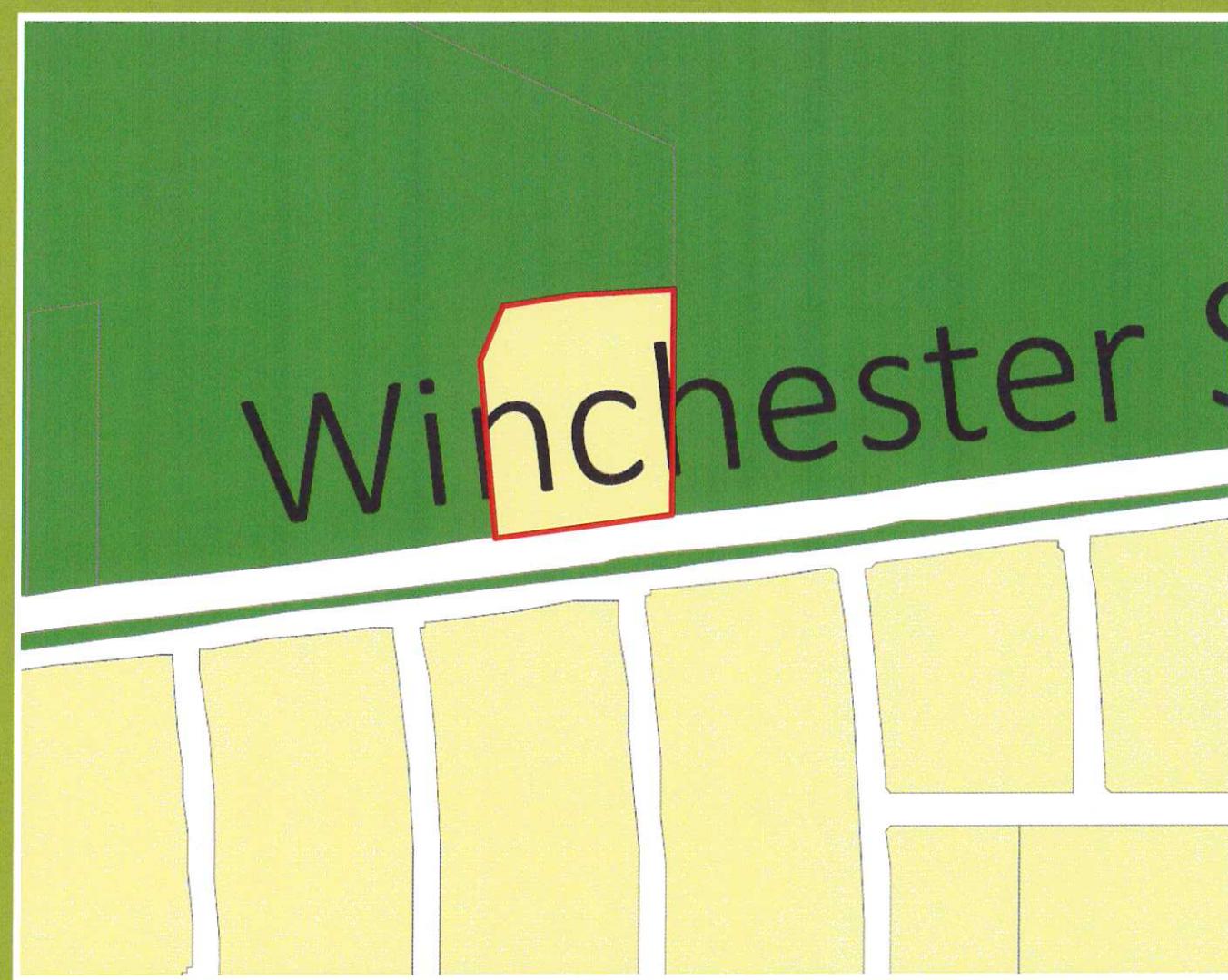
Proposed Zoning Designation: Single Family Residential, R-1-6 Zone

Property Size: 2.19 Acres





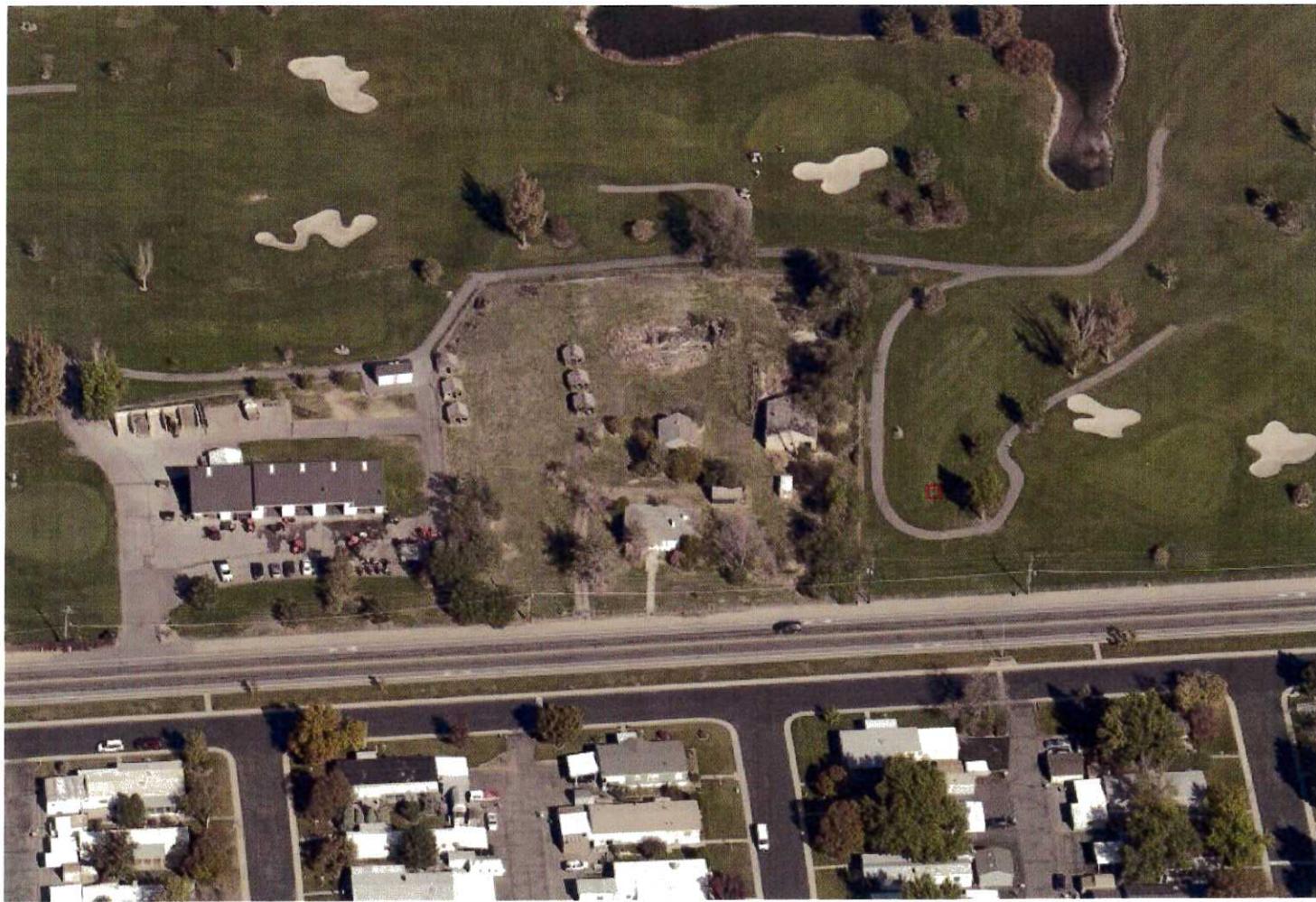


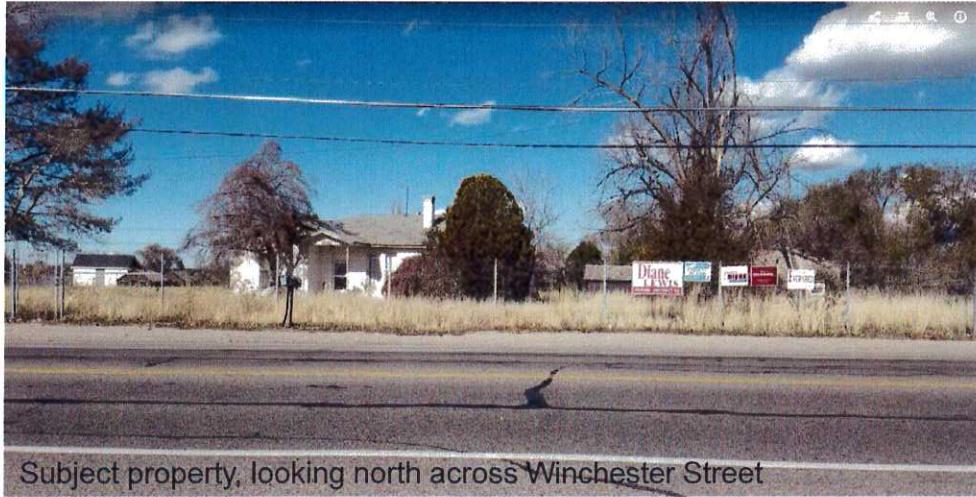


Future Land Use Categories

- City Center
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Neighborhood Commercial
- General Commercial
- Residential Business
- Professional Office
- Office
- Business Park Industrial
- Industrial
- Parks and Open Space







Subject property, looking north across Winchester Street



Looking south across Winchester Street



Looking west down Winchester Street
from the subject property



Staff & Planning Commission Recommendations to Amend the Murray City Zoning Map

Staff recommends that the Planning Commission forward a recommendation of APPROVAL to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from Open Space, O-S to Single-Family Residential, R-1-6.

On March 7, 2019 the Planning Commission held a public hearing and forwarded a recommendation of APPROVAL to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from Open Space, O-S to Single-Family Residential, R-1-6.



Murray City Corporation

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7th day of May, 2019, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Municipal Council will hold and conduct a hearing on and pertaining to amending the Zoning Map from the O-S (Open Space) zoning district to the R-1-6 (Single-Family Medium Density Residential) zoning district for the property located at 1104 West Winchester Street, Murray, Utah.

The purpose of this hearing is to receive public comment concerning the proposed amendment to the Zoning Map as described above.

DATED this _____ day of _____, 2019.

MURRAY CITY CORPORATION

Jennifer Kennedy
City Recorder

DATE OF PUBLICATION: April 26, 2019

PUBLIC NOTICE WEBSITE 3.29.19
MURRAY WEBSITE 3. 29. 19

Jade ✓



ORDINANCE NO. _____

AN ORDINANCE RELATING TO LAND USE; AMENDS THE ZONING MAP FOR THE PROPERTY LOCATED AT 1104 WEST WINCHESTER STREET, MURRAY CITY, UTAH FROM THE O-S (OPEN SPACE) ZONING DISTRICT TO THE R-1-6 (SINGLE-FAMILY MEDIUM DENSITY RESIDENTIAL) ZONING DISTRICT. (Think AEC)

BE IT ENACTED BY THE MURRAY CITY MUNICIPAL COUNCIL AS FOLLOWS:

WHEREAS, the owner of the real property located at 1104 West Winchester Street, Murray, Utah, has requested a proposed amendment to the zoning map to designate the property in an R-1-6 (Single-Family Medium Density Residential) zone district; and

WHEREAS, it appearing that said matter has been given full and complete consideration by the City Planning and Zoning Commission; and

WHEREAS, it appearing to be in the best interest of the City and the inhabitants thereof that the proposed amendment of the zoning map be approved.

NOW, THEREFORE, BE IT ENACTED:

Section 1. That the Zoning Map and the zone district designation be amended for the following described property located at 1104 West Winchester Street, Murray, Salt Lake County, Utah from O-S (Open Space) to R-1-6 (Single-Family Medium Density Residential):

Beginning at a point South 141.012 feet and West 2131.17 feet from the East Quarter Corner of Section 23, Township 2 South, Range 1 West, Salt Lake Base and Meridian; said point being on the North line of 6600 South Street and running thence North 00°25'51" East 349.499 feet; thence South 88°28'31" West 109.974 feet; thence South 21°57'05" West 81.96 feet; thence South 04°47'09" East 284.691 feet to the North line of 6600 South Street; thence North 82°32'43" East 256.227 feet along said North line to the point of beginning.

Section 2. This Ordinance shall take effect upon the first publication and filing of copy thereof in the office of the City Recorder.

PASSED, APPROVED AND ADOPTED by the Murray City Municipal Council on this 7th day of May, 2019.

MURRAY CITY MUNICIPAL COUNCIL

Dave Nicponski, Chair

ATTEST:

Jennifer Kennedy, City Recorder

MAYOR'S ACTION: Approved

DATED this _____ day of _____, 2019.

D. Blair Camp, Mayor

ATTEST:

Jennifer Kennedy, City Recorder

CERTIFICATE OF PUBLICATION

I hereby certify that this Ordinance was published according to law on the _____
day of _____, 2019.

Jennifer Kennedy, City Recorder

Call vote recorded by Mr. Hall.

A Travis Nay
A Sue Wilson
A Phil Markham
A Ned Hacker

Motion passed 4-0.

PARKWAY VILLAGE – 1104 West Winchester Street – Project # 18-153

Ken Olson was present to represent this request. Jared Hall reviewed the location and request for an amendment to the Murray City Zoning Map for the property located at 1104 West Winchester Street from O-S, Open Space to R-1-6, Single Family Residential. Mr. Hall explained that the property is a small parcel surrounded by the larger, Murray City Parkway Golf Course property and the Winchester Estates Mobile Home Park to the South. The Site contains a vacant home and several out buildings. The Golf Course and the smaller subject property are designated as O-S. The Future Land Use Map designates the subject property to be Low Density-Residential which would support the applicants requested R-1-6 Zone. The intent of the rezone would be to plan a future residential subdivision that would allow 6,000 square foot (sq. ft.) lots with single-family detached homes. The density would be similar to the mobile home park and the nearby Garbett Homes subdivision (Wynwood Estates). The existing home and out buildings would be removed for future development. Staff believes that the intended use would be a good fit for the area and meets the goals and objectives of the General Plan and matches the Future Land Use Map. Based on the information presented in this report, application materials submitted and the site review, Staff recommends that the Planning Commission forward a recommendation of approval to the City Council for the requested amendment as outlined in the Staff report.

Ken Olson, 10299 Spring Crest, South Jordan, stated he has read the conditions of approval and will be able to comply. Mr. Olson added that he had previously discussed with Staff the configuration of the golf course and the direction in which the golf balls travel away from the subject property.

The meeting was opened for public comment. There was no public comment portion for this agenda item and the public comment portion for this item was closed.

Mr. Markham commented that he is glad the applicant has been willing to work with City Staff and understands the parameters that need to be addressed for a piece of property like this. He stated it will be exciting to see a nice development that will compliment the area.

Mr. Markham made a motion to forward a recommendation of approval to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from O-S, Open Space to R-1-6, Single-Family Residential.

Seconded by Ms. Wilson.

Call vote recorded by Mr. Hall.

A Phil Markham
A Sue Wilson

A Travis Nay
A Ned Hacker

Motion passed 4-0

ORDINANCE TEXT AMENDMENT - Section 17.48, Sign Code Update, Project #19-025

Mr. McNulty presented the proposed Sign Code rewrite and stated that Staff's intent is to make a user-friendly document that is more understandable to business owners, property owners, sign companies, and others. The document includes a number of diagrams and figures that are very user friendly, as opposed to the outdated images that we currently have. In no way, is the City trying to change the code in a way that is more limiting to signage in our community. There are no proposed changes to the outdoor advertising section of the Code which applies to billboards. The existing state code for billboards was reviewed with the City Legal Staff and it is compliant with current statute. Mr. McNulty explained that the focus has been to create an updated Code that will allow opportunities for business owners to advertise. The City has had a lot of contact from the Fashion Place Mall and they are very interested in using Pedestal Signs that other large malls along the Wasatch Front are using. In the spirit of creating a partnership with the business community, the City has looked at making several changes to our Sign Code to allow for additional signage. We have addressed other sign types that have appeared in our community that are not currently addressed in the Sign Code, such as pylon signs. Mr. McNulty stated that he had the opportunity to speak with James Carpentier who represent the International Sign Association about our Sign Code and he provided some comments on our draft ordinance. Each Commissioner was recently supplied with those comments. Many of the comments had to deal with Reed v. The Town of Gilbert and he has provided us with some language that will help us long term. Staff has created a great document and Mr. Carpentier commented that our basic Code is good, but we have a few things we may want to consider. Staff recommends that the Planning Commission hold a public hearing tonight, take public comment, and then continue this item until April 4, 2019, allowing Staff to work with the City Attorney's Office and address the items that have been brought to our attention.

Mr. Nay pointed out verbiage proposed by Mr. Carpentier from page 19 of the draft Sign Code about the allowance of four (4) menu boards between two lanes of travel for restaurant drive-thru and stated that he believes four (4) menu boards is too much signage. Mr. McNulty added that we have businesses in Murray that have two (2) menu boards (McDonald's) and this Code addresses that. Mr. Nay stated that on page 20 there is a recommendation to allow monument signs up to 12 ft. tall and he believes that would be too tall. Historically, we have allowed them between 6 and 8 ft. tall and there is no need to go taller. Mr. Nay continued onto page 21 and stated that Mr. Carpentier had asked for Pylon Signs to include Electronic Message Boards (EMC's) and that there is no need to allow EMC's for this sign type. On page 24 there is a suggestion that states, if the signs meet all standards there is no need to go to the Planning Commission for a Conditional Use Permit. Mr. Nay believes that the Planning Commission and the public should have the opportunity to address various types of signage, like large signs in close proximity to neighborhoods and it shouldn't be approved by Staff alone. Mr. Nay disagreed with the verbiage on page 32 that discusses the exclusion of neon and wondered what the substantive reason for banning neon in the Downtown District is. Mr. Nay does not agree with page 32 that allows EMC Signs to bypass Planning Commissioners if they meet standards and encouraged the continued use of Conditional Use Permits. Lastly, page 43 talks about reducing the 500 ft. distance requirement in which an EMC Sign can be located to a residential neighborhood to only 200 ft. and that the distance requirement should



MURRAY CITY CORPORATION
Community &
Economic Development

Building Division 801-270-2400
Planning Division 801-270-2420

TO: Murray City Planning Commission

FROM: Murray City Community & Economic Development Staff

DATE OF REPORT: February 28, 2019

DATE OF HEARING: March 7, 2019

PROJECT NAME: Parkway Village, LLC

PROJECT NUMBER: 18-153

PROJECT TYPE: Zone Map Amendment

APPLICANT: Parkway Village

PROPERTY ADDRESS: 1104 West Winchester Street

SIDWELL #: 22-23-401-003

EXISTING ZONE: O-S, Open Space

PROPOSED ZONE: R-1-6

PROPERTY SIZE: 2.19 acres

I. REQUEST:

The applicants are requesting approval for an amendment to the Murray City Zoning Map for the subject property from O-S, Open Space to R-1-6, Single Family Residential. The applicants propose to amend the Zoning Map in preparation to apply for a new residential subdivision on the property.

II. BACKGROUND AND REVIEW

1. Project Location:

The subject property is a 2.19 acre parcel located on the north side of Winchester Street between 700 West and Murray Parkway Avenue. The remainder of the property in this block is occupied by the Parkway Golf Course, which is owned by Murray City. Across Winchester Street and directly south is

the Winchester Estates Mobile Home Park. The property is currently unused, but a vacant home and several other accessory structures are still located there. A survey of the property including these structures is attached to this report. The existing structures are in disrepair and will be removed with the development of the property.

2. *Surrounding Land Uses & Zoning:*

<u>Direction</u>	<u>Land Use</u>	<u>Zoning</u>
North	open space (golf course)	O-S
South	single family (Winchester Estates)	R-M-H
East	open space (golf course)	O-S
West	open space (golf course)	O-S

3. *Analysis:*

Zoning Districts & Allowed Land Uses

- Existing: The existing Open Space (O-S) Zone allows Permitted Uses such as utilities, sports activities, playgrounds and athletic fields, golf courses, swimming areas, picnicking areas, and parks. Uses such as cemeteries, communications, educational services, sports and public assembly, fairgrounds, and riding academies are allowed with Conditional Use approval.
- Proposed: The proposed R-1-6 Zone allows for single family residential development and accessory uses associated with them, with minimum lot sizes of 6,000 square feet. Public and quasi-public uses such as schools, libraries, churches, and utilities are allowed subject to Conditional Use approval.

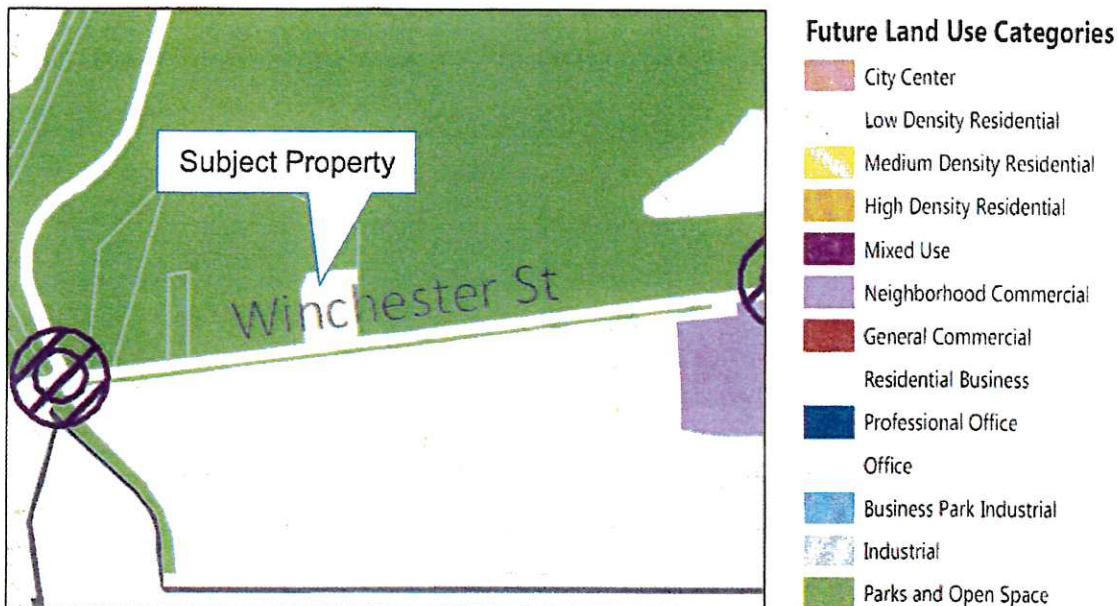
General Plan & Future Land Use Designations

Map 5.7 of the Murray City General Plan (the Future Land Use Map) identifies future land use designations for all properties in Murray City. The designation of a property is tied to corresponding purpose statements and zones. These "Future Land Use Designations" are intended to help guide decisions about the zoning designation of properties.

The subject property is currently designated as "Low Density Residential". Low Density Residential is intended to encourage residential development which is single-family detached in character. The overall density range anticipated is between 1 and 8 dwelling units per acre. Corresponding zoning designations include the A-1, R-1-12, R-1-10, R-1-8, R-1-6, and R-2-10 zones.

Compatibility

The prevailing designation of properties and of development in the immediate area is Low Density Residential with large areas of open space. Garbett Homes recently recorded the Wynwood Subdivision, a 127-lot development in close proximity to this area. The zoning of the Wynwood Subdivision is R-1-6.



When the current Future Land Use Map was adopted in May 2017 the property was re-designated from "Parks and Open Space" to "Low Density Residential". This was done in recognition that the property was not going to become part of the large, developed open space amenity (the golf course) which surrounded it on three sides, but that future development should be compatible with the low density, single-family detached properties in this area.

Staff finds that the request to amend the Zoning Map is appropriate as it complies with the Future Land Use Map, which is part of the General Plan.

III. CITY DEPARTMENT REVIEW

A Planning Review Meeting was held on October 29, 2018 to review the original application, which included a request to amend the Future Land Use Map designation from Low Density Residential to Medium Density Residential, and a request to rezone the property from O-S to R-M-15. Staff recommended denial of the original requests, and the applicants modified their request to simply rezone from O-S to R-1-6. That change was subsequently communicated to City staff. There were no concerns or comments from any of the department staff in response to the proposed zone change to R-1-6.

IV. PUBLIC INPUT

Notices of the requested rezone were sent to property owners in the vicinity and to affected entities. As of the date of this report, no public input has been received by Community Development Staff.

V. ANALYSIS & CONCLUSIONS

A. Is there need for change in the Zoning at the subject location for the neighborhood or community?

The Future Land Use Map currently identifies the subject property as "Low Density Residential". This designation supports a rezone to R-1-12, R-1-10, R-1-8, R-1-6, or R-2-10. Considering the Future Land Use Map designation, the fact that the property has not been included in the adjacent open space, and the surrounding land use patterns, Staff finds that there is an appropriate need for a change in the zoning of this property.

B. If approved, how would the range of uses allowed by the Zoning Ordinance blend with surrounding uses?

The residential uses and density allowed by the proposed R-1-6 Zone will be in keeping with the character of the surrounding open space and prevailing densities in the area which includes the Wynwood Subdivision.

C. What utilities, public services, and facilities are available at the proposed location? What are or will be the probable effects the variety of uses may have on such services?

Staff expects no adverse impacts to services as result of development of the property under the requirements of the R-1-6 Zone with the exception of light increases in traffic in the area.

VI. FINDINGS

1. The rezoning of the property to R-1-6 is supported by the Future Land Use Map designation of Low Density Residential and will not have negative impacts to the surrounding properties, infrastructure, or utilities.
2. The requested rezoning has been carefully considered based on the characteristics of the site and surrounding area and the policies and objectives of the 2017 Murray City General Plan, and have been found to support the goals of the Plan.

3. The proposed amendment to the Zoning Map from O-S to R-1-6 is in harmony with the established Low Density Residential land use designation of the subject property.

VII. STAFF RECOMMENDATION

Based on the background, analysis, and the findings in this report, Staff recommends that the Planning Commission forward a recommendation of APPROVAL to the City Council for the requested amendment to the Zoning Map designation for the property located at 1104 West Winchester Street from O-S, Open Space to R-1-6, Single-Family Residential.

Jared Hall
Planning Division Supervisor
801-270-2427
jhall@murray.utah.gov

Site Information



1104 West Winchester





February 21, 2019

NOTICE OF PUBLIC MEETING

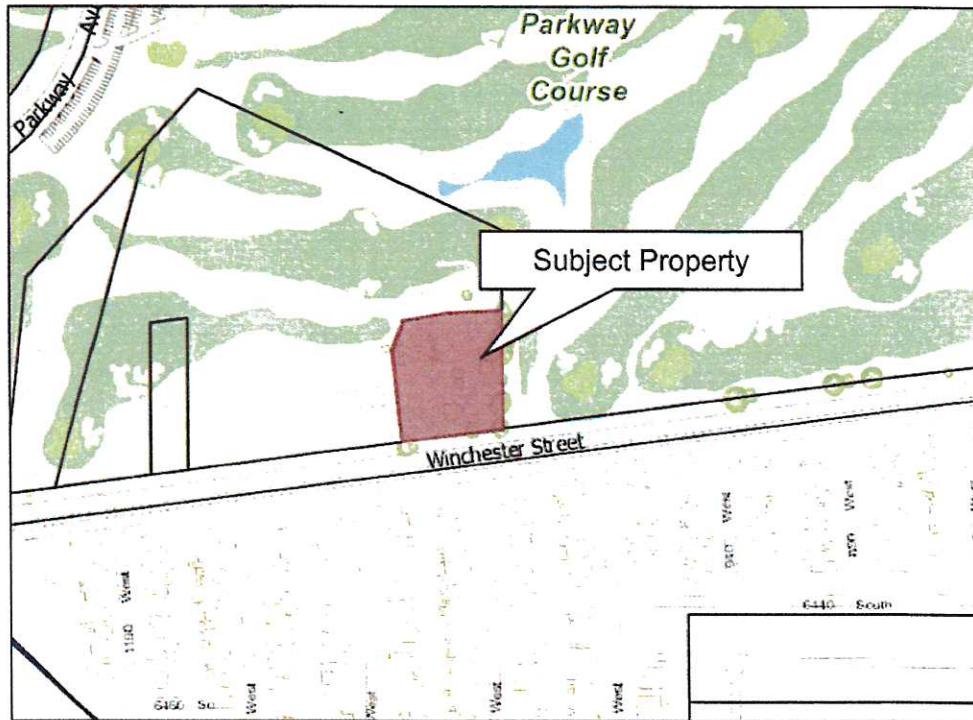
This notice is to inform you of a Planning Commission public hearing scheduled for Thursday, March 7, 2019 at 6:30 p.m., in the Murray City Municipal Council Chambers, located at 5025 S. State Street.

Representatives of Parkway Village are requesting a Zone Map Amendment from O-S (Open Space) Zone to R-1-6 (Single-Family Residential) Zone for the property located at 1104 West Winchester Street. Please see the attached map. You can find more information about the uses allowed in the R-1-6 Zone in the Murray Land Use Ordinance, Section 17.96.020. Look for the link to City Code at the bottom of the Murray City home page at www.murray.utah.gov.

This notice is being sent to you because you own property within the near vicinity. If you have questions or comments concerning this proposal, please call Jared Hall, with the Murray City Community Development Division at 801-270-2420, or e-mail to jhall@murray.utah.gov.

Special accommodations for the hearing or visually impaired will be upon a request to the office of the Murray City Recorder (801-264-2660). We would appreciate notification two working days prior to the meeting. TTY is Relay Utah at #711.

1104 West Winchester Street



Parkway Village
FILE COPY

MURRAY CITY CORPORATION
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7th day of March, 2019, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Planning Commission will hold and conduct a Public Hearing for the purpose of receiving public comment on and pertaining to a Zone Map Amendment from O-S (Open Space) Zone to R-1-6 (Low Density Single Family) Zone for the property located at approximately: 1104 West Winchester Street, Murray City, Salt Lake County, State of Utah.

Jared Hall, Supervisor
Community & Economic Development

4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
TAX ID.# 87-0217663
801-204-6910

Deseret News

Utah
Media
Group

The Salt Lake Tribune

FILE COPY

PROOF OF PUBLICATION CUSTOMER'S COPY

CUSTOMER NAME AND ADDRESS

ACCOUNT NUMBER

MURRAY CITY RECORDER,

9001341938

5025 S STATE, ROOM 113

DATE

MURRAY, UT 84107

2/26/2019

ACCOUNT NAME

MURRAY CITY RECORDER,

TELEPHONE

8012642660

ORDER # / INVOICE NUMBER

0001245073 /

PUBLICATION SCHEDULE

START 02/26/2019 END 02/26/2019

CUSTOMER REFERENCE NUMBER

1104 W Winchester Str GP & Rezone

CAPTION

MURRAY CITY CORPORATION NOTICE OF PUBLIC HEARING NOTICE IS HEREBY GIVEN

SIZE

32 LINES 1 COLUMN(S)

TIMES

TOTAL COST

3

58.76

MURRAY CITY
CORPORATION
NOTICE OF
PUBLIC HEARING

NOTICE IS HEREBY GIVEN that on the 7th day of March, 2019, at the hour of 6:30 p.m. of said day in the Council Chambers of Murray City Center, 5025 South State Street, Murray, Utah, the Murray City Planning Commission will hold and conduct a Public Hearing for the purpose of receiving public comment on and pertaining to a Zone Map Amendment from O-S (Open Space) Zone to R-1-6 (Low Density Single Family) Zone for the property located at approximately 1104 West Winchester Street, Murray City, Salt Lake County, State of Utah.

Jared Hall, Supervisor
Community & Economic
Development
1245073 UPAXL

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER. I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF **MURRAY CITY CORPORATION NOTICE OF PUBLIC HEARING NOTICE IS HEREBY GIVEN** that on the 7th day of March, 2019, at the hour of 6:30 p.m. of said day in the Council FOR **MURRAY CITY RECORDER**, WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

PUBLISHED ON Start 02/26/2019 End 02/26/2019

DATE 2/26/2019

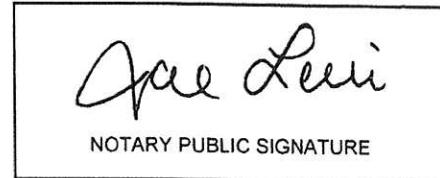
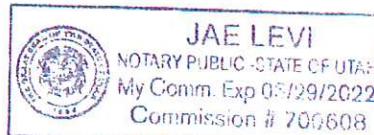
SIGNATURE



STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 26TH DAY OF FEBRUARY IN THE YEAR 2019
BY LORRAINE GUDMUNDSON



Application Materials

ZONING AMENDMENT APPLICATION

Type of Application (check all that apply):

- Zoning Map Amendment
- Text Amendment
- Complies with General Plan

Yes No

Subject Property Address: 1104 Winchester Street, Murray, Utah

Parcel Identification (Sidwell) Number: 21-23-401-003-0000

Parcel Area: 2.194 Acres Current Use: Single Family Residential

Existing Zone: Open Space Proposed Zone: R-1-6

Applicant Name: Tim Soffe

Mailing Address: 5151 S. 900 E.

City, State, ZIP: Salt Lake City, Ut. 84117

Daytime Phone #: 801 269 0055 x230 Fax #: 801 971 9203

Email address: tsoffe@thinkaec.com

Business Name (If applicable): Think AEC

Property Owner's Name (If different): Same as above

Property Owner's Mailing Address: _____

City, State, Zip: _____

Daytime Phone #: _____ Fax #: _____

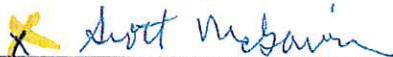
Describe your reasons for a zone change (use additional page if necessary):

See following page

Authorized Signature: _____ Date: _____

Property Owners Affidavit

I (we) Scott and Myra McGavin, being first duly sworn, depose and say that I (we) am (are) the current owner of the property involved in this application; that I (we) have read the application and attached plans and other exhibits and are familiar with its contents; and that said contents are in all respects true and correct based upon my personal knowledge.

 Scott McGavin

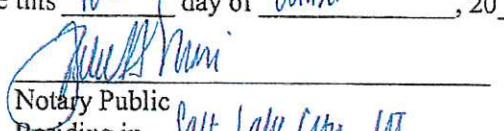
Owner's Signature

 Myra McGavin

Owner's Signature (co-owner if any)

Subscribed and sworn to before me this 10th day of October, 20 18.



 Julee A. Mori
Notary Public
Residing in Salt Lake City, UT
My commission expires: July 1, 2022

Agent Authorization

I (we), Scott and Myra McGavin, the owner(s) of the real property located at 1104 W. Winchester Street, in Murray City, Utah, do hereby appoint Tim Saffo / Think Architecture, as my (our) agent to represent me (us) with regard to this application affecting the above described real property, and authorize Tim Saffo / Think Architecture to appear on my (our) behalf before any City board or commission considering this application.

 Scott McGavin

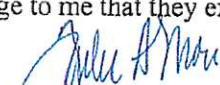
Owner's Signature

 Myra McGavin

Owner's Signature (co-owner if any)

On the 10th day of October, 20 18, personally appeared before me

Scott and Myra McGavin the signer(s) of the above *Agent Authorization* who duly acknowledge to me that they executed the same.

 Julee A. Mori

Notary Public
Residing in Salt Lake City, Utah

My commission expires: July 1, 2022



We seek to rezone the stated property to a reasonable low-density residential zone (R-1-6) which is conducive with the properties location, access, and amenities. The zone is also agreeable with the current General Plan.

With so many nearby medium density uses, a low-density proposal is very reasonable. The stated property is only about a tenth of a mile, as a bird flies, from the closest adjacent recently developed medium density zone (6604 S 700 W). It is a 0.4-mile walk from 6645 S 700 W, a medium density zone. It is a 0.4-mile walk from a medium density zone at 6500 S Bonham Lane. And it is a 0.3-mile walk from a neighborhood commercial zone (6500 S 700 W).

The proposed zone change should have little to no impact on the closest neighbor, the Winchester Estates Mobile Home Park. The closest resident of Winchester is 135 feet away, and across 2 double lane roads. The density on the adjacent block in Winchester is 4.5 units per acre. In comparison, the low-density zone of R-1-12 is 3.6 units per acre, which makes our neighbor, Winchester Estates, in excess of low density.

SURVEYOR'S NARRATIVE

I, Patrick M. Harris, do hereby state that I am a Professional Land Surveyor and that I hold certificate no. 286882 as prescribed by the laws of the State of Utah and represent that I have made a survey of the following described property. The Purpose of this survey is to provide a boundary and topography survey to our client. The Basis of Bearing is N0°20'26"W 2634.03' from the East Quarter Corner of Section 23 to the Northeast Corner of Section 23, Township 2 South, Range 1 West, Salt Lake Base and Meridian.

COMMITMENT DESCRIPTION

Beginning at a point South 141.012 feet and West 2131.17 feet from the East Quarter Corner of Section 23, Township 2 South, Range 1 West, Salt Lake Base and Meridian; said point being on the North line of 6600 South Street and running thence North 00°25'51" East 349.499 feet; thence South 88°20'53" West 141.500 feet; thence South 80°28'31" West 109.974 feet; thence South 21°57'05" West 81.96 feet; thence South 04°47'09" East 284.691 feet to the North line of 6600 South Street; thence North 82°42'43" East 256.227 feet along said North line to the point of beginning.

To: MD & L, LLC, Meridian Title Company and Old Republic National Title Insurance Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 7(a), 7(b1), 7(c), 8, 9, 11, 13, 14 and 19 of Table A hereof.

The field work was completed on December 14, 2017.

Date of Plat or Map: December 27, 2017.

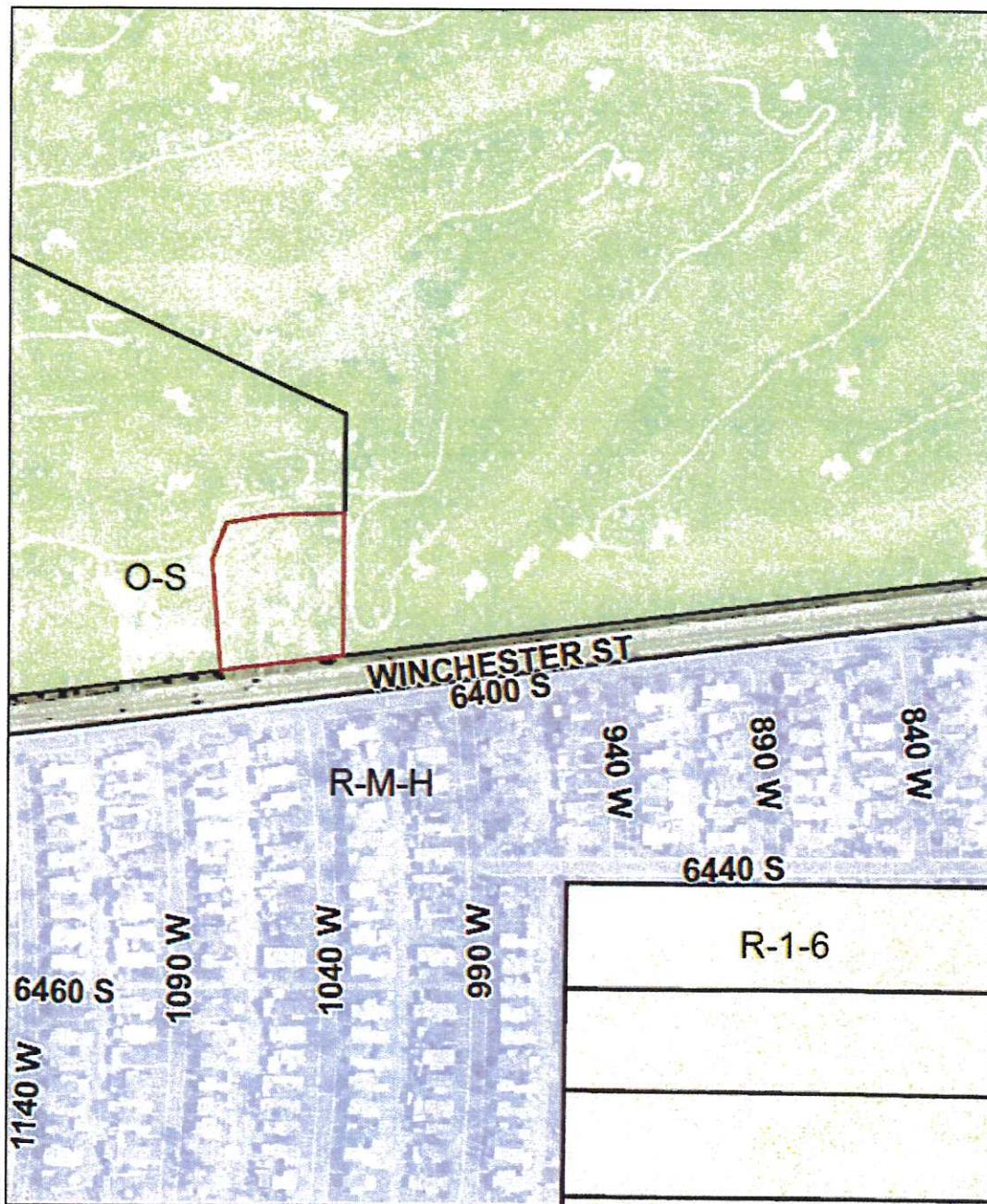
JAN 3 2018
Date



Patrick M. Harris
License No. 286882



1104 West Winchester



Zoning Map segment

PARKWAY VILLAGE
P/C 3/7/19
Projects #18-152
400' radius including affected entities

Winchester Mhc, Llc
18006 Sky Park Cir, Suite 200
Irvine CA 92614

MD & L LC; West Jordan Family
Dentistry 401K Scott McGavin
10299 S Springcrest Ln
South Jordan UT 84095

Murray City Corp
5025 S State St
Murray UT 84107

UTAH TRANSIT AUTHORITY
ATTN: PLANNING DEPT
PO BOX 30810
SLC UT 84130-0810

TAYLORSVILLE CITY
PLANNING & ZONING DEPT
2600 W TAYLORSVILLE BLVD
TAYLORSVILLE UT 84118

WEST JORDAN CITY
PLANNING DIVISION
8000 S 1700 W
WEST JORDAN UT 84088

CHAMBER OF COMMERCE
ATTN: STEPHANIE WRIGHT
5250 S COMMERCE DR #180
MURRAY UT 84107

MURRAY SCHOOL DIST
ATTN: ROCK BOYER
5102 S Commerce Drive
MURRAY UT 84107

MIDVALE CITY
PLANNING DEPT
7505 S HOLDEN STREET
MIDVALE UT 84047

SALT LAKE COUNTY
PLANNING DEPT
2001 S STATE ST
SLC UT 84190

GRANITE SCHOOL DIST
ATTN: KIETH BRADSHAW
2500 S STATE ST
SALT LAKE CITY UT 84115

UTAH POWER & LIGHT
ATTN: KIM FELICE
12840 PONY EXPRESS ROAD
DRAPER UT 84020

DOMINION ENERGY
ATTN: BRAD HASTY
P O BOX 45360
SLC UT 84145-0360

COTTONWOOD IMPRVMT
ATTN: LONN RASMUSSEN
8620 S HIGHLAND DR
SANDY UT 84093

JORDAN VALLEY WATER
ATTN: LORI FOX
8215 S 1300 W
WEST JORDAN UT 84088

CENTRAL UTAH WATER DIST
355 W UNIVERSITY PARKWAY
OREM UT 84058

HOLLADAY CITY
PLANNING DEPT
4580 S 2300 E
HOLLADAY UT 84117

COTTONWOOD HEIGHTS CITY
ATTN: PLANNING & ZONING
2277 E Bengal Blvd
Cottonwood Heights, UT 84121
COMCAST

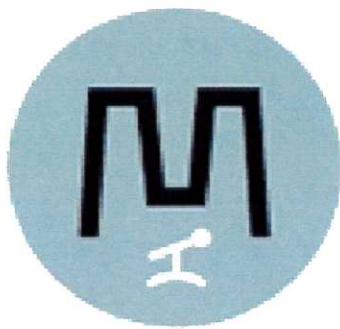
SANDY CITY
PLANNING & ZONING
10000 CENTENNIAL PRKwy
SANDY UT 84070

UTOPIA
Attn: JAMIE BROTHERTON
5858 So 900 E
MURRAY UT 84121

ATTN: GREG MILLER
1350 MILLER AVE
SLC UT 84106

MILLCREEK
Attn: Planning & Zoning
3330 South 1300 East
Millcreek, UT 84106

UDOT - REGION 2
ATTN: MARK VELASQUEZ
2010 S 2760 W
SLC UT 84104



MURRAY
CITY COUNCIL

Discussion Item #4



MURRAY

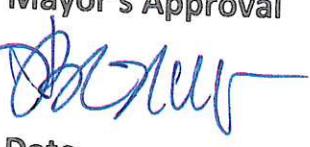
Community & Economic Development

Pending Land Use Ordinance to Amend Provisions of Chapter 17.48

Council Action Request

Committee of the Whole & City Council

Meeting Date: April 16, 2019

Department Director Melinda Greenwood	Purpose of Proposal Discussion and consideration of a pending Land Use Ordinance to amend provisions of the Murray City Sign Code, Chapter 17.48.
Phone # 801-270-2428	Action Requested Committee of the whole discussion, consideration of a resolution by city council
Presenters GL Critchfield Melinda Greenwood Jim McNulty	Attachments Resolution
	Budget Impact No budget impact.
Required Time for Presentation 20 Minutes	Description of this Item City staff would like to discuss a pending Land Use Ordinance with the Council. Specifically, Sections 17.48.170 and 17.48.200 of the Sign Code. Section 17.48.170 addresses Off Premises Signs (billboards), while Section 17.48.200 addresses Electronic Message Centers (EMCs). Consideration of a resolution is requested in the council meeting on the same date.
Is This Time Sensitive Yes	
Mayor's Approval 	
Date April 5, 2019	

RESOLUTION NO. _____

A RESOLUTION PROVIDING NOTICE OF A PENDING LAND USE ORDINANCE TO AMEND THE PROVISIONS OF THE CITY'S SIGN CODE, CHAPTER 17.48, DEALING WITH OFF PREMISES SIGNS RELATING TO ELECTRONIC MESSAGE CENTERS AND APPLICABLE DEFINITIONS.

WHEREAS, pursuant to Utah Code Ann. § 10-9A-509(1)(a)(ii), the Murray City Municipal Council desires to provide notice of a pending land use ordinance to amend the provisions of the City's Sign Code found in Chapter 17.48 of the City Code, specifically addressing off premises signs relating to electronic message senders and applicable definitions; and

WHEREAS, the Council finds that further review and possible amendment of these provisions is in the best interest of the public health safety and welfare;

NOW, THEREFORE, BE IT RESOLVED by the Murray City Municipal Council that:

1. Notice is hereby given that the Murray City Municipal Council intends to adopt an ordinance amending the City's Land Use Regulations with respect to off premises signs relating to electronic message senders and applicable definitions.
2. The Municipal Council directs City staff to work with the Planning Commission and process all necessary applications and recommendations to complete and present to the Council for adoption appropriate amendments to address these concerns with respect to the Sign Code.
3. This resolution shall become effective immediately upon passage.

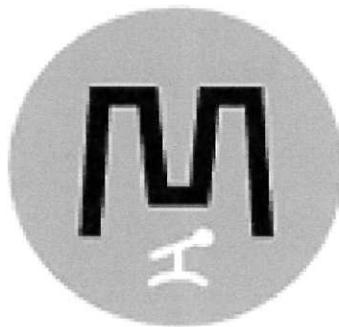
DATED this _____ day of April, 2019.

MURRAY CITY MUNICIPAL COUNCIL

Dave Nicponski, Chair

ATTEST:

City Recorder



MURRAY
CITY COUNCIL

Discussion Item #5



MURRAY

Parks and Recreation Department

Discussion and consideration of a resolution to accept FFSL grant

Council Action Request

Committee of the Whole & Council Meeting

Meeting Date: April 16, 2019

Department Director Kim Sorensen	Purpose of Proposal Consider resolution to accept a grant from the Utah Division of Forestry, Fire and State Lands (FFSL) for \$22,500.00
Phone # 801-264-2614	Action Requested Approve resolution accepting grant
Presenters Kim Sorensen	Attachments Resolution, grant agreement, grant request.
Required Time for Presentation 5 Minutes	Budget Impact Budget impact of +22,500.00. No financial match is required. Murray will match/support project with City labor, equipment and volunteer hours.
Is This Time Sensitive Yes	Description of this Item The FFSL grant will provide funding to clean up and improve habitat on city-owned property north of 4500 South along the east bank of the Jordan River. Desired outcomes include removal of invasive trees and plants and replacing with native trees and plants. Project will also clean up the areas where transient people are presumed to live.
Mayor's Approval 	
Date April 5, 2019	

CRESOLUTION NO. _____

A RESOLUTION APPROVING A COOPERATION AGREEMENT BETWEEN MURRAY CITY AND THE UTAH DIVISION OF FORESTRY, FIRE AND STATE LANDS FOR A GRANT FOR THE REMOVAL OF INVASIVE SPECIES AND HABITAT IMPROVEMENT ALONG THE JORDAN RIVER CORRIDOR.

WHEREAS, the Utah Division of Forestry, Fire and State Lands ("FFSL") has received funds to be administered for invasive species removal and habitat improvement along the Jordan River corridor; and

WHEREAS, a portion of the Jordan River corridor runs through Murray City (the "City"); and

WHEREAS, FFSL will fund up to \$22,500.00 in project funding to the City to execute a vegetation improvement project during the 2019 growing season; and

WHEREAS, the Murray City Municipal Council believes it is in the best interest of the City to receive the grant.

NOW, THEREFORE, BE IT RESOLVED, by the Murray City Municipal Council as follows:

1. It does hereby approve the Cooperation Agreement between Murray City and the Utah Division of Forestry, Fire and State Lands in substantially the form attached hereto, and finds that the Cooperation Agreement is in the best interest of the City; and
2. It accepts the grant of project funding of up to \$22,500.00 to the City from the Utah Division of Forestry, Fire and State Lands; and
3. Mayor D. Blair Camp is hereby authorized to execute the Agreement on behalf of the City and to act in accordance with its terms.

ADOPTED AND APPROVED this _____ day of _____, 2019.

MURRAY CITY MUNICIPAL COUNCIL

ATTEST

Dave Nicponski, Chair

Jennifer Kennedy, City Recorder

**COOPERATIVE AGREEMENT
BETWEEN
STATE OF UTAH, DIVISION OF FORESTRY, FIRE AND STATE LANDS
AND
MURRAY CITY**

DATE: 3/15/2019

I INTRODUCTION

The Utah Division of Forestry, Fire and State Lands (FFSL) has received funds to be administered for invasive species removal and habitat improvement along the Jordan River corridor. Through a Request For Proposals process, FFSL has awarded a portion of that funding to Murray City to execute a vegetation improvement project during the 2019 growing season.

II PURPOSE

This Cooperative Agreement between FFSL and Murray City outlines the scope of work, project timeline, responsibilities, and resources to be exchanged between Murray City and FFSL for this vegetation improvement project along the Jordan River.

Attachments:

- A: Standard Terms and Conditions
- B: Scope of Work

III RESPONSIBILITIES AND PROCEDURES

A. FFSL will:

1. Fund up to \$22,500 in project funding, as outlined in the attached scope of work, to Murray City. Funding will be provided to Murray City as a reimbursement when project work is completed, paid for, and verified. Reimbursement will not take place until invoices are provided to FFSL.
2. Not be held responsible for damage or liability caused by any actions under this project within or outside the approved project area.

B. Murray City will:

1. Complete the project as identified in the attached scope of work by December 2019.
2. Conduct long term monitoring of the project as outlined in the attached scope of work.

3. Advise FFSL of any proposed changes, and the effects of this change, to the scope of work. Changes must be agreed upon by FFSL before any of the proposed changes take place.
4. Within two weeks of completion of the work, submit detailed invoices showing actual hours worked, rates, materials, etc. and be able to supply documentation of time spent or expenditures made using the funds of this agreement if requested.
5. Allow State agency staff, and State auditors access to all records pertaining to this agreement for audit and inspection of this project. Murray City will maintain all records necessary to properly account for the expenses made for the costs authorized by this agreement. These records will be maintained for at least four years after the agreement terminates, or until after all audits initiated within the four years have been completed, whichever is later.

VI TERMS OF AGREEMENT

This Agreement shall become effective on the date of the final signature by the Parties and shall remain in effect until December 31st, 2019, at the end of which time it will expire unless canceled or extended. This agreement may be revised as necessary by mutual consent of the Parties through the issuance of a written amendment, signed and dated by Parties. Either Party, providing it gives 30 days written advance notice, may terminate this Agreement.

MURRAY CITY CORPORATION

D. Blair Camp, Mayor

ATTEST:

Murray City Recorder

APPROVED AS TO FORM:

Murray City Attorney's Office

APPROVED AS TO CONTENT:

Murray City Parks and Recreation
Department

**UTAH DIVISION OF FORESTRY,
FIRE, AND STATE LANDS**

Brian L. Cottam, FFSL Director

Stacy Carroll, FFSL Finance Manager

APPROVED AS TO FORM:

Frederic J. Donaldson, Assistant Attorney
General

ATTACHMENT A: STATE OF UTAH STANDARD TERMS AND CONDITIONS FOR SERVICES

This is for a contract for services (including professional services) meaning the furnishing of labor, time, or effort by a contractor.

1. **DEFINITIONS:** The following terms shall have the meanings set forth below:
 - a) **Confidential Information** means information that is deemed as confidential under applicable state and federal laws, including personal information. The State Entity reserves the right to identify, during and after this Contract, additional reasonable types of categories of information that must be kept confidential under federal and state laws.
 - b) **Contract** means the Contract Signature Page(s), including all referenced attachments and documents incorporated by reference. The term "Contract" may include any purchase orders that result from this Contract.
 - c) **Contract Signature Page(s)** means the State of Utah cover page(s) that the State Entity and Contractor sign.
 - d) **Contractor** means the individual or entity delivering the Services identified in this Contract. The term "Contractor" shall include Contractor's agents, officers, employees, and partners.
 - e) **Custom Deliverable** means the Work Product that Contractor is required to deliver to the State Entity under this Contract.
 - f) **Services** means the furnishing of labor, time, or effort by Contractor pursuant to this Contract. Services include, but are not limited to, all of the deliverable(s) (including Custom Deliverable, supplies, equipment, or commodities) that result from Contractor performing the Services pursuant to this Contract. Services include those professional services identified in Section 63G-6a-103 of the Utah Procurement Code.
 - g) **Proposal** means Contractor's response to the State Entity's Solicitation.
 - h) **Solicitation** means the documents used by the State Entity to obtain Contractor's Proposal.
 - i) **State Entity** means the department, division, office, bureau, agency, or other organization identified on the Contract Signature Page(s).
 - j) **State of Utah** means the State of Utah, in its entirety, including its institutions, agencies, departments, divisions, authorities, instrumentalities, boards, commissions, elected or appointed officers, employees, agents, and authorized volunteers.
 - k) **Subcontractors** means subcontractors or subconsultants at any tier that are under the direct or indirect control or responsibility of the Contractor, and includes all independent contractors, agents, employees, authorized resellers, or anyone else for whom the Contractor may be liable at any tier, including a person or entity that is, or will be, providing or performing an essential aspect of this Contract, including Contractor's manufacturers, distributors, and suppliers.
 - l) **Work Product** means every invention, modification, discovery, design, development, customization, configuration, improvement, process, software program, work of authorship, documentation, formula, datum, technique, know how, secret, or intellectual property right whatsoever or any interest therein (whether patentable or not patentable or registerable under copyright or similar statutes or subject to analogous protection) that is specifically made, conceived, discovered, or reduced to practice by Contractor or Contractor's Subcontractors (either alone or with others) pursuant to this Contract. Work Product shall be considered a work made for hire under federal, state, and local laws, and all interest and title shall be transferred to and owned by the State Entity. Notwithstanding anything in the immediately preceding sentence to the contrary, Work Product does not include any State Entity intellectual property, Contractor's intellectual property (that it owned or licensed prior to this Contract) or Third Party intellectual property.
2. **GOVERNING LAW AND VENUE:** This Contract shall be governed by the laws, rules, and regulations of the State of Utah. Any action or proceeding arising from this Contract shall be brought in a court of competent jurisdiction in the State of Utah. Venue shall be in Salt Lake City, in the Third Judicial District Court for Salt Lake County.
3. **LAWS AND REGULATIONS:** At all times during this Contract, Contractor and all Procurement Items delivered and/or performed under this Contract will comply with all applicable federal and state constitutions, laws, rules, codes, orders, and regulations, including applicable licensure and certification requirements. If this Contract is funded by federal funds, either in whole or in part, then any federal regulation related to the federal funding, including CFR Appendix II to Part 200, will supersede this Attachment A.
4. **RECORDS ADMINISTRATION:** Contractor shall maintain or supervise the maintenance of all records necessary to properly account for Contractor's performance and the payments made by the State Entity to Contractor under this Contract. These records shall be retained by Contractor for at least six (6) years after final payment, or until all audits initiated within the six (6) years have been completed, whichever is later. Contractor agrees to allow, at no additional cost, the State of Utah, federal auditors, and State Entity staff, access to all such records.
5. **CERTIFY REGISTRATION AND USE OF EMPLOYMENT "STATUS VERIFICATION SYSTEM":** The Status Verification System, also referred to as "E-verify", only applies to contracts issued through a Request for Proposal process and to sole sources that are included within a Request for Proposal.
 1. Contractor certifies as to its own entity, under penalty of perjury, that Contractor has registered and is participating in the Status Verification System to verify the work eligibility status of Contractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws.
 2. Contractor shall require that each of its Subcontractors certify by affidavit, as to their own entity, under penalty of perjury, that each Subcontractor has registered and is participating in the Status Verification System to verify the work eligibility status of Subcontractor's new employees that are employed in the State of Utah in accordance with applicable immigration laws.
 3. Contractor's failure to comply with this section will be considered a material breach of this Contract.
6. **CONFLICT OF INTEREST:** Contractor represents that none of its officers or employees are officers or employees of the State Entity or the State of Utah, unless disclosure has been made to the State Entity.

7. **INDEPENDENT CONTRACTOR:** Contractor and Subcontractors, in the performance of this Contract, shall act in an independent capacity and not as officers or employees or agents of the State Entity or the State of Utah.

8. **INDEMNITY:** Contractor shall be fully liable for the actions of its agents, employees, officers, partners, and Subcontractors, and shall fully indemnify, defend, and save harmless the State Entity and the State of Utah from all claims, losses, suits, actions, damages, and costs of every name and description arising out of Contractor's performance of this Contract to the extent caused by any intentional wrongful act or negligence of Contractor, its agents, employees, officers, partners, or Subcontractors, without limitation, provided, however, that the Contractor shall not indemnify for that portion of any claim, loss, or damage arising hereunder due to the sole fault of the State Entity. The parties agree that if there are any limitations of the Contractor's liability, including a limitation of liability clause for anyone for whom the Contractor is responsible, such limitations of liability will not apply to injuries to persons, including death, or to damages to property.

9. **EMPLOYMENT PRACTICES:** Contractor agrees to abide by federal and state employment laws, including: (i) Title VI and VII of the Civil Rights Act of 1964 (42 U.S.C. 2000e), which prohibits discrimination against any employee or applicant for employment or any applicant or recipient of services, on the basis of race, religion, color, or national origin; (ii) Executive Order No. 11246, as amended, which prohibits discrimination on the basis of sex; (iii) 45 CFR 90, which prohibits discrimination on the basis of age; (iv) Section 504 of the Rehabilitation Act of 1973, or the Americans with Disabilities Act of 1990, which prohibits discrimination on the basis of disabilities; and (v) Utah's Executive Order, dated December 13, 2006, which prohibits unlawful harassment in the workplace. Contractor further agrees to abide by any other laws, regulations, or orders that prohibit the discrimination of any kind by any of Contractor's employees.

10. **AMENDMENTS:** This Contract may only be amended by the mutual written agreement of the parties, which amendment will be attached to this Contract. Automatic renewals will not apply to this Contract, even if listed elsewhere in this Contract.

11. **DEBARMENT:** Contractor certifies that it is not presently nor has ever been debarred, suspended, or proposed for debarment by any governmental department or agency, whether international, national, state, or local. Contractor must notify the State Entity within thirty (30) days if debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in any contract by any governmental entity during this Contract.

12. **TERMINATION:** This Contract may be terminated, with cause by either party, in advance of the specified expiration date, upon written notice given by the other party. The party in violation will be given ten (10) days after written notification to correct and cease the violations, after which this Contract may be terminated for cause immediately and is subject to the remedies listed below. This Contract may also be terminated without cause (for convenience), in advance of the specified expiration date, by the State Entity, upon thirty (30) days written termination notice being given to the Contractor. The State Entity and the Contractor may terminate this Contract, in whole or in part, at any time, by mutual agreement in writing. On termination of this Contract, all accounts and payments will be processed according to the financial arrangements set forth herein for approved Services ordered prior to date of termination.

Contractor shall be compensated for the Services properly performed under this Contract up to the effective date of the notice of termination. Contractor agrees that in the event of such termination for cause or without cause, Contractor's sole remedy and monetary recovery from the State Entity or the State of Utah is limited to full payment for all Services properly performed as authorized under this Contract up to the date of termination as well as any reasonable monies owed as a result of Contractor having to terminate other contracts necessarily and appropriately entered into by Contractor pursuant to this Contract. In no event shall the State Entity be liable to the Contractor for compensation for any services neither requested by the State nor satisfactorily performed by the Contractor. In no event shall the State Entity's exercise of its right to terminate this Contract for convenience relieve the Contractor of any liability to the State Entity for any damages or claims arising under this Contract.

13. **NONAPPROPRIATION OF FUNDS, REDUCTION OF FUNDS, OR CHANGES IN LAW:** Upon thirty (30) days written notice delivered to the Contractor, this Contract may be terminated in whole or in part at the sole discretion of the State Entity, if the State Entity reasonably determines that (i) a change in Federal or State legislation or applicable laws materially affects the ability of either party to perform under the terms of this Contract; or (ii) that a change in available funds affects the State Entity's ability to pay under this Contract. A change in available funds as used in this paragraph includes, but is not limited to, a change in Federal or State funding, whether as a result of a legislative act or by order of the President or the Governor. If a written notice is delivered under this section, the State Entity will reimburse Contractor for the Services properly ordered until the effective date of said notice. The State Entity will not be liable for any performance, commitments, penalties, or liquidated damages that accrue after the effective date of said written notice.

14. **SUSPENSION OF WORK:** Should circumstances arise which would cause the State Entity to suspend Contractor's responsibilities under this Contract, but not terminate this Contract, this will be done by written notice. Contractor's responsibilities may be reinstated upon advance formal written notice from the State Entity.

15. **SALES TAX EXEMPTION:** The Services under this Contract will be paid for from the State Entity's funds and used in the exercise of the State Entity's essential functions as a State of Utah entity. Upon request, the State Entity will provide Contractor with its sales tax exemption number. It is Contractor's responsibility to request the State Entity's sales tax exemption number. It also is Contractor's sole responsibility to ascertain whether any tax deduction or benefits apply to any aspect of this Contract.

16. **CONTRACTOR'S INSURANCE RESPONSIBILITY:** The Contractor shall maintain the following insurance coverage:

- Workers' compensation insurance during the term of this Contract for all its employees and any Subcontractor employees related to this Contract. Workers' compensation insurance shall cover full liability under the workers' compensation laws of the jurisdiction in which the work is performed at the statutory limits required by said jurisdiction.

- b. Commercial general liability [CGL] insurance from an insurance company authorized to do business in the State of Utah. The limits of the CGL insurance policy will be no less than one million dollars (\$1,000,000.00) per person per occurrence and three million dollars (\$3,000,000.00) aggregate.
- c. Commercial automobile liability [CAL] insurance from an insurance company authorized to do business in the State of Utah. The CAL insurance policy must cover bodily injury and property damage liability and be applicable to all vehicles used in your performance of Services under this Agreement whether owned, non-owned, leased, or hired. The minimum liability limit must be \$1 million per occurrence, combined single limit. The CAL insurance policy is required if Contractor will use a vehicle in the performance of this Contract.
- d. Other insurance policies required in the Solicitation.

Certificate of Insurance, showing up-to-date coverage, shall be on file with the State Entity before the Contract may commence.

The State reserves the right to require higher or lower insurance limits where warranted. Failure to provide proof of insurance as required will be deemed a material breach of this Contract. Contractor's failure to maintain this insurance requirement for the term of this Contract will be grounds for immediate termination of this Contract.

17. RESERVED.

- 18. PUBLIC INFORMATION:** Contractor agrees that this Contract, related purchase orders, related pricing documents, and invoices will be public documents and may be available for public and private distribution in accordance with the State of Utah's Government Records Access and Management Act (GRAMA). Contractor gives the State Entity and the State of Utah express permission to make copies of this Contract, related sales orders, related pricing documents, and invoices in accordance with GRAMA. Except for sections identified in writing by Contractor and expressly approved by the State of Utah Division of Purchasing and General Services, Contractor also agrees that the Contractor's Proposal to the Solicitation will be a public document, and copies may be given to the public as permitted under GRAMA. The State Entity and the State of Utah are not obligated to inform Contractor of any GRAMA requests for disclosure of this Contract, related purchase orders, related pricing documents, or invoices.
- 19. DELIVERY:** All deliveries under this Contract will be F O B destination with all transportation and handling charges paid for by Contractor. Responsibility and liability for loss or damage will remain with Contractor until final inspection and acceptance when responsibility will pass to the State Entity, except as to latent defects or fraud. Contractor shall strictly adhere to the delivery and completion schedules specified in this Contract.
- 20. ACCEPTANCE AND REJECTION:** The State Entity shall have thirty (30) days after the performance of the Services to perform an inspection of the Services to determine whether the Services conform to the standards specified in the Solicitation and this Contract prior to acceptance of the Services by the State Entity. If Contractor delivers nonconforming Services, the State Entity may, at its option and at Contractor's expense: (i) return the Services for a full refund; (ii) require Contractor to promptly correct or reperform the nonconforming Services subject to the terms of this Contract; or (iii) obtain replacement Services from another source, subject to Contractor being responsible for any cover costs.
- 21. INVOICING:** Contractor will submit invoices within thirty (30) days of Contractor's performance of the Services to the State Entity. The contract number shall be listed on all invoices, freight tickets, and correspondence relating to this Contract. The prices paid by the State Entity will be those prices listed in this Contract, unless Contractor offers a prompt payment discount within its Proposal or on its invoice. The State Entity has the right to adjust or return any invoice reflecting incorrect pricing.
- 22. PAYMENT:** Payments are to be made within thirty (30) days after a correct invoice is received. All payments to Contractor will be remitted by mail, electronic funds transfer, or the State of Utah's Purchasing Card (major credit card). If payment has not been made after sixty (60) days from the date a correct invoice is received by the State Entity, then interest may be added by Contractor as prescribed in the Utah Prompt Payment Act. The acceptance by Contractor of final payment, without a written protest filed with the State Entity within ten (10) business days of receipt of final payment, shall release the State Entity and the State of Utah from all claims and all liability to the Contractor. The State Entity's payment for the Services shall not be deemed an acceptance of the Services and is without prejudice to any and all claims that the State Entity or the State of Utah may have against Contractor. The State of Utah and the State Entity will not allow the Contractor to charge end users electronic payment fees of any kind.
- 23. TIME IS OF THE ESSENCE:** The Services shall be completed by any applicable deadline stated in this Contract. For all Services, time is of the essence. Contractor shall be liable for all reasonable damages to the State Entity, the State of Utah, and anyone for whom the State of Utah may be liable as a result of Contractor's failure to timely perform the Services required under this Contract.
- 24. CHANGES IN SCOPE:** Any changes in the scope of the Services to be performed under this Contract shall be in the form of a written amendment to this Contract, mutually agreed to and signed by both parties, specifying any such changes, fee adjustments, any adjustment in time of performance, or any other significant factors arising from the changes in the scope of Services.
- 25. PERFORMANCE EVALUATION:** The State Entity may conduct a performance evaluation of Contractor's Services, including Contractor's Subcontractors. Results of any evaluation may be made available to Contractor upon request.

26. **STANDARD OF CARE:** The Services of Contractor and its Subcontractors shall be performed in accordance with the standard of care exercised by licensed members of their respective professions having substantial experience providing similar services which similarities include the type, magnitude, and complexity of the Services that are the subject of this Contract. Contractor shall be liable to the State Entity and the State of Utah for claims, liabilities, additional burdens, penalties, damages, or third party claims (e.g., another Contractor's claim against the State of Utah), to the extent caused by wrongful acts, errors, or omissions that do not meet this standard of care.

27. **REVIEWS:** The State Entity reserves the right to perform plan checks, plan reviews, other reviews, and/or comment upon the Services of Contractor. Such reviews do not waive the requirement of Contractor to meet all of the terms and conditions of this Contract.

28. **ASSIGNMENT:** Contractor may not assign, sell, transfer, subcontract or sublet rights, or delegate any right or obligation under this Contract, in whole or in part, without the prior written approval of the State Entity.

29. **REMEDIES:** Any of the following events will constitute cause for the State Entity to declare Contractor in default of this Contract: (i) Contractor's non-performance of its contractual requirements and obligations under this Contract; or (ii) Contractor's material breach of any term or condition of this Contract. The State Entity may issue a written notice of default providing a ten (10) day period in which Contractor will have an opportunity to cure. Time allowed for cure will not diminish or eliminate Contractor's liability for damages. If the default remains after Contractor has been provided the opportunity to cure, the State Entity may do one or more of the following: (i) exercise any remedy provided by law or equity; (ii) terminate this Contract; (iii) impose liquidated damages, if liquidated damages are listed in this Contract; (iv) debar/suspend Contractor from receiving future contracts from the State Entity or the State of Utah; or (v) demand a full refund of any payment that the State Entity has made to Contractor under this Contract for Services that do not conform to this Contract.

30. **FORCE MAJEURE:** Neither party to this Contract will be held responsible for delay or default caused by fire, riot, act of God, and/or war which is beyond that party's reasonable control. The State Entity may terminate this Contract after determining such delay will prevent successful performance of this Contract.

31. **CONFIDENTIALITY:** If Confidential Information is disclosed to Contractor, Contractor shall: (i) advise its agents, officers, employees, partners, and Subcontractors of the obligations set forth in this Contract; (ii) keep all Confidential Information strictly confidential; and (iii) not disclose any Confidential Information received by it to any third parties. Contractor will promptly notify the State Entity of any potential or actual misuse or misappropriation of Confidential Information. Contractor shall be responsible for any breach of this duty of confidentiality, including any required remedies and/or notifications under applicable law. Contractor shall indemnify, hold harmless, and defend the State Entity and the State of Utah, including anyone for whom the State Entity or the State of Utah is liable, from claims related to a breach of this duty of confidentiality, including any notification requirements, by Contractor or anyone for whom the Contractor is liable. Upon termination or expiration of this Contract, Contractor will return all copies of Confidential Information to the State Entity or certify, in writing, that the Confidential Information has been destroyed. This duty of confidentiality shall be ongoing and survive the termination or expiration of this Contract.

32. **PUBLICITY:** Contractor shall submit to the State Entity for written approval all advertising and publicity matters relating to this Contract. It is within the State Entity's sole discretion whether to provide approval, which must be done in writing.

33. **CONTRACT INFORMATION:** Contractor shall provide information regarding job vacancies to the State of Utah Department of Workforce Services, which may be posted on the Department of Workforce Services website. Posted information shall include the name and contact information for job vacancies. This information shall be provided to the State of Utah Department of Workforce Services for the duration of this Contract. This requirement does not preclude Contractor from advertising job openings in other forums throughout the State of Utah.

34. **INDEMNIFICATION RELATING TO INTELLECTUAL PROPERTY:** Contractor will indemnify and hold the State Entity and the State of Utah harmless from and against any and all damages, expenses (including reasonable attorneys' fees), claims, judgments, liabilities, and costs in any action or claim brought against the State Entity or the State of Utah for infringement of a third party's copyright, trademark, trade secret, or other proprietary right. The parties agree that if there are any limitations of Contractor's liability, such limitations of liability will not apply to this section.

35. **OWNERSHIP IN CUSTOM DELIVERABLES:** In the event that Contractor provides Custom Deliverables to the State Entity, pursuant to this Contract, Contractor grants the ownership in Custom Deliverables, which have been developed and delivered by Contractor exclusively for the State Entity and are specifically within the framework of fulfilling Contractor's contractual obligations under this contract. Custom Deliverables shall be deemed work made for hire, such that all intellectual property rights, title and interest in the Custom Deliverables shall pass to the State Entity, to the extent that the Custom Deliverables are not recognized as work made for hire, Contractor hereby assigns to the State Entity any and all copyrights in and to the Custom Deliverables, subject to the following:

1. Contractor has received payment for the Custom Deliverables.
2. Each party will retain all rights to patents, utility models, mask works, copyrights, trademarks, trade secrets, and any other form of protection afforded by law to inventions, models, designs, technical information, and applications ("Intellectual Property Rights") that it owned or controlled prior to the effective date of this contract or that it develops or acquires from activities independent of the services performed under this contract ("Background IP"), and
3. Contractor will retain all right, title, and interest in and to all Intellectual Property Rights in or related to the services, or tangible components thereof, including but not limited to (a) all know-how, intellectual property, methodologies, processes, technologies, algorithms, software, or development tools used in performing the Services (collectively, the "Utilities"), and (b) such ideas, concepts, know-how, processes and reusable reports, designs, charts, plans, specifications, documentation, forms, templates, or output which are supplied or otherwise used by or on behalf of Contractor in the course of performing

the Services or creating the Custom Deliverables, other than portions that specifically incorporate proprietary or Confidential Information or Custom Deliverables of the State Entity (collectively, the "Residual IP"), even if embedded in the Custom Deliverables.

4. Custom Deliverables, not including Contractor's Intellectual Property Rights, Background IP, and Residual IP, may not be marketed or distributed without written approval by the State Entity.

Contractor agrees to grant to the State Entity a perpetual, irrevocable, royalty-free license to use Contractor's Background IP, Utilities, and Residual IP, as defined above, solely for the State Entity and the State of Utah to use the Custom Deliverables. The State Entity reserves a royalty-free, nonexclusive, and irrevocable license to reproduce, publish, or otherwise use and to authorize others to use, for the State Entity's and the State of Utah's internal purposes, such Custom Deliverables. For the Goods delivered that consist of Contractor's scripts and code and are not considered Custom Deliverables or Work Product, for any reason whatsoever, Contractor grants the State Entity a non-exclusive, non-transferable, irrevocable, perpetual right to use, copy, and create derivative works from such, without the right to sublicense, for the State Entity's and the State of Utah's internal business operation under this Contract. The State Entity and the State of Utah may not participate in the transfer or sale of, create derivative works from, or in any way exploit Contractor's Intellectual Property Rights, in whole or in part.

36. **OWNERSHIP IN INTELLECTUAL PROPERTY:** The State Entity and Contractor agree that each has no right, title, interest, proprietary or otherwise in the intellectual property owned or licensed by the other, unless otherwise agreed upon by the parties in writing. All deliverables, documents, records, programs, data, articles, memoranda, and other materials not developed or licensed by Contractor prior to the execution of this Contract, but specifically created or manufactured under this Contract shall be considered work made for hire, and Contractor shall transfer any ownership claim to the State Entity.
37. **WAIVER:** A waiver of any right, power, or privilege shall not be construed as a waiver of any subsequent right, power, or privilege.
38. **ATTORNEY'S FEES:** In the event of any judicial action to enforce rights under this Contract, the prevailing party shall be entitled its costs and expenses, including reasonable attorney's fees incurred in connection with such action.
39. **PROCUREMENT ETHICS:** Contractor understands that a person who is interested in any way in the sale of any supplies, services, construction, or insurance to the State of Utah is violating the law if the person gives or offers to give any compensation, gratuity, contribution, loan, reward, or any promise thereof to any person acting as a procurement officer on behalf of the State of Utah, or to any person in any official capacity participates in the procurement of such supplies, services, construction, or insurance, whether it is given for their own use or for the use or benefit of any other person or organization.
40. **DISPUTE RESOLUTION:** Prior to either party filing a judicial proceeding, the parties agree to participate in the mediation of any dispute. The State Entity, after consultation with the Contractor, may appoint an expert or panel of experts to assist in the resolution of a dispute. If the State Entity appoints such an expert or panel, State Entity and Contractor agree to cooperate in good faith in providing information and documents to the expert or panel in an effort to resolve the dispute.
41. **ORDER OF PRECEDENCE:** In the event of any conflict in the terms and conditions in this Contract, the order of precedence shall be: (i) this Attachment A, (ii) Contract Signature Page(s), (iii) the State of Utah's additional terms and conditions, if any; (iv) any other attachment listed on the Contract Signature Page(s), and (v) Contractor's terms and conditions that are attached to this Contract, if any. Any provision attempting to limit the liability of Contractor or limit the rights of the State Entity or the State of Utah must be in writing and attached to this Contract or it is rendered null and void.
42. **SURVIVAL OF TERMS:** Termination or expiration of this Contract shall not extinguish or prejudice the State Entity's right to enforce this Contract with respect to any default or defect in the Services that has not been cured.
43. **SEVERABILITY:** The invalidity or unenforceability of any provision, term, or condition of this Contract shall not affect the validity or enforceability of any other provision, term, or condition of this Contract, which shall remain in full force and effect.
44. **ENTIRE AGREEMENT:** This Contract constitutes the entire agreement between the parties and supersedes any and all other prior and contemporaneous agreements and understandings between the parties, whether oral or written.

(Revised February 28, 2019)



Attachment B:



FORESTRY, FIRE & STATE LANDS

REQUEST FOR PROPOSALS

COVER SHEET

SCOPE OF WORK			
Project Title	Project		
Lead Project Sponsor	Murray City Parks		
Project Contact	Bruce L. Holyoak 296 East Murray Park Ave. 801-264-2529 bholyoak@murray.utah.gov		
Project Description /	<i>Removal of invasive plant species</i>		
Abstract	Mechanically and chemically remove invasive plant species on two parcels owned by Murray City 4500 South to Big Cottonwood confluence		
Project Funding	Amount Requested	Matching Funds	Total Project Cost
	\$ 22,500.00	\$ 23,203.50	\$ 45703.50

Project Intended outcomes:

Habitat Improvement

On the East side of the river from 4500 South to the Big Cottonwood confluence, we will remove Russian Olive, Phragmites, Tamarix and Puncture Vine in the two parcels, approximately six acres, owned by Murray City. We will revegetate with willow, cottonwood, wild roses, sumac, currants, choke cherries and squaw brush. The willow and cottonwood will have the potential to stabilize the bank. The cottonwood will give birds of prey places to perch, the smaller plants will supply food and shelter for birds and other wildlife. Included is a letter from the Murray City Forester expressing his concerns for this area.

Recreation

By removing the invasive species, the area can be utilized for fishing and viewing waterfowl. Currently it is difficult to get to the river bank in this area. It will enhance birdwatching by providing assorted plant species that birds use for food. Additionally, this project will offer opportunities for hiking due to improved trails in this section.

Public Safety

Included in this proposal is a letter from the Murray City Police Chief highlighting some of the current problems that exist in this section of the Jordan River. Removing plants that densely grow will assist in eliminating favorable conditions for campsites and other nefarious actions. It will aid emergency responders in locating people facing potential harm and reduce the risk of fire by thinning out the heavy plant growth. Also included is an email from Moog Medical Devices which borders the project area, expressing belief that clearing the foliage will simplify locating potential problems and make it less attractive for criminal activity.

Project Work Plan:

Integrative Approach for Invasive Species Management

Murray City will contract a tree removal company to level the invasive plant species which will then be chipped on site and transported to a land fill. A licensed Murray City Parks pesticide applicator will be on site to apply herbicide to tree stumps to mitigate the likelihood of sucker growth. Puncture Vine will be sprayed with a nonselective herbicide and any plants that are substantial and have seeds will be mechanically removed and bagged. All cut materials will be transferred to a landfill. We will start the project in early spring and target late spring to finish both parcels. However, spring run off may, or may not hinder these proposed start and finish dates, and if so, the work will commence when weather conditions allow. Phragmites will be sprayed in the fall with an aquatic safe pesticide.

Long Term Plan

Murray City Parks long term plan is to monitor the area regularly and remove sucker and volunteer growth. We will utilize mechanical and chemical methods to remove weeds and unwanted plants. Our experience in the Parks department shows that impeding growth of invasive plants requires constant effort and commitment. A commitment that we believe has been demonstrated exceptionally by our willingness to implement consistency in inhibiting any further invasive growth on the Jordan River as it

runs through Murray City. At this time, we are not committing to any irrigation systems but will manually water new transplants to ensure that they take root and grow.

Plan Details

Included in this proposal is a map with an aerial view.

Budget:

Contract tree removal	\$20,000.00
Plants	\$3000.00
Pesticides	\$600.00
Equipment 64 hours x \$100.00	\$6400.00
In-Kind 200 hours x \$24.69	\$3703.50
Murray Park 240 hours x \$50.00	<u>\$12,000.00</u>
Total	\$45,703.50

Matching funds will come as in-kind hours, Murray Park staff hours, pesticides and equipment use.

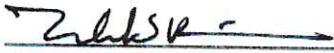
Project Preparedness

There is access to the project site. Moog Medical Devices, a business that borders the project area, has volunteered in assisting the cleanup of the parcels.

MURRAY CITY COPROPRATION


D. Blair Camp, Mayor

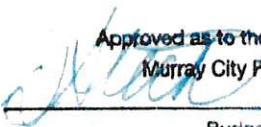
APPROVED AS TO FORM:


Attorney

ATTEST


Jennifer Kennedy, City Recorder




Approved as to the availability of funds
Murray City Finance Division

Budget Officer



MURRAY CITY CORPORATION
CITY POWER

Blaine Haacke, General Manager
801-264-2730 FAX 801-264-2731

To whom it may concern:

January 14, 2019

I am writing to express my concern regarding an invasive tree species, Russian Olive "*Elaeagnus angustifolia*" here in Murray City. This species often displaces riparian habitats where native plants once thrived. Russian Olive has low seedling mortality rates which thrives on poor soil, matures in a short period of time, and outcompetes wild native vegetation. It has been declared a noxious weed in parts of Utah and once established, can be very difficult to control. The most effective control for this species is a cut stump herbicide treatment.

It is my recommendation to remove this aggressive species along the Jordan River Parkway to allow native vegetation to grow. Please consider providing Murray City funding for this grant to eradicate this species along our riparian zone.

Sincerely,



Matt Erkelens
Murray City Power
Forestry Supervisor



MURRAY CITY CORPORATION
POLICE DEPARTMENT

Craig Burnett, Police Chief

801-264-2673 fax 801-264-2558

January 10, 2019

To Whom It May Concern:

This letter is written on behalf of Murray City Parks Division, who are currently in the process of applying for a grant that would support the cleanup efforts along the Jordan River Parkway.

The Police Department believes that these funds would truly assist in the overall health and safety clean-up efforts we have been faced with in this area. During 2018, Officers handled various calls and proactive encounters along this area in our City. Incidents such as solid waste and human waste being left behind in makeshift encampments, drug usage and paraphernalia, loitering at businesses and panhandling.

Statistically most of these calls and encounters were with unsheltered individuals, whom are seeking a safe place to stay. With the overgrowth of Russian Olive trees, weeds and sagebrush it makes it easier for individuals to hunker down and set up temporary campsites.

We believe, should Murray City Parks be awarded grant money to put toward this clean up effort it would dramatically change the environment along this stretch in our city and most likely we would see a decline in problems and crime in that area.

Should you have any further questions regarding this matter, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Craig Bennett". Below the signature, the name is printed in black ink.

Craig D. Burnett
Chief of Police

Bruce Holyoak

From: Pullen, Jared <jpullen@moog.com>
Sent: Thursday, January 10, 2019 8:51 AM
To: Bruce Holyoak
Subject: Moog Medical Devices Group

Bruce,

As you probably already know we have had numerous transients in the areas North and West of our building (located at 4314 Zevex Park Lane).

Throughout the last 8+ years (that I've been here) we have had plenty of issues with transients and transient camps in the area. We have also asked people on several occasions to leave the area to keep our employees and property safe.

Issues we have encountered:

- Employees vehicles broken into/vandalized
- Shipping containers broken into/theft (we have 3 in our back lot)
- Transient camps (currently there are remains of 2 in the North area, not sure if they are occupied)
- Transients going through ashtrays and garbage cans

One of our biggest concerns is that we have a night shift that leaves at approx. 11pm every day. We have no idea who is in the fields during the night or what may happen to one of our employees. There are no barriers between our property and the fields in question.

Removing the invasive plant species from the field areas and opening up the line of site throughout the area would definitely decrease the transient traffic and camp sites. We have seen this in the past.

You have our vote and support to clean up the areas.

Let me know how we can be of help.

Thanks,

Jared L. Pullen | Facilities/Environmental

direct 801.284.1001 x251
mobile 801.673.3908
e-mail jpullen@moog.com

Moog Medical
4314 Zevex Park Lane
Salt Lake City, Utah 84123 USA
www.moogmedical.com

MOOG



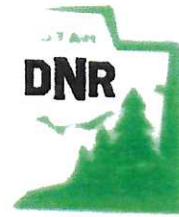
Jordan River Property

Murray City
GIS Division
4444 South 500 West
Murray, Utah 84123
www.murray.utah.gov

Call 801-685-4800
Monday-Friday 8:00 a.m. - 4:30 p.m.
After hours emergency contact 801-685-4800
www.murray.utah.gov



MURRAY



**FORESTRY, FIRE & STATE LANDS
REQUEST FOR PROPOSALS
Cover Sheet**

Project Title	Vegetation Improvement Project		
Lead Project Sponsor	Murray City Parks		
Project Contact	Bruce L. Holyoak		
	296 East Murray Park Ave.		
	801-264-2529		
	bholyoak@murray.utah.gov		
Project Description /	<i>Removal of invasive plant species</i>		
Abstract	Mechanically and chemically remove invasive plant species on two parcels owned by Murray City 4500 South to Big Cottonwood confluence		
Project Funding	Amount Requested \$ 25,000.00	Matching Funds \$ 24,938.00	Total Project Cost \$ 49,938.00

Project Intended outcomes:

Habitat Improvement

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Project Preparedness

There is access to the project site. Moog Medical Devices, a business that borders the project area, has volunteered in assisting the cleanup of the parcels.

MURRAY CITY COPROPRATION


D. Blair Camp, Mayor

APPROVED AS TO FORM:


Attorney

ATTEST


Jennifer Kennedy, City Recorder




Approved as to the availability of funds
Murray City Finance Division

Budget Officer



MURRAY CITY CORPORATION
CITY POWER

Blaine Haacke, General Manager
801-264-2730 FAX 801-264-2731

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Sincerely,


Matt Erkelens
Murray City Power
Forestry Supervisor



MURRAY CITY CORPORATION
POLICE DEPARTMENT

Craig Burnett, Police Chief
801 264-2673 fax 801-264-2568

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Chief of Police

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Let me know how we can be of help.

Thanks

Jared L. Bullen | Facilities/Electronics

direct 801.264.1001 x251
mobile 801.673.3908
e-mail ipullen@moog.com

Moog Medical
4314 Zevex Park Lane
Salt Lake City, Utah 84123 USA
www.moogmedical.com

MOOG

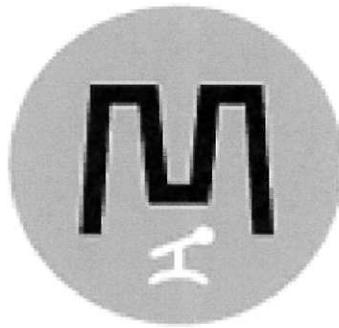


Jordan River Property

Murray City
GIS Division
4446 South 500 West
Murray, Utah 84123
www.murray.utah.gov
610-2944, ext. 22000
© City of Murray, Murray, City
Also Murray, Murray, Murray
The above information while not
presented has been received from
sources deemed reliable.



MURRAY



MURRAY
CITY COUNCIL

Discussion Item #6



Murray City Council

Audit Services RFP

MURRAY

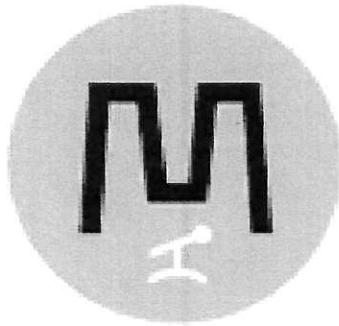
Council Action Request

Committee of the Whole – April 16, 2019

Department Director Janet M. Lopez Phone #801-264-2622	Purpose of Proposal <ul style="list-style-type: none">• Audit Services Committee Report and Recommendation Action Requested <ul style="list-style-type: none">• Approval of the resolution appointing HBME, LLC to conduct the City's independent financial audit for fiscal years 2019, 2020, and 2021. Attachments <ul style="list-style-type: none">• Proposed resolution and agreement Budget Impact <ul style="list-style-type: none">• \$84,500 for three years. Description of this item <ul style="list-style-type: none">• The purchasing division issued a request for proposals to provide audit services for Murray City Corporation.• Seven proposals were received and evaluated by the Audit Committee, made up of two council members, council executive director, and finance department representative.• After review of the proposals, committee members scored each one on general experience, qualifications of staff, scope of work, references, and cost.• The firm receiving the highest score has had six references checked receiving glowing reviews of their work.• The Audit Committee recommends that the City Council approve a resolution appointing HBME, LLC (formerly Hanson, Bradshaw, Malmrose and Erickson) as the CPA firm to provide independent audit services for Murray City for fiscal years 2019, 2020, and 2021.
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HBME, LLC --

- Formed in 1980, located in Bountiful, Utah
- 24 Employees, 7 partners, 3 directors, 6 managers
- Each auditor has extensive governmental auditing experience with required continuing education contained in Government Auditing Standards, 2018 revision.
- Engagement team for Murray City
Robert D. Wood, CPA, Partner
Aaron R. Hixson, CPA, Partner
Jeffrey B. Miles, CPA, Partner
Todd H. Sullivan, Senior Associate
- Comparable cities: Provo City, Layton City, Logan City, Riverton City, Taylorsville City, Draper City, Holladay City, Bluffdale City.
- Audit hours projected: 200
- Price: 2019 \$27,500
2020 \$28,200
2021 \$28,800



MURRAY
CITY COUNCIL

Adjournment