

MURRAY
CITY COUNCIL

Council Meeting April 21, 2020



Murray City Municipal Council

Notice of Meeting

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

Electronic Meeting Only
April 21, 2020

The Murray City Council will hold its regular City Council meeting electronically in accordance with Executive Order 2020-5 Suspending the Enforcement of Provisions of Utah Code 52-4-202 and 52-4-207 due to Infectious Disease COVID-19 Novel Coronavirus issued by Governor Herbert on March 18, 2020 and Murray City Council Resolution #R20-13 adopted on March 17, 2020.

The public may view the meeting via the live stream at www.murraycitylive.com or <https://www.facebook.com/MurrayCityUtah/>. No physical meeting location will be available.

**If you would like to submit comments for the “citizen comment” time or for one of the “public hearings” you may do so by sending an email in advance or during the meeting to city.council@murray.utah.gov. Comments are limited to less than 3 minutes, include your name and contact information, and they will be read into the record.*

4:45 p.m. Meeting Agenda

Committee of the Whole

Dale Cox conducting.

Approval of Minutes

City Council Workshop – February 20, 2020

Discussion Items

1. Boys and Girls Club Report – LeAnn Saldivar (15 minutes)
2. 2020 Legislature Report – G.L. Critchfield, Kory Holdaway, David Stewart (20 minutes)
3. Fashion Place West Small Area Plan – Mark Morris, Annaliese Eichelberger (20 minutes)

Announcements

Adjournment

Redevelopment Agency Meeting (Separate agenda.)

Brett Hales conducting.

Short Break

6:30 p.m. Council Meeting

Rosalba Dominguez conducting.

Opening Ceremonies

Call to Order

Pledge of Allegiance

Approval of Minutes

Council Meeting – April 7, 2020

Special Presentation

Mayor Blair Camp's Fiscal Year 2020-2021 Budget Address

Citizen Comments

Email to city.council@murray.utah.gov . Comments are limited to less than 3 minutes, include your name and contact information, and they will be read into the record. *

Consent Agenda

1. Consider confirmation of the Mayor's appointment of **Mark Burton** to the Building Board of Appeals for a three-year term to expire on April 21, 2023.
2. Consider confirmation of the Mayor's appointment of **Bill Carnell** to the Building Board of Appeals for a three-year term to expire on April 21, 2023.
3. Consider confirmation of the Mayor's appointment of **Richard Kester** to the Building Board of Appeals for a three-year term to expire on April 21, 2023.
4. Consider confirmation of the Mayor's appointment of **Daniel Hayes** to the Murray City Center District Design Review Committee for a three-year term to expire on April 21, 2023.

Mayor Camp presenting.

Public Hearings

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

1. Consider a resolution adopting the Murray City Parks and Recreation Master Plan. Kim Sorenson presenting.

Business Items

1. Consider a resolution acknowledging receipt of the Fiscal Year 2020 – 2021 Tentative Budget from the Mayor and the Budget Officer and Referring the Mayor's Tentative Budget for Review and Consideration to the Budget and Finance Committee of the Murray City Municipal Council. Diane Turner presenting.
2. Consider a resolution of the Murray City Municipal Council approving a First Amended and Restated Interlocal Cooperation Agreement between Murray City Corporation ("City") and Cottonwood Heights ("Cottonwood Heights") granting Cottonwood Heights additional easements over City property for use as an extension of a segment of the Big Cottonwood Trail. Danny Astill presenting.
3. Consider an ordinance amending Chapter 2.36 of the Murray City Municipal Code related to the Building Code Board of Appeals. Melinda Greenwood, Steve Reid presenting.

Mayors Report and Questions

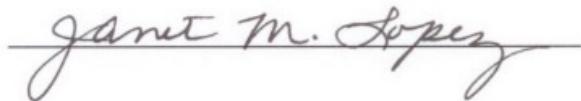
Adjournment

NOTICE

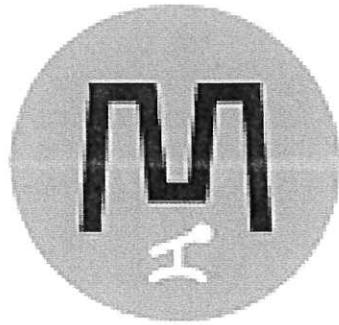
Supporting materials are available for inspection at www.murray.utah.gov.

On Friday, April 17, 2020 10:00 a.m., a copy of the foregoing notice was posted on the Murray City internet website www.murray.utah.gov. and the state noticing website at <http://pmn.utah.gov>.

Correction on Tuesday, April 21, 2020 at 6:00 a.m.

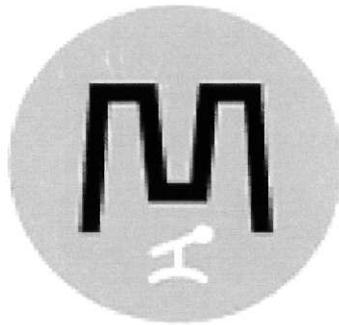


Janet M. Lopez
Council Executive Director
Murray City Municipal Council



MURRAY
CITY COUNCIL

Committee of the Whole



MURRAY
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Committee of the Whole Minutes



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MURRAY CITY MUNICIPAL COUNCIL WORKSHOP

The Murray City Municipal Council met for a workshop on Thursday, February 20, 2020, in Conference Room #101, at 5025 South State Street, Murray, Utah.

Council Members in Attendance:

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

Others in Attendance:

Jan Lopez	Council Director	Pattie Johnson	Council Office
G.L. Critchfield	City Attorney	Doug Hill	Mayor's CAO
Jennifer Heaps	Chief Communications Officer	Bruce Turner	Resident
Brent Barnett	Resident	Jim Brass	Resident
Jennifer Brass	Resident	Allison Trease	NeighborWorks
David Moffit	NSL (NeighborWorks Salt Lake)		

Call to Order - Council Chair Cox called the Council Workshop to order at 1:00 p.m. and welcomed all.

Discussion – City Attorney, G.L. Critchfield

- Power Department Governance**

This discussion was due to questions about governance of the Murray Power Department related to policies and procedures. Mr. Critchfield explained different types of business models used for power departments in general. For example, Rocky Mountain Power Company is investor owned, and entirely different than Murray City Power. He noted various ways governance policies are set up for municipalities and explained Murray City chose that the Murray City Power company would be considered a department within City operations, like any other department. He said there is no difference in the way the Murray Council governs the power department, and the way they govern the Murray City Attorney's office, or Murray Public Works Department; it is all set up the same.

A memo was noted to review general governance policies addressed in State Law and City Code; written on April 6, 2017, from former City Attorney, Frank Nakamura to Ms. Turner, titled: Governance

Policies for the Murray Power Department. Mr. Critchfield confirmed current information to clearly define areas the Council has input, which is equivalent to that of other departments, whether it be advice and consent, or procurement. In addition, City Code Chapter 15.20 - Electric Regulations, was reviewed to address the City Council's responsibilities related to Power Fund standards.

Ms. Turner noted a Power Advisory Board in the past was terminated, who gathered information from power staff, synthesized it, and made recommendations the City Council. Mr. Critchfield agreed the voluntary board made up of citizens, and included engineers, and technical professionals who would make recommendations to the Council for consideration related city ordinances. He confirmed the board was removed, but now the same information comes directly from power department staff.

Ms. Turner thought without help from the advisory board, responsibility to validate staff information fell directly on Council Members now; she wanted to ensure the Council understood well all technical matters in a comprehensive manner. Mr. Critchfield said whether information was attained from a board, or director, or power staff, the Council must comprehend issues to make effective decisions. Ms. Turner thought without an advisory board Council Members would have detailed questions.

Mr. Cox said the role of the Council Members had not changed; only the source providing information changed; he said it was no different than hearing from any other department director. Mr. Critchfield agreed.

Mr. Hales noted the Murray Power Department staff manages a much larger budget, not comparable to other departments, and he was confident in their reporting.

Ms. Turner asked about policies and procedures that apply to the Council. Mr. Critchfield confirmed they were all identified in the current ordinance. However, he said the Murray Power Department has its own operational policies and procedures. Therefore, it was important to clarify that the Council's policy function is separate from operational responsibilities of the power department.

- **Social Media Policy**

Mr. Critchfield noted two aspects of social media use related to elected officials; dos and don'ts of participating; and handling comments made by others on personal feed. He explained there are various social media policies in place for elected officials throughout the country; as for individual Council Members, the most important part of utilizing social media is whether to manage a private or public account. When a public site is used for personal public business, the act of campaigning, should never occur there. Private accounts should be kept to a select number of friends; if a friend request is accepted from a stranger, who comments or posts questions about public and city issues, the account automatically becomes a public forum.

Mr. Critchfield reviewed the current Murray Social Media Policy (See Attachment #1). He advised Council Members to establish a process for responding to public related comments on private accounts; and suggested a social media policy be created just for the City Council, so matters are handled appropriately.

He warned the public does not always make the correct distinction between Council Members- as a group; a Council Member- as an individual; or the Mayor, or the entire City. For many, the City is the

City, whether a comment comes from one Council Member, or the Mayor's office - people consider messages as though all opinions come from one entity- Murray City.

He advised when using any social media, Council Members should make it clear that comments are personal views, as opposed to speaking on behalf of the City Council as a whole. He stressed a Council policy would provide clear guidelines. He said posts to discuss city issues on private accounts should not happen, and to keep in mind that legally every record, including council computer files, letters and social media comments, can be considered public documentation - if a violation occurs. For example, when a Council Member makes a post on social media, and other Council Members comment on that feed, it becomes a public record. This can create a concern, which means there is a time frame that the conversation can be publically requested to determine whether a violation of the Public Meetings Act occurred.

He discussed obstinate and offense comments, and said when an account is public blocking people for that reason is prohibited. He said there was virtually no difference between that, and a Council Member asking a person to leave a public meeting; a Council Member would never ask them to leave the room because of an opposing public comment. Therefore, Council Members may not block people on social media. He advised they not link private accounts to the City website, or emails, and not invite people during public meetings to privately discuss matters later in private social accounts.

Mr. Hales stated he is active on social media and he enjoys these connections. However, he makes it a practice to never discuss politics in those spaces. He confirmed when friends comment or ask political questions or comment on city issues, he does not engage.

Ms. Turner said even though a personal account is in the public domain, comments and conversations held there cannot be used in a court of law. Mr. Critchfield explained State law casts a large net on the matter; so, if a conversation appears to be in violation, it is conceivable that private account conversations could be accessed to obtain that proof. However, if private accounts are utilized appropriately for personal use, and not related to city issues, there is no concern.

Ms. Martinez uses all social media, private and publically. She asked whether conversations on her personal account - not related to City Council issues were appropriate; for example, a discussion about City school curriculums. Mr. Critchfield said conversations like those are appropriate; his main concern is not having policy discussions on private pages. She affirmed it was appropriate to have a separate social media account for campaigning. Mr. Critchfield agreed.

Ms. Dominguez asked if it was acceptable to block a person on social media, due to personal safety concerns. Mr. Critchfield said as long as fears are justifiable.

- **Lyme Scooter Agreement**

Mr. Critchfield provided back ground information that evolved over the last year related to how and why Murray could become involved with scooter businesses. He said scooters are showing up in Murray Park and around the City lately, due to scooter companies that allow scooters to be dropped off in any City - without a City's consent.

He said various companies approached Murray to inquire about the City participating, but clarified

what companies are really asking is to operate business within Murray City rights-of-way. They want permission to park scooters on sidewalks, and in city public parks. He said this is significant because Murray does not allow business to be conducted in rights-of-way spaces. If allowed, it would create a shift in City policy because two elements would need to be regulated – scooters, and the scooter companies. For instance, riders of scooters must be treated the same as bicycle riders; therefore, regulations would need to be scrutinized; and State Law allows the City to regulate companies, but there is no established guidance afterwards.

The business Lyme approached Murray when a countywide Legislative task force was formed; Salt Lake City proceeded to contract with Lyme, where scooter operation is in full swing within the County. Murray held off on a decision at that time. Mr. Critchfield explained since Salt Lake City was not familiar with this type of business overall, an agreement was devised to detail how operations would run, and that a portion of driver's fees are paid to the city.

Murray looked at Salt Lake City's agreement to compare what would be best for Murray. After much discussion, and revisions, Murray created the same type of Interim Operating Agreement, which would take the place of an ordinance. A review of the current agreement was conducted, which Lyme wants to see approved. He said since it is a City-wide issue the agreement is considered policy; the Council would consider whether to move it forward in a future council meeting.

Mr. Critchfield said Murray Risk Manager, Mr. Knight attended a conference to attain information regarding insurance coverage related to the activity, where it was suggested the City not participate, due to a vast number of associated injuries that are typical.

Ms. Dominguez asked who is liable for injuries and accidents. Mr. Critchfield said claims could come back on the City because the City would be allowing the business to operate here; so, legally Murray could be involved. He said injuries are only one factor of concern, and if the City wants to move forward with a temporary agreement, best practices suggest other safety measures be included. He asked Council Members to review the agreement in detail, and accumulate questions for Lyme, who would come to present more business details in the future.

The council discussed the matter: Mr. Hales agreed scooters remain about St. George City. Ms. Martinez agreed Sugar House experienced the same thing, and near the University of Utah. Ms. Turner said scooters are dropped along sidewalks where citizens trip on them. Mr. Critchfield noted scooters are not picked up the moment they are dumped, although, the agreement would require a time frame that companies must collect them from Murray sidewalks and parks. Ms. Dominguez thought parking stations would be helpful, noted the weight of heavy scooters; and wondered about current claims with Lyme, due to scooters being left in ADA areas. Mr. Cox thought the best practice would be to limit the City's liability, as much as possible. Ms. Martinez favors active transportation, thought education would be imminent to improve scooter use, hoped challenging problems could be resolved; and asked if sales tax revenue would be generated.

To ensure scooters would be safe, Ms. Turner addressed faulty scooters. She did not see elements in the agreement related to safety requirements that ensure safe scooters to prevent accidents. She thought records of safety inspections should be required, along with mandatory maintenance schedules; she requested those items be added to the agreement to hopefully reduce injury, due to lack of upkeep.

Mr. Critchfield concluded scooter use is popular all over the country; there would be risk, so as policy makers the Council should carefully review the agreement to consider the full impact. He agreed blocking ADA access was concerning, and was unaware of any Lyme related claims. He confirmed revenue would result from fees but was uncertain of the amount. He reiterated a temporary agreement was better than having an ordinance, to which he would add the safety requirements requested by Ms. Turner. Having scooters available near Murray TRAX stations would benefit employees of the hospital, college students of the Steven Henagar campus, and residents in that area.

- **Plastic Bag Ordinance**

Whether the City or stores could charge fees for using plastic grocery bags was discussed. Mr. Critchfield said Murray should not be compared to other cities who banned plastic bags because Murray is considerably different, and cities had justifiable reasons. He clarified Park City, is a resort destination; Moab, is a tourist town, and Logan, a pristine northern green valley community. Details were highlighted:

- Park City – First in Utah to ban plastic grocery bags. Only three stores considered large contributors; so the ban only applies to those three stores and no other retail businesses. No fee or tax is involved because the State Legislature has not authorized such a tax. One store charges a 10-cent fee to make up for costs associated with providing paper sacks; Park City did not impose the fee, the store did it voluntarily.
- Logan – The ban is not in effect until July 2020. No fee will be charged because Cache County is considering its own environmental management plan in the future. As a result, Cache County would impose related fees, if any. Logan City owns a landfill where plastic bags are a great nuisance, so imposing the restriction was more defensible.
- Moab – The town is at the center of many National parks.

Mr. Critchfield confirmed all three cities had good justification in support of their ordinances. He explained Murray cannot charge a tax for using plastic bags; it must be authorized by State Legislation; and it is difficult to distinguish between a fee and a tax. He read Utah Supreme Court guidelines regarding taxes and fees to show the bag fee is used to defray a regulation, and that is: “the amount of the bag fee bears the necessary relationship to the cost of regulation.” He stressed Murray would have no way of determining what that cost would be – so it would default to a tax implementation, which the City cannot impose. He said if the City moves forward with the ordinance, it would be only to ban bags; a fee must be left out, unless a specific study equates the amount charged to the bags that are used.

He proposed that if the City passed fee implementations on to grocery stores, it would amount to delegating a public function, to a private entity. He explained what other states did to ban plastic bags, was to mandate that stores charge a 10-cent fee, which they kept. Mr. Critchfield is not comfortable with Murray delegating legislative authority, however, if stores want to implement those fees that is fine.

Ms. Turner confirmed stores can charge fees if desired. Mr. Critchfield said this is what Park City did, and reported stores like Kroger have plans to phase plastic bags out voluntarily, in about 3-5 years.

Mr. Cox observed cashiers now often ask customers whether they want a plastic bag or not- so bags can be refused. He agreed Murray is far different from Park City, due to a higher number of retail stores using plastic bags; not only grocery stores, retailers in the mall, numerous gas stations, and restaurants also use them for take home food.

Ms. Turner thought the ordinance provided a way to address mall stores. Mr. Critchfield confirmed the proposed Murray ordinance applies to plastic bags across the board of retail - all businesses are affected. The ordinance is specific to certain types of plastic bags; for example, plastic bags used for packaging processed meats and bulk foods do not apply in the ordinance.

Mr. Cox said the ordinance must make sense to all retailers in Murray, and ways to work with Fashion Place Mall must be identified. Mr. Critchfield thought more input was needed from the public; not just in a public hearing, and more input from actual retailers. He said Park City began investigating all ramifications prior to 2011, where much research was conducted before they passed an ordinance; also, Logan took a long time passing an ordinance, clearly researching actual numbers of those involved with retail, and getting more public opinion, which is essential.

Ms. Turner said banning plastic bags makes sense to the environment. Ms. Dominguez agreed and led a brief discussion about other cities in the area also considering a plastic bag ban. Ms. Martinez thought it might be easier to phase in a plastic bag ban at the same time Kroger phases them out. Mr. Cox agreed. Mr. Critchfield said it is an easier proposition if the justification, in part, was greater. Therefore, using the environment as the only reason for Murray to ban bags was hard to justify. He said it would be easier to validate if Murray had landfill issues similar to Logan. And for example, if all seven member cities of Trans Jordan Landfill exclude plastic bags all together, Murray's ban would be more permissible.

Ms. Dominguez discussed about recycling and the need for updated extensive educational programs. She thought many do not participate, but a larger population was supportive. She noted Murray falls low on the list comparatively for successful recycling, and there was no one solution for addressing plastic bags; therefore, education about landfill issues should reach every citizen. Being present in the public eye, conducting active hands-on programs and organized physical events are needed, which prove more effective than dialogue in meetings; for example, visiting schools to teach proper procedures. She said changing behavior is key - as she witnessed in California during their process to ban them; people who believed plastic bags were a commodity, adapted fine. Mr. Hales has used reusable bags for many years, and favored new educational ideas. He noted recycling instruction pamphlets placed inside utility bills, and guidelines listed inside recycling containers were useful education tools. Ms. Turner confirmed educational pieces were published in the Murray Journal, along with other articles; and monthly notices went out to citizens about proper recycling. She said recycling is so specific now, and expensive, which is part of the problem, so eliminating plastic bags would solve many of those challenges.

Ms. Martinez proposed 3-5 years seemed lengthy for Kroger stores to phase out plastic bags, but was possibly due to using up inventory. She supports helping the environment locally, and agreed long term education programs are needed, just like current water conservation and fire safety programs in elementary schools. She said change can be made by educating children, and agreed proper sorting programs for recycling should be taught in schools. She suggested a catchy hashtag for posting pictures about using reusable bags to get the word out, at no cost. She requested a firm timeline to

get that accomplished, so residents would know the City is mindful of the challenge. She thought there would come a time to pass an ordinance in the future to help many comply.

Ms. Turner said her constituents initially did not like the idea- but would adapt.

Mr. Cox noted during the last plastic bag meeting, public opinion was split; many constituents in other Murray districts were undecided. He agreed promoting reusable bags should be encouraged, but not with a heavy hand.

- **NeighborWorks Board Advice and Consent**

Mr. Critchfield discussed the Council's role in advice and consent related to the Mayor's proposed representative for the NeighborWorks Board. There was a question about the matter when the item was pulled from a recent council meeting agenda, so the Council did not vote on it.

Mr. Critchfield explained while drafting the resolution for the City to enter into an interlocal agreement with NeighborWorks, an error was discovered. Reading language from City Code, Chapter 2.51 Section Title: Appointment of Representatives to Governing Boards of Interlocal Entities, he noted the City is a member of 12 interlocal entities. When he read the NeighborWorks agreement; the organization states it is a 'private non-profit organization' incorporated in the State of Utah. Therefore, NeighborWorks is not an interlocal entity – and should not have been listed in this section of City Code. He did not know why, how, or when the error occurred.

He deciphered an interlocal entity is one the City chose to part of by agreement; for instance, as with UAMPS (Utah Associated Municipal Power Systems), and VECC, (Valley Emergency Communications Center), and UTOPIA – all with statutory boards. He said the City joined with these separate entities, as either a member, or part owner; and all are part of Murray operations. He explained agreements like these are completely different than the agreement and relationship the City has with NeighborWorks. NeighborWorks is a private 501 (c)(3) organization of Salt Lake City; not an interlocal entity. That is why he proposed the Council should not weigh-in on an agreement of this type.

Mr. Critchfield analyzed both forms of government statutes in State law regarding advice and consent. He noted State Code, Section 10-3b-2021D, and explained, due to separation of powers, and Murray's form of government – the Council's extent of advice and consent does not address nonprofit entities. He clarified if city staff is to be on the NeighborWorks Board, it only occurs by agreement, and the agreement sets forth what the City will do, which is to maintain current membership on the board of directors.

He said fundamentally the separation of powers within Murray's form of government should be considered; there are legislative functions, made by the Council; and administrative functions, decided by Mayor Camp. He said the current agreement– is really an RDA (Redevelopment Agency) agreement, however, both the City and the RDA are required to participate. When originally drafted, the current ordinance included just one entity - the City, or the RDA; legally, the City cannot obligate the RDA to act in a particular way, and the RDA cannot obligate on behalf of the City. It must be Council Members working with the proper hat on when approving this type of agreement.

He explained when former Governor Leavitt gave his State of the State Address, he proposed that

cities ensure 20% of funds be earmarked for affordable housing in RDA areas. Therefore, it was determined, with council approval at that time, to enter an agreement through NeighborWorks to achieve that.

In conclusion, Mr. Critchfield said when looking at the agreement it is clear the issue at hand is an administrative function; the City agreed to be involved with NeighborWorks, and agreed how the Council would be involved, and it was time to act accordingly. Ultimately, deciding who will serve on the NeighborWorks Board is a function of the administrative, which is not a statutory board, so consequently it becomes a decision made by Mayor Camp alone.

Ms. Turner asked if the City was involved with other entities having similar boards like this one. Mr. Critchfield was uncertain. Mr. Hill commented Mayor Camp appointed Ms. Kennedy to the CAP (Community Action Program) Board, which is not a statutory board, and others like IPA (Intermountain Power Agency), WFRC (Wasatch Front Regional Council), and CVWRF (Central Valley Water Reclamation Facility) all require interlocal agreements.

Ms. Dominguez wondered as the Murray RDA, what the Council's function and roll is with NeighborWorks. Mr. Critchfield said the agreement states two contact representatives are set in place: CED Director, Ms. Greenwood; and Maria Garciaz, with Murray NeighborWorks. He stressed these two representatives would attend regular monthly NeighborWorks board meetings; Council Members are not required to attend, because issues discussed are not legislative in nature; and the Mayor delegated that duty to his staff.

Ms. Turner asked if Council Members could attend NeighborWorks board meetings, due to mere interest. Mr. Critchfield replied yes, as many as they wanted, but to keep in mind Council Members are not appointed representatives; he reiterated that responsibility is an administration function.

Mr. Cox confirmed NeighborWorks was written into the current ordinance. Mr. Critchfield confirmed in error; he stated it was an improper illegal ordinance that cannot be enforced. He elaborated it cannot be said that since NeighborWorks is written there, it is now an interlocal entity – it is not; NeighborWorks should be removed from the ordinance.

Ms. Dominguez affirmed since NeighborWorks was written into the current ordinance, was there any recourse for the Council at this time. Mr. Critchfield noted according to State law advice and consent from the Council are only required on specific appointments, such as, department heads, statutory officers, and statutory board members; he said the error must be corrected.

Ms. Turner asked Mr. Critchfield to define advice and consent, as it works in Murray's form of governing. He said 'advice and consent' is a type of legal term, when proposed legislation is not approved, and legislation fails, the Mayor must return to the Council with a new proposal. The term only means the Council either approves or disapproves proposed legislation.

Mr. Hales affirmed the Murray City Council approved the initial agreement long ago. Mr. Critchfield confirmed. Mr. Hales agreed his advice was never requested on legislative matters. Ms. Turner thought the 'advice' piece of that language was not clear.

Mr. Hales stated the topic was under examination and the error discovered due to the appointment

matter, and having the item pulled from the agenda. He explained the proposal may not have gone through, and Council Members did not have the chance to vote on it. He expressed frustration that it was now discovered that Council approval was not necessary.

Ms. Dominguez asked at what point the Council could have followed the current ordinance as is- with NeighborWorks included. Mr. Critchfield said only when it is lawful; taking advantage of a mistake in an ordinance should never happen. He said one cannot take an administrative function and make it a legislative function just because someone wants to.

Ms. Turner confirmed the Council was not aware of the error until now, and they planned on voting on the items during the scheduled council meeting.

Mr. Hales thought the Mayor must not have been aware of the error either - or he would not have presented it to the council for consideration in the first place.

A review of City Code Chapter 2, Number 11 - "Powers and Duties" was reviewed. Mr. Critchfield read specifically, that: "the Council gives advice and consent to the Mayor on all proposed appointments of city department directors, statutory officers, boards, commissions, committees or bodies established to provide advice or assistance to the operations of the City." He stressed this is not what NeighborWorks was established for, which is why the error is valid. Ms. Turner said having the clarified information was helpful. Mr. Cox wondered how long the error had been in place. Ms. Lopez perceived approximately 10 years.

Mr. Brass commented City Code was written as such, based on the Fireclay ordinance; citizens were tired of having apartment buildings constructed with low income housing money; so, an effort was made to save the Hanauer and Box Elder neighborhoods. A fund was created initially to do low interest loans, or provide forgiven loans to homeowners, and help elderly fix up old houses. The other reason was to do affordable mortgages for young families, so they could move back to Murray. It was agreed to include NeighborWorks as an RDA entity, and ultimately as a Council, and with former RDA Director, Mr. Tingey, NeighborWorks was brought up from Salt Lake, to join with the City and open their office on Poplar Street. He praised the organization, said it was a worthy business that spends a lot of money in Murray, so he hated to see the baby thrown out with the bath water. Mr. Cox agreed. Mr. Hales confirmed the biggest concern of the Council is to fully support NeighborWorks.

Ms. Dominguez said the Council connection to support NeighborWorks is important, and wants to see it further developed. She confirmed existing concerns about a proposed board representative, and thought attending NeighborWorks board meetings would help the Council, who often was unaware of information being shared, and not being shared. She said maintaining a strong alliance should be ensured because the Council also represents NeighborWorks in a manner - for all citizens.

Mr. Critchfield said the discussion was not whether the City would continue the NeighborWorks agreement relationship; the agreement would certainly move forward. He clarified the question is who has ultimate authority to appoint a NeighborWorks board member- which is the administration.

Mr. Cox asked Mr. Critchfield to fix the ordinance error accordingly. Mr. Critchfield confirmed he would clean up the language to make it lawful.

Travel Discussion**• APPA Travel 2020 and Future - Dale Cox**

Mr. Cox reported, due to cutbacks made by Mayor Camp, only two Council Members would be invited to attend the 2020 APPA (American Public Power Association) National Convention this year; paid for by the Murray City Power Department. Mr. Cox explained prior to the change all Council Members were invited to attend with the Mayor, and power department staff. The Power Department Travel Policy was reviewed.

Ms. Turner stated all power conventions are educational and beneficial; she confirmed all Council Members could still attend APPA; the Council budget could be utilized. Mr. Cox agreed

He confirmed all Council Members are invited to local UAMPS conventions, and said he was grateful to attend two APPA National Power Conventions, so far during his term. He agreed all power related conferences are helpful for understanding power related matters; for example, nuclear energy, and other things to come.

• Council Travel Policy Revisions - Janet Lopez

Ms. Lopez said the 2012 Murray City Council Travel Policy required updating, since practices were different from the policies. Mr. Critchfield confirmed changes would require Council approval during a future council meeting. Mr. Lopez explained changes to the following items:

- Conferences - Preapproved for Attendance by Council Members. New text includes the council director in attendance for specific conferences.
- NLC (National League of Cities) – All council members, and the council director, will be budgeted to attend one national meeting, per fiscal year. (Prior to the change, only two council members attended, alternating years.) Ms. Lopez explained changes were based on Mayor Camp's new policy for the City, regarding the APPA conference. As a result, for future attendance, three council members will be funded by the council budget; and two council members funded by the power budget.
- UAMPS August Conference – All council members to attend; funded by power budget.
- GSA Website (US General Services Admission) This is the standard used to determine per diem and mileage. Generally, conference registration, and mileage are paid in advance by the City; often hotel and other expenses are paid by the council member at the time of check out and reimbursed, however, the City may pay this with a purchasing card, if notified.

Ms. Turner noted reimbursements for ground transportation. Ms. Lopez clarified Council per diem should be used for all travel expenses like taxi and Ubers. However, if an extensive distance is required for ground travel, or when personal cars are left at the airport while away, those charges would be reimbursed by the City – upon presentation of receipt.

- Meal Expenses – No reimbursements for day trips within 100 miles of the City. Ms. Lopez explained those charges should be covered by Council Members monthly expense allowance.

Ms. Martinez asked if updates were effective this year, with the exception of APPA travel allowance. Ms. Lopez confirmed, funding was not available this fiscal year for that.

- **Council Office Budget Priorities Fiscal Year 2020 - 2021** - Janet Lopez
 - **Review Agenda Software Program**

Ms. Lopez provided a summary sheet and power point to discuss the possibility of attaining automated software that allows agenda documents to be compiled electronically; she learned other city council directors find the program useful, saving significant time on agenda preparation. She and Ms. Kennedy met with Granicus (a digital software company) to gain information and get cost estimates; the following cities also use Granicus: Salt Lake County, West Valley City, Riverton, Park City, Orem, and Sandy.

Ms. Lopez explained an app would be accessed by her, and all users including the administration and department heads. Software allows access for filling out council action forms, cover sheets, submitting background material, ordinances and resolutions; documents are downloaded online saving time. The preliminary agenda would go through the approval process as normal –by the mayor's office, and templates would be provided. Items that cannot be in the public domain are marked as private. Once assembled, citizens can subscribe to receive the final agenda. Minutes processing are linked to video or audio, so particular items discussed are easily located by citizens and staff.

She displayed an example agenda to review the overall process. Ms. Lopez noted the process saves processing time as all assembly is handled online, where links are attached to open specific documents. Data is hosted on the domain of Granicus, so space is not utilized on the City Website or kept in Council files for documenting.

Mr. Cox affirmed there would be a public domain, and a staff domain. Ms. Lopez confirmed each item comes up individually, as previewed. She would like to contact two other organizations to gather more information, compare capabilities and determine costs; streaming video is also available. Granicus requires a onetime set up fee of \$4,500 including training; agendas and minutes management is approximately \$10,200 per year. Ms. Kennedy confirmed. Ms. Lopez said the program would involve input from IT, and Mayor Camp's office prior to any final decision. She asked for Council thoughts.

Mr. Cox asked if companies prepare minutes. Ms. Lopez said they would provide only a link to access minutes within the audio or visual segments. Minutes would be completed as they are now in the Recorder's office and Council office.

Ms. Turner thought it was a nice improvement. Ms. Lopez noted time saved on her part, as well as, in the Mayor's office because items go directly to the app for all to view at the same time.

Ms. Dominguez asked about links associated with YouTube, where meetings are currently viewed. Ms. Lopez explained a camera would still be operated. Ms. Kennedy said external links are bookmarked within videos and for accessing exact audio discussions.

Mr. Hales noted viewers could go directly to an agenda, find a discussion item, click on links and be directed to that portion of meeting - instead of forwarding through long videos. Ms. Lopez confirmed. There was consensus to move forward with more research and additional bids.

- **Budget Dates and Process** (Attachment 2)

Ms. Lopez reviewed the Fiscal Year 2020 – 2021 Budget process and dates calendar.

Council Member Initiatives

- **Water Wise Landscaping on Park Strips** - Kat Martinez

Ms. Martinez noted the current landscape ordinance that states a required amount of vegetation must be included in park strips. She thought the ordinance was in conflict with what she sees planted and placed in Murray parking strips, such as grass replaced with other materials, like flower pots; therefore, she asked if ordinance language needed to be reworded so that citizens who follow the rule could transform parking strips accordingly. She requested a brief history to understand how the 'vegetation' text came about; and if there are better options than things that allow water to run off or be absorbed. She thought possibly sand, woodchips or other matter could be utilized for Water Wise.

Mr. Cox recalled Public Works Director, Mr. Astill, provided information to the Council recently, about an incentive for improving parking strips called 'flipping the strip,' which created a variety of change. Ms. Martinez was aware of incentives to come but was uncertain of that one.

Mr. Hill commented the City's water department would like to implement an incentive program into the next year's budget, and would work with the CED (Community and Economic Department), and City attorneys, to look at the ordinance and determine if restrictions make it difficult for home owners to convert grass to something else; he said the issue is on their project list.

Ms. Martinez looked forward to learning more, as material like wood chips, commonly seen, does not match the ordinance.

Mr. Cox noted many parking strips are full of weeds. He understood many projects take time, but due to the increased number of new homes construction in Murray, he thought this project should be a priority. It would save on landscaping expenses like running sprinkling systems under sidewalks and out to parking strips.

Mr. Hill shared history about parking strips to confirm the vegetation requirement in the current ordinance. He noted the word vegetation, meaning not just grass; there can be xeriscaping and drought tolerant plants. He agreed the ordinance is not followed by citizens, and many parking strips are filled with concrete, and other materials not permitted.

He discussed how current language came about several years ago, due to a situation in the City. The ordinance had to be enforced when neighbors requested enforcement of a property owner who placed concrete and large boulders in all parking strip areas- to an extreme. As a result of the

complaint, the City took action, however, the accused sought out over 100 other citizens also in violation. Mr. Hill said the City does not practice proactive enforcement, only reactive enforcement. So, the City had to decide whether to enforce the ordinance overall, or change it. During council meetings and several public meetings the City contemplated the ordinance – right or wrong – why have it if not enforced. He explained thoughts of the mayor, city council and attorneys at that time, were that it would be more challenging to patrol neighborhoods, take citizens to justice court for not having grass; make them tear out concrete, and spend thousands of dollars to replace it.

Mr. Hill continued the City did not want to appear as if the ordinance was irrelevant. So, a baseline was needed to make residents understand important City esthetics; the City wants trees in parking strips, as determined by the Shade Tree and Beautification Committee. Since material doesn't have to be grass, and there are many alternatives, it was decided not to eliminate specific wording from the ordinance because it will most likely not be enforced.

History shows the ordinance changed multiple times over 20 years, but is now more Water Wise friendly than ever; at one time only grass was allowed, then ten years ago the ordinance changed to include live vegetation. Mr. Hill agreed the ordinance requires policy discussion and he encouraged a future Committee of the Whole discussion with CED staff, the water department, and public works staff to gain a better perspective of what they deal with daily.

Mr. Hill said Public Works, Director, Mr. Astill hopes to allow parking strips with nothing but grass, be flipped to plant based landscapes. Currently, xeriscaping is not allowed, however, if that is desired, the City is willing to help financially, as it does with other programs. For example, with house fixtures that provide better water efficiency; the City contributes a certain dollar amount towards those costs. The intent is not to address new construction. He said the ordinance is good for those areas, because eliminating water in parking strips entirely is not effective for live vegetation and grass which is encouraged. The main focus is on older areas where grass can be changed to more efficient material.

Mr. Cox agreed and requested the discussion for a Committee of the Whole. Ms. Martinez was grateful to have a historical understanding and looked forward to the future discussion.

- **Trigger Locks - Kat Martinez**

Ms. Martinez said citizens in Salt Lake County may visit any county library and attain free trigger locks for guns, funded by the County. Ms. Martinez would like to see the City participate in the same manner. She said trigger locks are affordable, similar to bike locks, and would prevent guns from being fired accidentally. Although the Murray police station currently offers similar locks, she would like to see them available at the Murray Library, and Park Center. Visible signage might encourage better gun safety since children are often involved in unintended gun accidents. Flyers could be displayed in specific areas to get patrons attention about trigger lock safety measures.

Ms. Turner asked the cost of a trigger lock. Ms. Martinez said approximately \$13 on Amazon, which is not a great impact to the City budget. She thought purchasing a dozen to begin with, would allow the City to discover how well the program is accepted.

Mr. Hales confirmed use of trigger locks is strictly voluntary. Ms. Martinez said 20,000 children under the age of five are hospitalized annually for unintentional gun fire, so it would be a great community

safety initiative.

Mr. Brass shared an instance regarding his daughter, confirming that funding is available for trigger lock purchases.

Ms. Dominguez suggested the County might assist cities that want to purchase trigger locks.

Mr. Cox said contacting the County about their program would provide good direction. He encouraged communication with department heads first, to see if they are willing to run the program at those public facilities. Mr. Hill agreed he would contact Murray Library Director, Ms. Fong, and the Murray Library Board of Directors to relay the request. He explained from a government perspective, a decision to move forward with any program held at the Murray Library requires their decision, as a separate organization from City government; in addition the Library budget would need to be utilized.

Ms. Martinez would communicate with the County, contact Ms. Fong afterwards with details, and research funding possibilities, per Mr. Hill's instructions. Mr. Hill reported citizens can currently go to the IMC (Intermountain Medical Center) hospital and get free trigger locks at the pharmacy. Ms. Martinez appreciated that. Mrs. Dominguez suggested that information be shared more publically. Ms. Turner asked about the process to offer trigger locks at the Park Center. Mr. Hill would discuss the matter with Mayor Camp, and report back.

- **Short-Term Rentals - Kat Martinez**

Ms. Martinez reported a constituent was excited about short-term rentals. She realized Mayor Camp was working on the matter, however, she wanted to understand what other districts were experiencing.

Mr. Hales used short-term rentals in St. George and other places where he enjoys them; however, most constituents in his district do not support having them in City neighborhoods. He confirmed the Council would consider short-term rentals in a future council meeting, proposed by Mayor Camp.

Ms. Martinez asked if the City was currently in conflict with State Law. Ms. Lopez clarified State Law only says the City cannot prohibit home owners from advertising short-term rentals.

Mr. Hales confirmed nor can the City search out properties offering short-term rentals, thereby having them cited. Mr. Critchfield confirmed the City did pass an ordinance saying it would be a crime to advertise - but people can have them. He said the difficulty lies with determining whether guests are actually renters, or relatives spending the night. Mr. Hill confirmed Mayor Camp recently spoke openly about short-term rentals, and stated the Mayor is working closely with CED staff to bring forward a new ordinance the Council would consider in the future.

Ms. Turner had no concerning conversations with her constituents about the matter. Ms. Martinez said she lives in area with other renters; she is accustomed to them, so her neighborhood does not feel disruptive. Ms. Lopez noted complaints surrounding short-term rentals are late night parties, extreme traffic, and parking up and down neighborhood streets. Ms. Dominguez reported a recent situation in District 1 that may have created current concerns, and was glad to know the item would be forthcoming for consideration. Ms. Martinez agreed.

- **Holiday Ordinance** - Dale Cox. Mr. Cox would address the matter at a later time.
- **Welcoming Babies Born at Intermountain Medical Center** - Rosalba Dominguez

Ms. Dominguez expressed her desire to establish a relationship with IMC hospital, by offering a simple 'Welcome to the World' notecard to babies born in Murray, from the Council. She said hospital baby gifts typically include a number of things, like education materials on breast feeding; welcome cards would go with that package sent home with babies. She could take on the project herself, if there was no Council interest, and noted minimal cost. She discussed the idea with Ms. Lopez prior and sought input from the Council.

Ms. Lopez said the project is big and buy-in from the hospital would be required; hospital staff would be responsible for handing cards out in a timely fashion. She confirmed hospital participation was key, because it would be challenging to keep up with preparing cards when necessary.

Ms. Turner asked who would be responsible overall. Ms. Dominguez would design cards that could be preprinted, and the hospital would have on hand. Ms. Turner asked if other cities do this. Ms. Dominguez thought the University of Utah gave similar gifts. Ms. Turner was aware of gifts from hospitals but not city officials.

Ms. Martinez thought printing might be costly, and much work was needed to keep the project up to date. She wondered how many Murray residents have babies at IMC. Mr. Cox asked how many babies are born daily at IMC. Ms. Dominguez appreciated the discussion would research further; she thought a personal gesture from the Murray Council would be sincere.

Mr. Critchfield advised State Law allows a city to spend money on certain purposes. However, when money is used for gifts to private entities or people, a council process is required. He said as any other type of gift the City Council must follow the required process during a council meeting. However, if Ms. Dominguez wants to pursue the project on her own, she may do that.

Mr. Cox agreed Ms. Dominguez should communicate further with the hospital, and gather detailed information about birth numbers, so the Council could discuss it more in the future.

Ms. Turner asked about work involving council staff. Ms. Dominguez said a box of cards would be supplied to hospital staff to distribute; and not much work is required by staff.

Ms. Martinez said it would be important to monitor cards, so cards do not end up sitting in closet not getting delivered. Ms. Dominguez would analyze those details.

- **Dog Park Discussion** - Rosalba Dominguez

Several constituents had inquired about a dog park in Murray after hearing something about it through the Murray Parks and Recreation Department. Ms. Dominguez hoped to respond to questions and comments such as, why Murray doesn't have a dog park; when the City can get one; and where and how a dog park would fit into Murray. She noted Taylorsville City's dog park, near the boundary of Murray, however, if non-residents utilize the park, they are fined.

Ms. Turner said Murray was not the only city without a dog park. Ms. Dominguez said Murray has a large population of dog owners, and many visited the Taylorsville dog park, with regret. Ms. Martinez wondered about forming a possible dog license amnesty program with Taylorsville to share visiting rights; she noted Murray had nothing to offer in return. She thought licensing fees go towards park upkeep. Ms. Dominguez confirmed fines are warranted due to strict regulations.

Ms. Turner perceived all dog owners could use Taylorsville Dog Park. Mr. Cox confirmed fines are issued for dogs not licensed with Taylorsville City. Ms. Turner agreed a reciprocal agreement would benefit Murray dog owners.

Mr. Hales recalled the subject was addressed by Mr. Sorensen when he recently presented the draft Parks and Recreation Master Plan to the Council. Mr. Hill confirmed results of the Parks and Recreation Master Plan would be presented to the Council by the consultant. Approximately \$100,000 was spent to get the plan in place. Information was compiled from comprehensive public involvement, social group surveys, and pop-up events to collect data. He said all issues related to parks and recreation boil down to priorities of the people, whether it is skate parks, bowling greens, splash pads, better playground areas, or dog parks. Therefore, a good discussion was recommended with staff when the presentation is made; he said it conveys accurate priorities, not to discount dog owners, but the master plan provides the bigger picture.

Ms. Turner stated in her six years of service maybe four constituents strongly expressed a need for a dog park. She observed dog owners walking about neighborhoods, and many in her district favor the Murray Canal Trail, where dogs are leashed and well behaved.

Mr. Martinez observed dogs are often off leashes along the Murray Parkway Trail. She agreed communicating with Taylorsville would be worthwhile.

Mr. Cox said the Council should consider the master plan first and foremost; he and Ms. Lopez would contact Taylorsville City to check on possible opportunities. Ms. Dominguez thought working with Taylorsville was a good short-term solution, but thought Murray should have its own dog park. She noted a future dog park was third on priority list of the master plan, but was unsure where that was in line with the future. Mr. Cox would get back to the Council.

- **Council Compensation** - Diane Turner

Ms. Turner confirmed after a lack of Council support for a few years, she would again try to achieve pay increases for Council Members; if not supported, she would discontinue pushing it forward. She is personally fine with the current amount, however, she hoped the increase would encourage others to run for office, by making it more affordable, especially for diverse individuals, and young mothers with babysitting issues. She noted Mayor Camp and City staff are paid well, so it seemed the Council should have a base annual pay of \$20,000 instead of making 50 cents per hour; she said salary is a way of telling people they are valued. She agreed it would be hard to consider, because during a public meeting, Council Members would vote to approve their own pay increase. She addressed compensation in addition to the annual \$14,000 was received for expenses; however, a pay raise had not occurred in over 30 years. Ms. Turner requested input from the Council.

A handout was provided, to compare the Murray Council salary to other surrounding city councils. Ms. Martinez considered carefully salary comparisons. She explained as the bread winner she analyzed the Murray salary long-term, in addition to her full-time job pay, prior to running for office; this was important in her decision making. She said looking at the pay scale from an outside citizen perspective she agreed it appears significantly lower, and contemplated at that time whether she could afford to run. However, she was unaware of the monthly allowance, and cell phone reimbursements.

Mr. Cox agreed is difficult for single mothers with full time jobs to run for office, which is a nationwide challenge that needs fixing.

Mr. Hales said looking at the salary was one thing, however, when allowance and phone reimbursements are added, he thought the Council was paid well.

Ms. Martinez calculated the annual allowance of \$4,980 per year, and the base salary together, and stated it now allows her to consider changing her current full-time job, to part-time, because the pay is satisfactory. She expressed strong feelings about receiving a living wage, because it is often women who are responsible for childcare. She said it is important for those already struggling financially, and working second jobs to have the same opportunity as others when considering a council position. Ms. Martinez said she is more concerned with how their compensation appeared, than with how much it actually is, which was very unclear until in office, when it was explained.

Ms. Dominquez agreed the city council position is one that should be available to everyone.

Ms. Turner reiterated the increase was for future candidates to convey that Murray values the City Council, it would hearten others to realize running for office was financially possible, and not just affordable for older retired people. A lengthy conversation followed:

Ms. Dominquez favored the increase and providing a living wage. She said prior to her decision to run for council, she only considered how and when compensation occurred- she was not thinking about a pay increase; she did not go into office thinking there would be a pay increase: and there was never a conversation about the subject. She said the median age of a council member is over 50, which does not reflect the Murray community as a whole. Now that she has been in office, she agreed an increase was thoughtful to those working two or three jobs, and for single mothers. She agreed the opportunity is more doable for retired persons with more time and opportunity. She stated she was not in office when an increase to Mayor Camp's salary occurred. She totaled City Council wages, which did not equal his annual salary, and thought since the Council shares equal but separate power, the increase was something she would definitely consider responsibly.

Ms. Martinez said as a resident she would like to see the allowance as part of their salary, for better transparency.

Mr. Hales counts his allowance as part of his salary, and clarified, allowance is reimbursement, whether for auto, gas, travel, and cell phones, and is not taxable. Therefore, it should remain that way, as it is for other City staff who receive monthly allowance.

Ms. Dominguez confirmed other city council members do not get monthly allowances, and rarely get

cell phone reimbursements.

Mr. Cox said the City Council position could not be compared to Mayor Camp's full time job. He said the Mayor is not retired and works 40 hours per week, therefore, he said the decision for him to approve the Mayor's pay was justified. He agreed the Council position requires many necessary meetings, unexpected conversations and discussions; and time consuming responsibilities. He commented the City Council position requires dedicated service, which is why he ran for office. His desire was to act as public servant, not something he chose because of the pay. He said the Council has not had an increase in over 30 years, but the Council received the same 2.7% COLA (cost of living adjustment) increase last year and each COLA yearly just like all city employees. He acknowledged all Council Members came into the job voluntarily knowing it required time.

Ms. Turner thought the position required more time than she ever expected, with ongoing responsibility. All Council Members agreed it was time consuming on many levels.

Mr. Cox noted the size of Murray City compared with other cities; he said their compensation was equal, or above others. Ms. Turner agreed the same responsibilities apply regardless.

Ms. Martinez agreed when all compensation was totaled their pay was significantly comparable, if not higher than other cities. However, Murray has its own entities that require additional responsibilities, and other cities rely on the county for those services.

Mr. Cox agreed the Council relies on excellent department heads to educate them about various situations, concerns, and matters, so that good decisions are made. He said the City is not an organization like Kroger where price increases can make up for unexpected costs; city revenue comes from the wallets of citizens, property tax revenue, and other fees. He stated he ran for office because he wanted to, and he was not aware of the pay until he received his first paycheck. He discussed situations in other cities, where elected officials gave themselves pay raises, which did not go well. He said the Council is a great group of people, combined with intelligent department heads so he was personally happy with the existing pay rates. He said it would be hard at a time like this to go to citizens and convince the public that the City Council is underpaid. Ms. Turner disagreed.

Ms. Martinez said the majority of the public conceives the Council only meets twice a month, however, it is much more than that. She said in the beginning she believed anything less than \$20,000 was not equivalent to the amount of work required, in that someone could have a part time job and do council work part time also. But with the allowance a person could manage all responsibilities of a part time job, and perform well as a council member. She agreed with Ms. Turner the council position should be available for qualified passionate people, regardless of their economic status. She said she relates well with those in her district at the same economic level, as a renter, with various similar financial challenges, so she believes she will represent her district well, due to those commonalities; she hesitated to support the increase.

Ms. Turner said the current salary was not problematic for her, she was concerned about persons wanting to run for council in the future.

Ms. Dominguez wondered what the equivalent pay would be - at an hourly rate. Ms. Turner said there was no way to quantify those hours, due to the enormity of responsibilities. She said the position

permeates her entire life, where constituents approach her continually. Therefore, she could not accurately calculate weekly work hours because she is working constantly.

Ms. Dominguez said prior to her election she was not aware of the many responsibilities. All Council Members agreed. She said not all Council members have equal available time, due to outside obligations. They all serve in different capacities throughout the duration of their term; therefore, those differences should be valued. She noted the opposite occurred in her past experiences, as a woman of color, so encouraging others to run was important to her.

Ms. Dominguez asked about past conversations related to approving Mayor Camp's salary increase. Ms. Turner said there was never an open conversation about it. Ms. Lopez explained the salary for the mayor position was increased one time, at the suggestion of former Mayor Eyre, for the very reason Ms. Turner wanted to increase the Council wage; for future individuals. Then Mayor Camp's increase occurred to compensate State retirement he would have received had he not been elected. Mr. Hales confirmed Mayor Camp came to the City Council initially when he was made aware of losing that income to become a full-time city employee as mayor.

Ms. Turner applied the equation Salt Lake County utilized, for seven council members' salaries equal to the total salary of the Salt Lake County Mayor. Therefore, she requested that same fairness for Murray City Council Members; a base salary of \$20,000 along with the monthly allowances.

Ms. Martinez thought the equation was important because both branches of government work together. Ms. Lopez noted Salt Lake City used a different equation, which was each council member receiving 25% of the mayor's pay. It was noted that Salt Lake County council members earn approximately \$36,000 annually, however, no allowance is offered. Ms. Turner noted each Salt Lake County council member has a full-time staff member to assist them. Mr. Cox stated Salt Lake County has a much large tax base, which is a much different situation. Ms. Dominguez said the Murray Council salary did not have to be that much. Ms. Turner clarified her suggested increase would provide a base pay of \$20,000.

Mr. Hales reiterated his opposition and encouraged other Council Members to give a final opinion so that Ms. Turner could determine what support she may have.

Ms. Dominguez briefly discussed assumptions made by the public that elected officials receive compensation on the back end during the campaign process, which makes them beholden to donors, to sway voting; this was not her experience. She favored the increase and agreed more transparency was needed to reflect what compensation is provided.

In conclusion, Mr. Cox said he did accept campaign money but made it clear that there were no strings attached, so if donors disagree with his voting decisions, he is not obligated to anyone. He agreed people run for different reasons, but financial income was not one of his reasons. He noted other cities not offering allowance, and if a property tax increase was necessary in the future, he questioned two new council members voting to approve pay raises so early into their term; he did not support the increase.

Ms. Martinez supported the possibility of approving a pay increase now – but implemented in the future. Ms. Turner confirmed the increase would affect the current council; she reiterated she is fine

with the amount herself and if not supported she would not address the issue again. Ms. Lopez stated a sitting council cannot make decisions for a future council. Ms. Dominguez asked if the initiative could be tabled for a later time. Ms. Turner hesitated to delay the discussion again.

Ms. Martinez concluded after studying city comparisons, calculating all compensation with allowances, the total was fine; she was happy with it, and did not favor the pay increase.

Adjournment: 3:40 p.m.

Pattie Johnson
Council Office Administrator II

ATTACHMENT # 1

Fiscal Year 2020 – 2021 Budget Process and Dates

Tuesday, April 21, 2020 CM - Mayor's Budget Address

Consider a resolution to acknowledge receipt of the **Mayor's Tentative Budget**
Receive Budget binders for study

Monday, May 11, 2020 Budget Review with Departments

Lunch for all participants at 12 noon. Meeting 12:30 – 5:00 p.m.

Tuesday, May 12, 2020 Budget Review with Departments

Light lunch for Council Members only. Meeting 12:30 – 5:00 p.m.

Friday, May 15, 2020 **Budget Reconciliation Meeting** 1:00 – 3:00 p.m. This meeting is for further discussion and budget adjustments that Council may deem necessary.

Tuesday, May 19, 2020 CM - Consideration of adoption of the Council's Tentative Budget and Setting the Public Hearing

Tuesday, June 2, 2020 CM - Budget Public Hearing

Public Hearing related to department transfers.

Tuesday, June 16, 2020 CM - Adopt Final FY 2020-2021 Budgets

Adopt Tax Levies for the City and Library

August 2020 **Truth in Taxation Hearing** if the City Budget includes a property tax increase.
The exact date will be set by Salt Lake County.

ATTACHMENT # 2

MURRAY CITY SOCIAL MEDIA POLICY

Murray City recognizes that social media has changed the way that people communicate with each other and that the use of social media can enhance communication between City government and citizens, particularly citizens that do not access traditional media. The City encourages the use of social media to further the mission of the City and its departments where appropriate.

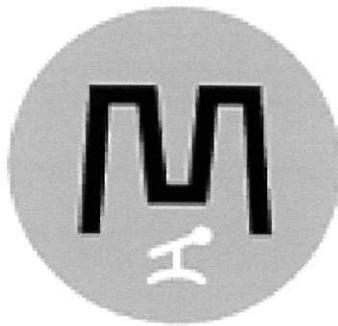
POLICY

Murray City departments may utilize social media and social network sites to enhance communications with citizens and program participants subject to the following rules and guidelines:

1. All Murray City social media sites shall be approved by the Mayor or designee. The Director of each department or the Director's designee shall be responsible for the content, upkeep and closure of each social media site maintained by that department.
2. Murray City social media sites shall generally be used for (1) marketing/promotional channels which increase the City's ability to broadcast its messages to the widest possible audience, (2) public information updates, and (3) the dissemination of time-sensitive information as quickly as possible (example: emergency information).
3. Content posted to Murray City social media sites shall also be made available on the City's main website. Content posted to City social media sites should contain links directing users back to the City's official website for in-depth information, forms, documents or online services necessary to conduct business with the City.
4. Use of City and department logos must conform to design guidelines.
5. Authorized employees representing the City via social media outlets must conduct themselves always as a representative of the City and in accordance with all appropriate Murray City policies and standards, including but not limited to the Employee Handbook. Employees found in violation of this policy may be subject to disciplinary action, up to and including termination of employment.
6. Employees should get written permission before posting images of individuals. Additionally, employees should get written permission to use a third party's copyrights, copyrighted material, trademarks, service marks or other intellectual property.
7. City social media sites shall be used only for communication of City related information in accordance with the City's mission and shall not be used for personal purposes.
8. City social media sites shall comply with federal, state and local laws, regulations and administrative rules.

maintained in an accessible format and so that it can be produced in response to a request. Wherever possible, such sites shall clearly indicate that any articles and any other content posted or submitted for posting are subject to public disclosure. Utah state law and relevant Murray City records retention schedules apply to social media formats and social media content. The department maintaining a site shall preserve records required to be maintained pursuant to a relevant records retention schedule for the required retention period. Appropriate retention formats for specific social media tools shall be determined by the City Recorder's Office.

10. Users and visitors to social media sites shall be notified that the intended purpose of the site is to serve as a mechanism for communication between City departments and members of the public. Murray City social media site articles and comments containing any of the following forms of content shall not be allowed: a. Comments in support of or opposition to political campaigns or ballot measures; b. Profane language or content; c. Content that promotes, fosters, or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation; d. Sexual content or links to sexual content; e. Solicitations of commerce; f. Conduct or encouragement of illegal activity; g. Information that may tend to compromise the safety or security of the public or public systems; h. Content that violates a legal ownership interest of any other party; or i. Comments not topically related to the particular social medium article being commented upon, including random or unintelligible comments; j. Hyperlinks to other sites unrelated to the topic.
11. Where possible, a disclaimer should be posted on social media sites that states, "Murray City is not responsible for messages posted by visitors to the site. The City does not monitor this social media site outside of normal business hours. If there is an emergency or if you need immediate help please call 801-840-4000."
12. City employees monitoring the social media site should report emergency or safety notifications on social media sites to the department director as soon as possible.
13. The guidelines described above should be displayed to users or made available by hyperlink. A copy of any content removed based on these guidelines must be retained, including the time, date and identity of the poster when available.
14. The City reserves the right to restrict or remove any content that is deemed to be in violation of this social media policy or any applicable law.
15. The social media tools that are currently approved for use by Murray City are Twitter, Facebook, Instagram, YouTube, and Pinterest. If any City department desires to use any other social media tool, such use must be approved by the Mayor or designee.
16. All content created or posted on a City social media site as well as all City profile and home pages shall belong to the City. All login and password information shall be retained by the Mayor, the Director of each department or designee, and the City's IT division director. Third party information, such as names, addresses, phone numbers, etc. are confidential and should not be distributed to non-City individuals or businesses.



MURRAY
CITY COUNCIL

Discussion Item #1



Murray City Council

Presentation by the Boys and Girls Club of Greater Salt Lake

Council Action Request

Committee of the Whole

Meeting Date: April 21, 2020

Department Director Janet M. Lopez	Purpose of Proposal Boys and Girls Club Annual Report
Phone # 801-264-2622	Action Requested Informational only.
Presenters LeAnn Saldivar President & CEO	Attachments
	Budget Impact As detailed in the Mayor's Tentative Budget for FY 2021.
Required Time for Presentation 15 Minutes	Description of this Item LeAnn Saldivar will be present to discuss programming and children served at the Boys and Girls Club.
Is This Time Sensitive No	
Mayor's Approval	
Date January 31, 2018	

April 2, 2020



BOYS & GIRLS CLUBS
OF GREATER SALT LAKE

Mayor Blair Camp and Honorable Council Members,

Please accept the accompanying report and this message as you consider our request for financial support at this unprecedented time. The report provided is a glimpse backward in time and shows the incredible work our team does and the impact they make in the Murray community year after year.

At this moment, the Murray Boys & Girls Club looks very different. Following the directives of Murray School District as well as State and local officials, we suspended services for school aged youth in early March. Services for preschool aged children continued uninterrupted.

The following week, we experienced an earthquake. Staff and children were present at the Club during the quake. I'm proud of how our staff responded with established protocols and the facility was closed quickly pending inspection. Within a matter of days, we were operating again but now with newly developed safety protocols to slow the spread of COVID-19. We are grateful for Murray City's property management team and their quick response to inspecting our Club and our office space.

Since the beginning of these crises, the Murray Club and their leadership team have proven to be the most responsive and stalwart among all seven of our locations.

First, they continued critical food distribution programs for our families and stepped in to add additional meal distribution in cooperation with Murray School District during spring break. On one day alone, they safely distributed 475 meals to Murray families!

Second, we responded to the call from Governor Herbert and offered our Club to serve youth ages 3-12 whose parents are medical personnel and first responders. Given our proximity to IHC hospital, our location was in high demand by the Utah State Office of Childcare.

And finally, for the youth we are not able to serve on site, our team has deployed innovative ways to keep our kids engaged with virtual programs on a daily basis. If you are able to follow the Murray Club on FaceBook or Instagram, you can see the incredible creativity and ingenuity of the Murray team.

Despite all the chaos, our mission goes on! I hope you share my pride in the Murray Boys & Girls Club and its incredible people. I know, as City leaders, you are facing extremely difficult decisions but I hope you'll feel a continued investment in the Murray Club is an "essential service" for the citizens of Murray.

Sincerely,

A handwritten signature in black ink that reads "LeAnn Saldivar".

LeAnn Saldivar

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801-322-4411
www.GSLClubs.org

Executive Committee

Brad Hardy, Chair
Craig Martucci, Chair Elect
Scott Young, Treasurer
Candace Dee
Kellie Williams
Chris Hase
Art Pasker
Alicia Garcia

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Dana Williamson
Jeannie Yerkovich

President & CEO

LeAnn Saldivar



CLUB ATTENDANCE

The Murray Club is the largest Boys & Girls Club in Utah, enrolling nearly 900 kids each year. It also has the largest daily attendance of any Club in the state.

228 Youth between the ages of 3-18yrs of age come to the Murray Club *every day* during the school year, with **296** attending *every day* in the summer. This was an increase of **125** more youth compared to 2018/2019 school year and summer.

Even with this growth and the new expanded space, we still had **75** Club members on a waiting list last summer and **65** on a waiting list this school year. The waiting list is due to transportation constraints and the decision by Murray School District to establish a common dismissal time at all schools.

Number of schools we serve: 15 in total (10 in the Murray School District)

- 38% of our school year enrolled Club members attend a title one school in the Murray School District.

In addition, some of our Club Members are not proficient in math, language, and science for their grade level, and struggle with homework daily. The Club provides daily tutoring and homework help through our Power Hour and with this extra help our Club Members reported:

- 82% expect to complete high school
- 75% expect to complete some college
- 60% are on grade level for their age
- 55% earn mostly A's and B's in school
- 65% are on track to complete the courses necessary to prepare for post-secondary education.

MURRAY CLUB STATISTICS

At the Murray Club, we serve the kids who need us most. Our Club members represent some of the most underserved youth in the state:

- 76% of our Club Members come from low to moderate income households in 2019
- 51% of our Club Members come from races other than Caucasian
- 50% of our Club Members come from single parent homes

In 2019 we served 35,591 free meals and healthy snacks at the Murray Club.

The Murray Club also provides other ways for our members to stay healthy. Our annual member survey shows the following:

- 86% of our Club Members engage in 5 or more days of physical activity a week.
- 97% abstain from alcohol and cigarettes 85% abstain from marijuana use.

Other important statistics:

- 78% of Club members participate in community service or volunteer opportunities in the Murray community.

NATIONAL YOUTH OUTCOME INITIATIVE (NYOI)

Our Club participates in a National Youth Outcomes Initiative (NYOI) as part of our partnership with Boys & Girls Clubs of America. This survey is administered annually and uses self-reported data from Club members to assess Club Experiences and program effectiveness. On the 2019 NYOI, the following measures of Club experience and perceived Club safety were calculated based on Club member responses:

- 44% had an "optimal" Club Experience
- 43% felt an "optimal" level of emotional safety
- 64% felt an "optimal" level of physical safety
- 21% had "optimal" conflict resolution skills.

We have set a goal that 75% of our Club members will report having an "optimal Club Experience" by 2025 - a 5% year-over-year improvement. Creating this change will require additional investments in staff development and training, facility improvements, and new and innovating programming.

OUR PROGRAM

The Murray Boys & Girls Club offers a wide variety of prevention programs, helping kids get healthy and prepare for success. These programs include:

- **Money Matters:** a financial literacy program for teens and their parents.
- **Protecting You, Protecting Me and Keepin' it REAL:** evidence-based, age-appropriate substance abuse prevention programs for elementary-aged youth and teens, respectively.
- **Making a Difference:** a program designed to help pre-teens and young teens navigate the difficult changes they're going through and build the confidence they need to resist negative peer pressure.
- **Safe Dates:** evidence-based dating violence program for teens, teaching young adults to recognize the difference between healthy and unhealthy relationships for themselves and their friends.
- **All4You:** evidence-based program for teen pregnancy and STI prevention.

Healthy snacks and meals served to over 200 youth each day, with breakfast, lunch, and a healthy snack served during the summer, and an afterschool snack served during the school year. Kids learn to prepare these healthy meals themselves and often have the opportunity to take fresh fruits and vegetables home to their families.

Community service opportunities: Murray Club kids perform over 200 hours of community service each month!

Homework help and credit recovery: we help kids catch up on school work, including giving kids a chance to make up class credits that they may be missing in order to help all members graduate on time.

Sports and outdoor activities: in the past year, Murray Club members have gone on field trips that include boxing, axe throwing, rock climbing, indoor surfing, roller skating, hiking, and more! The Murray Boys & Girls Clubs give kids the opportunity to fall in love with fitness and explore the rich outdoor opportunities Utah presents.

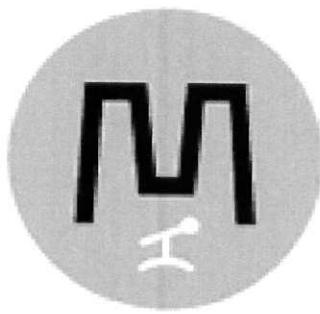
BUDGET AND FUNDING REQUEST

2019-2020 Murray Club Budget

Salaries/Benefits	649,931
Program Supplies & Equipment	76,901
Furniture & Equipment	2,500
Office Supplies, Dues, Postage	2,421
Telephone & Internet	2,340
Utilities	41,459
Space Costs	50,046
Vehicle Expense	<u>15,000</u>
Total	840,598

Our staff and Board of Directors are very grateful for the unparalleled support we receive from Murray City every year. We are respectfully requesting \$125,000 to continue our work serving the youth and families of Murray. From 2004-2015 we received this amount and are hopeful the Council will approve restoring funding to this level to help up serve additional kids waiting on our waiting list!

The return on investment in the Boys & Girls Club is nearly \$10 for every \$1 invested. This return comes in the form of taxes on wages earned by parents, less dependence on social safety net programs and reduced costs related to crime and delinquency.



MURRAY
CITY COUNCIL

Discussion Item #2



Mayor's Office

2020 Legislature Update

MURRAY

Council Action Request

Committee of the Whole

Meeting Date: April 21, 2020

Department Director Mayor Blair Camp	Purpose of Proposal To provide an update of the 2020 Legislative Session.
Phone # 801-264-2600	Action Requested Information Only
Presenters GL Critchfield, City Attorney Kory Holdaway, Lobbyist David Stewart, Lobbyist	Attachments Bill List
Required Time for Presentation 20 Minutes	Budget Impact N/A
Is This Time Sensitive No	Description of this Item The City Attorney and contract lobbyists will provide an update of the 2020 legislative session.
Mayor's Approval 	
Date March 20, 2020	

Murray City
2020 Legislative Bill Tracker

HB49 – Sales Tax on Motor Vehicles

Chief Sponsor: Norman K. Thurston

Senate Sponsor: Lincoln Fillmore

Bill Passed in both bodies and will be enrolled. Waiting on Signature of Governor

This bill modifies provisions of the Sales and Use Tax Act related to determining the location of certain transactions.

This bill provides that when a dealer sells an aircraft, manufactured home, mobile home, modular home, motor vehicle, or watercraft over the Internet, the location of the transaction is where the purchaser takes receipt of the property; and makes technical and conforming changes.

HB185 – Tax Restructuring Revisions – Repeal

Chief Sponsor: Francis D. Gibson

Senate Sponsor: Lyle W. Hillyard

Passed both bodies and has been signed by the Governor

This bill repeals S.B. 2001, Chapter 1, Laws of Utah 2019, Second Special Session.

This bill repeals S.B. 2001, Tax Restructuring Revisions, which the Legislature passed during the 2019 Second Special Session.

HB202 – Local Government Nuisance Ordinance Reform

Chief Sponsor: Jefferson Moss

Senate Sponsor: Lincoln Fillmore

Passed both bodies and is being prepared to be enrolled. Waiting on signature of the Governor

This bill amends provisions related to municipal and county ordinances.

This bill prohibits a municipality or county from imposing a criminal penalty for violation of an ordinance unless the violation is a nuisance; and limits the circumstances under which a municipality or county may impose a criminal penalty for a violation of an ordinance; and makes technical and conforming changes.

HB206 2nd Sub – Bail and Pretrial Release Amendments

Chief Sponsor: Stephanie Pitcher

Senate Sponsor: Todd Weiler

Passed both bodies and is being prepared to be enrolled. Waiting on signature of the Governor

This bill makes changes to provisions relating to bail.

This bill defines terms; provides procedural changes related to law enforcement issued citations; creates a presumption of release for individuals arrested for certain criminal offenses while the individual awaits trial; provides that a person who is eligible for pretrial release shall be released under the least restrictive reasonably available conditions to ensure the appearance of the accused and the safety to the public; provides standards and guidance for imposition of pretrial release conditions and pretrial detention; creates a presumption of pretrial detention for certain criminal offenses; specifies the conditions under which a defendant may be denied pretrial release; specifies pretrial release conditions that may be ordered by the court; reduces the time allowance for bond forfeiture; creates a special revenue fund to fund pretrial services programs with money obtained from bond forfeiture proceedings; and makes technical and conforming changes.

HB261 1st Sub – Eminent Domain Revisions

Chief Sponsor: Phil Lyman

Senate Sponsor:

Failed to Pass in the House

This bill revises provisions related to eminent domain.

This bill provides that state agencies and political subdivisions may not take private property unless the taking is necessary for the public use; modifies certain provisions applicable to the Department of Transportation's acquisition of private property; excludes certain uses for which the eminent domain right may be exercised; provides certain limitations on the taking of property by eminent domain; modifies provisions related to the sale of certain property acquired by eminent domain; and makes technical changes.

HB273 – Property Rights Ombudsman Amendments

Chief Sponsor: Val L. Peterson

Senate Sponsor:

Passed in both bodies and is being prepared for enrolling. Waiting on Governor's signature

This bill modifies the Property Rights Ombudsman Act.

This bill provides that in a court action involving a dispute related to land use law, the substantially prevailing party may recover compensatory damages if the court resolves the dispute consistent with an advisory opinion issued on the same facts and circumstances; waives governmental immunity for a monetary award authorized by the Property Rights Ombudsman Act; and makes technical and conforming changes.

HB281 – Tax Credit for Alternative Fuel Vehicles

Chief Sponsor: Suzanne Harrison

Senate Sponsor:

Failed to pass in the House

This bill enacts nonrefundable corporate and individual income tax credits related to certain alternative fuel vehicles.

This bill creates nonrefundable corporate and individual income tax credits for the purchase or lease of certain alternative fuel vehicles; defines terms; creates an application process for the purchaser or lessee to receive a tax credit certificate from the director of the Division of Air Quality; and sets a termination date for the tax credit but requires legislative review before the termination date.

SB41 – Sales and Use Tax Modifications

Chief Sponsor: Ronald Winterton

House Sponsor:

Failed to pass in the Senate

This bill enacts sales and use tax exemptions.

This bill enacts a sales and use tax exemption for the purchase or lease of machinery, equipment, normal operating repair or replacement parts, or materials, except for office equipment or office supplies, by an oil and gas extraction establishment or a pipeline transportation establishment; expands the sales and use tax exemption for the state, its institutions, and its political subdivisions to include certain purchases by an electric generation and transmission facility; enacts a sales and use tax exemption for amounts paid or charged for construction, operation, maintenance, repair, or replacement of facilities owned by an electrical corporation; creates a refund process to phase in the exemptions for an electric generation and transmission facility, an electrical corporation, and an oil and gas extraction or pipeline transportation establishment; and makes technical changes.

SB77 4th Sub – Electric Energy Related Tax Credit

Chief Sponsor: Derek L. Kitchen

House Sponsor: Val L. Peterson

Passed in the Senate Failed to Pass in the House

This bill enacts a corporate and individual income tax credit related to electric energy.

This bill defines terms; enacts a refundable corporate and individual income tax credit for the purchase of an electric energy storage asset or certain electric commercial class 8 vehicles; enacts a refundable gross receipts tax credit for the purchase of an electric energy storage asset; provides that a taxpayer may not claim more than one state tax credit for each qualified purchase; and makes technical and conforming changes.

SB114 – Sales and Use Tax Exemption Amendments

Chief Sponsor: Kirk A. Cullimore

House Sponsor: Mike Schultz

Passed in both bodies and has been enrolled. Waiting for signature of the Governor

This bill modifies the sales and use tax exemption related to certain data centers.

This bill modifies the definition of a qualifying data center for purposes of the Sales and Use Tax Act; and provides a sales and use tax exemption for an occupant of a qualifying data center for the purchase of certain machinery, equipment, or parts.

SCR6 1st Sub – Concurrent Resolution for Study of Local Option Sales Tax

Chief Sponsor: Curtis S. Bramble

House Sponsor: Steve Eliason

Passed in both bodies and has been enrolled. Waiting for signature of the Governor

This resolution requests that the Utah Association of Counties and the Utah League of Cities and Towns provide the Legislature with information regarding the impact of e-commerce and the point of sale associated with the various local option sales and use tax rates and, where applicable, possible changes to the distribution formulas.

This resolution highlights the changes in retail practices and market conditions that have emerged since the establishment of various local option sales and use taxes, rates, and distribution formulas; and requests that the Utah Association of Counties and the Utah League of Cities and Towns, working with the Utah Transit Authority and other local transit districts, provide the Legislature with research and possible recommendations regarding the inherent impact of changing point of sale due to e-commerce as well as possible changes to distribution formulas.

2020 LEGISLATIVE REPORT

The State Legislature this year passed 510 bills. Not every bill that passed will impact Murray. However, we will have impacts. We hope the summaries included in this report will provide insight into some of the impacts of the 2020 Legislature.

UNDERSTANDING THE SUMMARY

Legend

Bill	Title	Sponsor
Bill Summary		
ULCT	CITY	VOTE

Each box represents one bill that passed and that in our view may impact Murray City. Some will have greater impact than others. Bills that did not pass are not included in this Report.

Information for each bill is contained within a box like the one above. The green row (moving left to right) has the bill's number, title and sponsor. The second row (white row) has the summary of the bill. And the last, or gray, row, shows the positions taken for each Bill by the Utah League of Cities and Towns ("ULCT"). The position taken by Murray City ("City") comes from input from department heads or other employees as well as our best guess at whether the legislation may have a positive or detrimental affect on the City. The ULCT and City positions may be compared to the votes by those legislators who represent Murray City as part of their district. Those legislators include:

House of Representatives

Karen Kwan
Carol Spackman-Moss
Andrew Stoddard
Marie Poulson
Mark Wheatley

Senate

Gene Davis
Jani Iwamoto
Kathleen Riebe

Positions taken by the ULCT and City are identified by "Support", "Oppose", "Neutral," or "DNTP" ("Did Not Take a Position"). Votes taken by our legislators will appear as "Unanimous" except where a legislator voted against the bill which will be identified as "Oppose." As with many summaries, we have tried to include those bills that we feel are of importance.

The summary begins with bills of particular interest and then is divided alphabetically by section headings.

BILLS OF PARTICULAR INTEREST

Tax Reform

HB 185	Tax Restructuring Revisions - Repeal	Francis Gibson
<p>The 2019 Legislature ended the session without an anticipated overhaul of the state's tax system. HB 441 (2019) was complicated and introduced late in the session. It imposed fees on health insurance premiums and real estate transactions in lieu of taxing medical care and real estate commissions; it imposed taxes on a broad range of services from legal advice to haircuts; and reduced both the state sales and income tax rates.</p> <p>HB 441 had taken too long to put together and time ran out to debate and make changes to pass it. However, lawmakers promised a tax reform plan and approved a new task force to find a solution to the state's slowing growth in sales tax revenue.</p> <p>Following task force meetings across the state with constituents a proposed tax reform bill, SB 2001, was introduced in December in special session. SB 2001 passed in the Senate 19-7 and in the House 43-27. Because the bill did not receive a two-thirds majority in either the Senate or House, it would not become law for 60 days.</p> <p>Six weeks after passing SB 2001, the Legislature passed HB 185 repealing SB 2001 under threat of a referendum.</p>		
ULCT Neutral	CITY Neutral	VOTE Unanimous
S.C.R. 6 1 ST Sub	Concurrent Resolution for Study of Local Option Sales Tax	Curtis Bramble

There are 17 different local sales and use tax options, including specialized levies for UTA and other local transit authorities that cities and counties are authorized to impose. The revenue from these taxes is tied to the point of sale. With this Resolution the Legislature requests that ULCT and UAC provide it with research and address the impact of the modern economy (internet sales) on the point of sale and on distribution formulas. *This may signal*

ULCT Support	CITY DNTP	VOTE Unanimous

Tier 2 Public Safety and Firefighter Retirement

SB 56 S01	Tier 2 Public Safety and Firefighter Retirement Enhancements	Wayne Harper
SB 129 (2019) made two changes to the Tier II retirement plan for police and firefighters. It increased the contribution rate from 12% to 16% (2% coming from City and 2% from employee salary deferral). And it increased the annual accrual for the pension plan.		
Implementation was delayed to July 1, 2020. (They apply to new and current employees in the Tier 2 Public Safety & Firefighter Retirement system for benefits earned after July 1, 2020.) Contributions to the Tier 2 Public Safety & Firefighter Hybrid plan will be made by the City (14%) and the employee (2.27%). However, the City may “pick-up” the employee’s portion of the retirement contribution. The City must take formal action (resolution, ordinance, or meeting minutes) before July 1, 2020 to “pick-up” the employee contributions.		
ULCT Support	CITY Support	VOTE Unanimous

Taxes

HB 49	Sales Tax on Motor Vehicles	Norman Thurston
For tax purposes, the point of sale for an online transaction involving a boat, automobile, aircraft, or mobile home takes place is wherever the buyer takes possession of the vehicle.		
ULCT Neutral	CITY Opposed	VOTE Unanimous

SB 154 S01	Taxed Interlocal Entity Amendments	David Hinkins
Modifies rules for the Intermountain Power Authority to allow it to be eligible to receive federal grants in support of hydrogen energy storage systems. (There is an increasing interest in developing hydrogen as an energy storage resource in Utah.) IPA and UAMPS are the only taxed interlocal entities in Utah.		
ULCT Support	CITY Support	VOTE Unanimous

Land Use

HB 273 S02	Property Rights Ombudsman Amendments	Val Peterson
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The Office of the Property Rights Ombudsman (Ombudsman) is a non-partisan office in the Department of Commerce. The Ombudsman is authorized to act as mediator or arbitrator in land use disputes. There is no cost to a property owner (or to a city). The Ombudsman also may issue an advisory opinion upon request. If a property owner files a lawsuit after receiving an advisory opinion, the prevailing party may recover a civil penalty of \$250/day if the court rules consistent with the Ombudsman's advisory opinion. In order to impose the civil penalty, a judge must conclude that the losing party violated the law knowingly and intentionally.

If the lawsuit takes one year before final decision, the penalty would be \$91,250 or for two years the penalty would be \$182,500. Courts will be reluctant to impose the civil penalty on private parties but less reluctant to impose the civil penalty on cities.

ULCT Support	CITY Oppose	VOTE Unanimous
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HB 388 S01	Land Use Development and Management Revisions	Logan Wilde
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[This is the annual Land Use Task Force bill. This task force is made up of members of ULCT, land developers and others.]

One of the most significant changes is that this bill limits who may appeal from a land use decision. An "adversely affected party" has always been able to appeal a land use decision but this term was never defined. HB 388 defines "adversely affected party" as one who owns real property adjoining the property that is the subject of a land use decision or who will suffer a damage different in kind than, or an injury distinct from, that of the general community as a result of the land use decision. We will see how long until this term is challenged by a third-party and how the judiciary views this limitation.

ULCT Support	CITY Support	VOTE Unanimous (A. Stoddard did not vote)
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HB 202	Local Government Nuisance Ordinance Reform	Jefferson Moss
City may only charge an infraction for a violation relating to an individual's use of their residence unless, the violation is a "nuisance"; the City has imposed a fine on the individual for a violation involving the same residence three times within the 12 months. An ongoing violation constitutes a <u>single</u> violation. <i>This could pose a significant burden on and challenge to, code enforcement.</i>		
ULCT Neutral	CITY Oppose	VOTE Unanimous

Eminent Domain Limitations

HB 198	Eminent Domain Limitations	Susan Pulsipher
Prohibits the use of eminent domain to establish trails for walking, hiking, bicycling, equestrian or recreational uses and for the purpose of establishing a public park on "century farm" property, which is real property assessed under the Farmland Assessment Act and is owned/held by the same family for a continuous period of 100 years or more.		
ULCT Neutral	CITY DNTP	VOTE Oppose: Riebe

State Preemption – Personal Delivery Devices

HB 277 S01	Personal Delivery Devices	Stewart Barlow
Preempts the City from regulating personal delivery devices. Allows personal delivery devices that have automated driving technology to at speeds up to 12 mph in a pedestrian area and up to 20 mph on a highway that is not a pedestrian area.		
ULCT Support	CITY DNTP	VOTE Unanimous

Straight Ticket Voting

HB 70 S01	Repeal of Single-Mark Straight Ticket Voting	Patrice Arent
Bans straight ticket voting.		
ULCT DNTP	CITY DNTP	VOTE Unanimous

Body Cameras

HB 210 S01	Body Camera Amendments	Daniel McCay
Further regulation of law enforcement officers' use of body cameras. Requires police officers to document the reason why they failed to activate a bodycam, and under certain circumstances allows a judge in a trial to instruct the jury to view missing body camera footage negatively against the officer (draw an adverse inference).		
ULCT DNTP	CITY DNTP	VOTE Unanimous

Prosecutor Data Collection

HB 288 S01	Prosecutor Data Collection Amendments	Marsha Judkins
This is a bill supported and lobbied for by the ACLU. The underlying belief of this bill is that bias runs through the criminal justice system and that by collecting information from prosecutors (and others) biases will be uncovered. Beginning in July of 2021, all prosecutors (including Murray's) will have to provide certain data to the state's Commission on Criminal and Juvenile Justice every six months. The data includes, among other things, age, race, and ethnicity of the defendants, what charges the prosecutor filed or whether a plea deal was offered.		
ULCT Neutral	CITY Neutral	VOTE Unanimous

Justice Court Jurisdiction

HB 300 S01	Justice Court Jurisdiction Amendments	Keven Stratton
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The Murray City Justice Court has jurisdiction over all class B and C misdemeanors. This bill extends the territorial jurisdiction of a county justice court to cities in limited circumstances. If an offense is presented for prosecution to the District Attorney that could be charged as a Class A misdemeanor, but the District Attorney decides to charge the offense as a class B or C misdemeanor instead, then the District Attorney may file the case in the county justice court.

We do not know this bill's impact on the City's justice court.

ULCT Neutral	CITY Neutral	VOTE Unanimous
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AIR QUALITY

HB 59	Tax Credit for Alternative Fuel Vehicles	Andrew Stoddard
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Extends and phases out (incrementally) the tax credit for natural gas, electric, and hydrogen-electric heavy duty vehicles over the next ten years.

ULCT DNTP	CITY DNTP	VOTE Unanimous (38-24-13; 16-11-12) VETOED
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HB 269 S02	Income Tax Credit Amendments	Douglas Sagers
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Creates a refundable corporate and individual income tax credit for the purchase of commercial energy systems using hydrogen electrolysis of over 2 megawatts and allows certain hydrogen fuel production and distribution projects to qualify for the high cost infrastructure development tax credit.

ULCT DNTP	CITY DNTP	VOTE Oppose: Andrew Stoddard VETOED
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HB 235 S02	Voluntary Home Energy Information Pilot Program	Patrice Arent
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Authorizes the Governor's Office of Energy Development to create the model rules for a voluntary home energy efficiency report. This could allow single-family home owners or prospective homebuyers to compare energy costs, energy use, or emissions from homes that they own or are considering buying. Creates a 2-year pilot program. The pilot program could provide reimbursements for home efficiency inspections for homes located in nonattainment counties (an area considered to have air quality worse than the National Ambient Air Quality Standards), creates a performance standard for energy-efficient homes.

ULCT Support	CITY DNTP	VOTE Unanimous
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HB 396 S02	Electric Vehicle Charging Infrastructure Amendments	Lowry Snow
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Requires the Public Service Commission to approve utility-owned electric vehicle charging infrastructure equipment and electric vehicle charging services offered by large scale utilities (Rocky Mountain Power) or a private entity up to \$50 million. Allows the utility to recoup its investment by allowing the utility to set a rate to charge customers for using electric charging stations.

ULCT Neutral	CITY DNTP	VOTE Unanimous
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HB 259	Electric Vehicle Charging Network	Robert Spendlove
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Requires the UDOT to develop a statewide plan for an electric vehicle charging network. The network plan is to ensure that charging stations are available at distances no greater than every 50 miles along the interstate highway system by December 2025.

ULCT Support	CITY DNTP	VOTE Unanimous
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BUSINESS LICENSE FEES

HB 348	Business Licensing Amendments	Michael McKell
Insurance licensee is now required to pay a fee for a City business license.		
ULCT Support	CITY Support	VOTE Unanimous

ELECTIONS

HB 221 S01	Municipal Office and Local Elections	John Hawkins
Requires that a city council member reside in the district that the council member represents. If a city council member's principal place of residence changes and the council member fails to comply with district residency requirements, that council member is considered to have vacated the elected office. An individual who fills a vacancy must comply with the district residency requirements.		
ULCT Neutral	CITY Support	VOTE Unanimous

SB 28	Election Law Revisions	Daniel Thatcher
Candidates for political office who are not affiliated with a registered political party are identified on the ticket with the statement: "This candidate is not affiliated with, or does not qualify to be listed on the ballot as affiliated with, a political party."		
SB 28 removes this unaffiliated candidate statement.		
ULCT Neutral	CITY Neutral	VOTE Unanimous

GENERAL GOVERNMENT

HB 57	Towing Signage Revisions	Cory Maloy
Authorizes City, subject to signage having the required messages, to have vehicles towed from property it owns, that is outside the public right-of-way and is open to public parking.		
ULCT :Support	CITY DNTP	VOTE Unanimous

HB 82	Governmental Immunity Modifications	Brady Brammer
Authorizes city's representative to respond to a notice of claim.		
ULCT Support	CITY DNTP	VOTE Unanimous

HB 98 S01	Offenses Against the Administration of Government Amendments	Craig Hall
It is a crime for a public servant to misuse public property. This bill refines last year's legislation requiring that a public servant knowingly engage in misconduct involving public property. Last year felony penalties were enacted but applied to any misbehavior irrespective of the value of property misused. This bill bases penalties on the value of the property. There is an exemption from prosecution for de minimus use of public property.		
ULCT Support	CITY Support	VOTE Unanimous

HB 188	Emergency Management Act Amendments	Suzanne Harrison
Defines "alerting authority" as a political subdivision that has received access to send alerts through the Integrated Public Alert Warning System (IPAWS). Requires alerting authorities to send verification of FEMA training to the Division of Emergency Management every three years. Requires an annual copy of an emergency alert plan be submitted to the Division of Emergency Management.		
ULCT Support	CITY Support	VOTE Unanimous

HB 283 S04	Outdoor Adventure Commission Amendment	Jeffrey Stenquist
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Creates a commission to review statewide outdoor recreation opportunities. The commission will create a long-term plan for outdoor recreation to coordinate statewide, regional, and local efforts to enhance outdoor opportunities. One commission member will be appointed by the ULCT. A second member will be chosen jointly by ULCT and UAC.

ULCT Support	CITY DNTP	VOTE Unanimous
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SB 173 S05	Disorderly Conduct Amendments	Don Ipson
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Existing Utah law prohibits the disruption of a lawful meeting by “physical action, verbal utterance, or any other means”. Creates new penalties for individuals protesting at the State Capitol or near meetings of government officials. “Disrupting or disturbing an official meeting” and “engaging in disorderly conduct at an official meeting” is punishable as a class C (first offense), B (second offense) or A (three or more offenses) misdemeanor, (which may include jail time and fines). There must be an ignored warning prior to a first offense.

ULCT Neutral	CITY DNTP	VOTE Oppose: K. Kwan, M. Paulsen, M. Wheatley
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SB 205 S01	Eminent Domain Modifications	Kirk Cullimore
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Modifies the information required that the City provides a party during the negotiation phase of the eminent domain process. Clarifies valuation of property.

ULCT Neutral	CITY Neutral	VOTE Oppose: K. Kwan, C. Spackman-Moss
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SB 217	State Retirement Amendments	Daniel Hemmert
Reemployment as a part-time appointed or elected board member is not subject to postretirement reemployment restrictions if part-time appointed or elected member of a board, commission, council, or committee does not work for the participating employer and has not retired from this participating employer and compensation does not exceed \$5,000. 50 years old if firefighter or law enforcement or 55 years old.		
ULCT DNTP	CITY DNTP	VOTE Unanimous

GRAMA

SB 47	Public Document Signature Classification	Jani Iwamoto
Classifies the following as protected records under GRAMA:		
<ul style="list-style-type: none"> - signature on political petition, voter registration record, or any signature in the custody of the lieutenant governor or local political subdivision, in relation to the Election Code. - a request to withdraw a signature. 		
City must disclose, upon request, list of names of those who signed the petition or request; permit an individual to view but not copy the signatures.		
ULCT Neutral	CITY DNTP	VOTE Unanimous

JUDICIARY

HB 83 S01	Expungement Amendments	Andrew Stoddard
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Upon receiving a request for an expungement of a conviction, a prosecutor is required to notify the victim of the crime. HB 83 adds the notification requirement for expungements of dismissals pursuant to pleas held in abeyance. If a victim objects and the underlying crime may be used for enhancement of penalties, the judge must find that there is good cause to grant the expungement. (A plea in abeyance is treated as a guilty plea. However, if at the end of a predetermined probationary-like period, a person fulfills all conditions imposed by a judge, the charge(s) are dismissed. For certain crimes, even a plea in abeyance may be treated as a prior conviction for purposes of enhancing penalties for subsequent crimes identical to the crime underlying the plea in abeyance.)

ULCT Support	CITY Support	VOTE Unanimous
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HB 238 S01	Crime Enhancements	Stephanie Pitcher
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Multiple convictions for certain drug possession crimes have an ascending penalty enhancement. Under HB 238, in order for a subsequent conviction to be enhanced, a prior conviction must have occurred within 7 years prior to the current conviction.

ULCT Opposed	CITY DNTP	VOTE Unanimous
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HB 441 S01	Criminal Charge Reduction Amendments	Eric Hutchings
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Allows a court to enter a conviction for a lower degree of offense than classified by law if the judge concludes the original degree of the offense would be unduly harsh taking into account all circumstances including victim input. Similarly, this bill allows a prosecutor to charge a crime at a lower level than the law classifies the crime. *This could be a slippery slope.*

ULCT DNTP	CITY Oppose	VOTE Unanimous
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LAND USE

HB 305 SO5	Urban Development Amendments	Candice Pierucci
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Prohibits first class counties from approving urban development within a city's expansion area unless the county gives notice and the city consents in writing or the city submits a written objection and the county responds.

ULCT Support	CITY Support	VOTE Unanimous
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HB 393	Municipal Annexation Amendments	Steve Waldrip
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Prohibits a petition to annex an area if the area is already identified in a pending request for an incorporation feasibility study. Prohibits a city from annexing an island or peninsula without a petition unless the county agrees.

ULCT Neutral	CITY DNTP	VOTE Unanimous
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LAW ENFORCEMENT

HB 23 S07	Tobacco and Electronic Cigarette Amendments	Jon Hawkins
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Raises the smoking and vaping age to 21 more quickly than the law originally required; puts more restrictions on shops that sell e-cigarettes.

ULCT Support	CITY DNTP	VOTE Oppose: A. Stoddard, K. Kwan, M. Paulsen, C. Spackman-Moss, M. Wheatley
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HB 139 S01	DUI Liability Amendments	Steve Eliason
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Makes it a crime to refuse to a chemical test when suspected of driving under the influence of alcohol or drugs. Enhanced penalties for refusing to submit to a chemical test. Clarifies that driving under the influence is a strict liability offense. Shields one from a DUI charge if the person is asleep, not in the driver's seat, engine is off, parked lawfully, and clear that person did not drive there under the influence.

ULCT Support	CITY Support	VOTE Unanimous
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SB 29 S03	Drug Disposal Program	Daniel Thatcher
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Authorizes the Attorney General to implement a program for the secure, environmentally friendly disposal of a lawfully possessed controlled substance.

Attorney General may work with law enforcement, pharmacies, and other entities to establish a network of controlled substance disposal repositories or to distribute home controlled substance disposal receptacles.

ULCT Support	CITY Support	VOTE Unanimous
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SB 121	Medical Cannabis Amendments	Evan Vickers
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Changes the law to only criminalize the presence of a pharmacologically active cannabis metabolite. Expands the number of recommendations a physician can offer. General practitioners recommendations went from 175 to 275 annually and certified specialists can make 600 recommendations instead of 500. A failed drug test by someone who only used a CBD may be successfully challenged unless there is evidence that the individual illegally possessed or used THC. Medical cannabis users are exempt from a prohibition on carrying a dangerous weapon while in possession of a controlled substance.

ULCT Neutral	CITY Neutral	VOTE Unanimous
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SB 214 S01	Gambling Machine and Sweepstakes Amendments	Karen Mayne
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Certain machines that skirt the definition of gambling have proven challenging to prohibit. This legislation clarifies what constitutes a “fringe gambling” machine and prohibits fringe gambling.

ULCT Support	CITY Neutral	VOTE Unanimous
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TAXES

HB 212	Vehicle Sales Tax Exemptions Modifications	Bradley Last
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Exempts from sales tax only those vehicles not required to be registered in Utah where the vehicle is used for a total of at least 6 months of the calendar year. (Vehicles sold to authorized dealers continue to be exempt.)

ULCT Support	CITY DNTP	VOTE Unanimous
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HB 280 S02	Transient Room Tax Provisions	Carl Albrecht
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Removes the time limitations that apply to a city's authority to impose a transient room tax.

ULCT Support	CITY Neutral S02	VOTE Unanimous
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SB 158 S01	Urban Renewal Project Area Amendments	Curtis Bramble
Allows a community reinvestment agency to extend urban renewal project area funds for a project area that includes an inactive industrial site without obtaining the taxing entity's approval. (Benefits Geneva Steel.)		
ULCT Support	CITY DNTP	VOTE Unanimous

TRANSPORTATION

SB 150 S02	Transportation Governance and Funding Amendments	Wayne Harper
Expands UTA's ability to enter into joint ventures with communities to develop around existing transit hubs, opening up smart growth strategies that can help improve air quality by giving people the ability to live, work, and play near transit. Requires that UDOT submit a written plan to implement a road usage charge in 2021.		
ULCT Support	CITY Support	VOTE Unanimous

HB 184 S01	Municipal Regulation of Golf Carts	Marc Roberts
Allows the City, by ordinance, to allow one to drive a golf cart on highways (specified by the City) under the City's jurisdiction. A golf car must comply with the same requirements as a bicycle. Golf carts are exempt from titling, an odometer statement, vehicle identification, license plates, registration, emissions and inspections, motor vehicle insurance requirements, and driver licensing requirements.		
ULCT Support	CITY Neutral	VOTE Unanimous

SB 224 S01	Dedication of Public Highways	Todd Weiler
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A highway, street, or road is considered dedicated and abandoned to use of the public when it has been continuously used as a public thoroughfare for 10 years. A person may interrupt (restart the running of) the 10-year requirement by undertaking an overt act intended to interrupt the use of the highway, street, or road as a public thoroughfare (for at least 24 hours). Such an interruption does not affect the highway authority's claim to the right-of-way and does not return the right-of-way to the property owner.

ULCT DNTP	CITY Support	VOTE Unanimous
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UTILITIES

HB 66 S03	Wildland Fire Planning and Cost Recovery Amendments	Carl Albrecht
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HB 66 applies only to Rocky Mountain Power and electric cooperatives. However, UAMPS is pursuing similar legislation. This bill provides protection from liability where a covered utility produces and follows wildfire mitigation plans pursuant to a specific standard. A covered utility will not be found to have caused a wildfire "negligently, recklessly, or intentionally" if a wildfire mitigation plan is followed. Such a plan is required to identify areas of heightened risk for wildfire.

ULCT DNTP	CITY DNTP	VOTE Oppose: J. Iwamoto
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WATER

HB 40 S01	Water Loss Accounting Act	Melissa Ballard
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Creates an advisory committee that provide technical assistance to water systems that are required to prepare and submit annual water loss accounting reports. The concern is that regulated agencies be appointed to this committee so the entire committee can understand the difficult nature of water loss issues.

The bill implements an accounting software to assist water providers to identify where their limited resources can be used for the greatest value in an effort to conserve water. Although conservation is obviously important, this bill places another administrative burden on our water system employees (who already submit an annual report to the state with slightly different information than what is required by this bill).

ULCT Support	CITY Oppose	VOTE Unanimous
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HB 41	State Water Policy Amendments	
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Intended to guide policy in planning for Utah's future water needs. Emphasis on conservation and infrastructure.

ULCT Neutral	CITY Neutral	VOTE Unanimous
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HB 166	Watershed Councils	Timothy Hawkes
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The Watershed Council Act authorizes the creation of watershed councils whose primary purpose is to provide a forum for discussions on water policy and water resource issues. It is difficult to predict the bill's impact. The makeup of the watershed council is of concern.

ULCT Neutral	CITY Oppose	VOTE Unanimous
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SB 26	Water Banking Amendments	Jani Iwamoto
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In Utah, water is a use it or lose it proposition. Water banking allows the temporary transfer of water rights from one user to another without losing the original water right. Water banking is used across the west. Utah is one of the last states to implement such a program.

ULCT Support	CITY Support	VOTE Unanimous
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HJR 3	Proposal to Amend the Utah Constitution – Water Resources of Municipalities	Keven Stratton
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Would allow water right exchanges and the designation of service areas outside of city limits and would officially recognize the traditional practice of exchanging water rights and water sources by cities.

ULCT Support	CITY DNTP	VOTE Unanimous
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HB 96	Water Forfeiture Amendments	Joel Ferry
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Requires the state engineer to make administrative rules that establish standards for written plans of a public water supplier that may be presented as evidence of reasonable future (40 years) water requirements within the reasonably anticipated service area taking into account the reasonably anticipated population growth.

ULCT Neutral	CITY Neutral	VOTE Unanimous
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HB 105	Water Facilities Amendments	Logan Wilde
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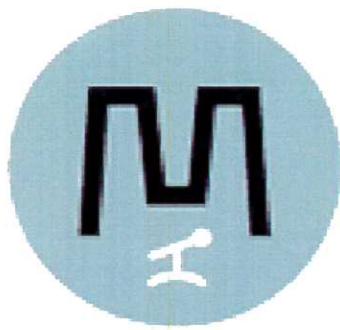
Provides criminal and civil penalties for one who maliciously interferes with, damages, destroys, or removes a water facility or one who intentionally or knowingly connects to a water facility without authorization. Defines “water facility” to include (among other things) a fire hydrant, storage tank, well, meter, or other facility used for the diversion, transportation, distribution, measurement, collection, or storage of water, stormwater, wastewater, or sewage.

ULCT Neutral	CITY Support	VOTE Unanimous
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HB 226 S02	Storm Water Permitting Amendments	Casey Snider
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When the City issues a stormwater permit it must give credit for water retained in a low impact development (LID) in flood control calculations. The bill also provides for an appeal when there is a disagreement on the LID vs. flood control calculations.

ULCT DNTP	CITY Neutral	VOTE Unanimous
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MURRAY
CITY COUNCIL

Discussion Item #3



MURRAY

Council Action Request

Community and Economic Development

Fashion Place West Small Area Plan Update

Committee of the Whole

Meeting Date: April 21, 2020

Department Director Melinda Greenwood	Purpose of Proposal Provide the City Council an update on the Fashion Place West Small Are Plan process
Phone # 801-270-2428	Action Requested Informational only, we are providing an update regarding existing conditions and outcomes of the first open house.
Presenters Mark Morris, VODA Annaliese Eichelberger, VODA	Attachments Existing conditions section
Required Time for Presentation 20 Minutes	Budget Impact None
Is This Time Sensitive No	Description of this Item VODA Landscape+Planning (the consultant) has continued work on the Fashion Place West Small Area Plan since the February 4, 2020 update to the City Council. Project progress includes an open house with the public to obtain information about the selected area. The consultants have been developing a plan for the area and have compiled a draft of existing conditions (attached) for the area that outlines what the area looks like today.
Mayor's Approval 	They continue to work on the housing feasibility and other areas of the plan. The project team wishes provide updates and answer any questions the Council may have about the area, the process or next steps going forward.
Date April 7, 2020	

EXISTING CONDITIONS

1. AREA HISTORY

The Fashion Place West station area hosts a well located TRAX station, various different types of light industrial and commercial businesses, an apartment complex, condo development, and approximately 200 single-family homes. The TRAX station is a jumping off point for shoppers, employees, and residents coming and going from around the valley. The area has been primarily occupied by light industrial and single-family residences since the neighborhood was originally developed.

For much of its history, the study area was dominated by agricultural production. Transportation corridors, both rail and auto, cut through this area early in the development of regional transportation networks. With State Street serving as a major north/south connection, a majority of development in the study area was focused on this corridor. Aerial photography from 1964 (image right) illustrates the

types of development found in the area prior to the introduction of the Interstate Highway system.

SIGNIFICANT ROADWAYS

The study area is bisected by two interstate highways, Interstate 15 and the Interstate 215 beltway. The area is directly connected to I-215 via the State Street and 280 East exits. I-15 via I-215 can be accessed at the interchange located one mile west of the State Street exit and immediately adjacent to the western boundary of the study area.

The Salt Lake County section of Interstate 15 was completed in the early 1970s, separating the study area from neighborhoods to the west, but also giving the area added value as a centrally located area near I-15. The I-215 beltway was built in several sections. The section immediately west of State Street opened in 1976 and the section immediately east of State Street opened in 1985. The entire length of I-215 was finished in 1989.



Study Area, 1964. With modern-day roads overlay. Prior to Interstate Highway construction, the study area was primarily agricultural with suburban development along State Street.



Fashion Place Mall circa 1985.

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These two highways are both connectors and barriers for the study area. The proximity of the highways and local access points gives vehicles within the area convenient access to the regional transportation network. However, the highways are also major physical barriers that limit and prevent direct physical access and spatial continuity to adjacent neighborhoods.

FASHION PLACE MALL

The Fashion Place Mall is centrally located within the Salt Lake valley with convenient access to nearby highways. The mall first opened for business in 1972 and was the third shopping mall in the greater Salt Lake area.

The mall has a resilient and dynamic history. It has been expanded and renovated several times with the first expansion opening in 1974 and the most recent in 2017. **It has adapted to changing retail formats and economic conditions, including physical building configurations, changes in anchor tenants, and multiple changes of ownership.**

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Fashion Place Mall is a regionally important shopping center. Its central location makes it easily accessible to a large portion of the Salt Lake Valley. Several national and international brands have chosen to locate their first Utah stores in the mall, giving it an advantage over other local shopping malls. The Fashion Place Mall remains one of the most important suburban shopping malls in the state, reporting near 100% occupancy in 2020. It remains an important source of jobs and tax revenue for the city and region.

OTHER LAND USES

The majority of the single-unit homes in the study area were built in the 1960's with some newer development built in the 1990's. These single-family homes and the neighborhood surrounding them are established and provide a population base for new development along the neighborhood's key roadways.

Many of the study area's industrial buildings were built in the 1980s and have remained largely



Aerial view of Fashion Place West study area in 1997, prior to opening of the TRAX light rail system. Land uses in 2020 remain largely unchanged.



The Fashion Place West TRAX station opened for service in 1999 as part of the UTA system.

EXISTING CONDITIONS

unchanged. The light industrial area north of I-215 is a relatively new and established development. The industrial businesses south of I-215, facing Cottonwood Street, are aging and some buildings are vacant. Other industrial buildings have been renovated or refurbished and are thriving and productive.

and Blue lines diverge immediately south of the Fashion Place West station, making it the southernmost station that serves both lines and an important transfer point between lines.

The presence of the TRAX station in the center of the study area

TIME TO GET TO... via TRAX



- 12 minutes to Sandy
- 23 minutes to Downtown Salt Lake City
- 24 minutes to Daybreak
- 70 minutes to Provo
- 90 minutes to Ogden

PUBLIC TRANSIT

The Fashion Place West TRAX station was part of the original trunk line of the TRAX system which opened in 1999. The Mid-Jordan extension, to the Daybreak development in South Jordan, was completed in 2011, at which point the TRAX system was redefined as three lines: Red, Green, and Blue. Since 2011, both Red and Blue line trains stop at the Fashion Place West station. The Red

provides great access to job centers and other destinations around the region. Unfortunately, there has been almost no change in land use or development around the station in the last twenty years since service began. The station's distance from the Fashion Place Mall also proves a challenge to encouraging visitors and employees at the mall from utilizing the TRAX system to travel to and from the Mall.

2. NEIGHBORHOOD ASSETS

The Fashion Place West study area is in close proximity to many valuable community assets, with many of those within the study area itself. Though isolated in some ways from the surrounding communities, the neighborhood is in close proximity to major thoroughfares such as State Street, Cottonwood Street, Winchester Street, I-15, and I-215. Connectivity for active transportation could be improved along Cottonwood Street and Winchester Street to accommodate all modes of transportation.

CENTRAL LOCATION

The Fashion Place West study area is in a prime location from a regional perspective. Even though the neighborhood has physical barriers that create isolation and disconnection, the neighborhood's proximity to transportation networks that connect to the rest of the region gives the area great value. State Street offers motorists easy access to both I-15 and I-215 while

TRAX offers a convenient mode of alternative transportation. By train, riders can reach downtown Salt Lake City in 13 minutes, the University of Utah in 24 minutes, and the airport within 30 minutes.

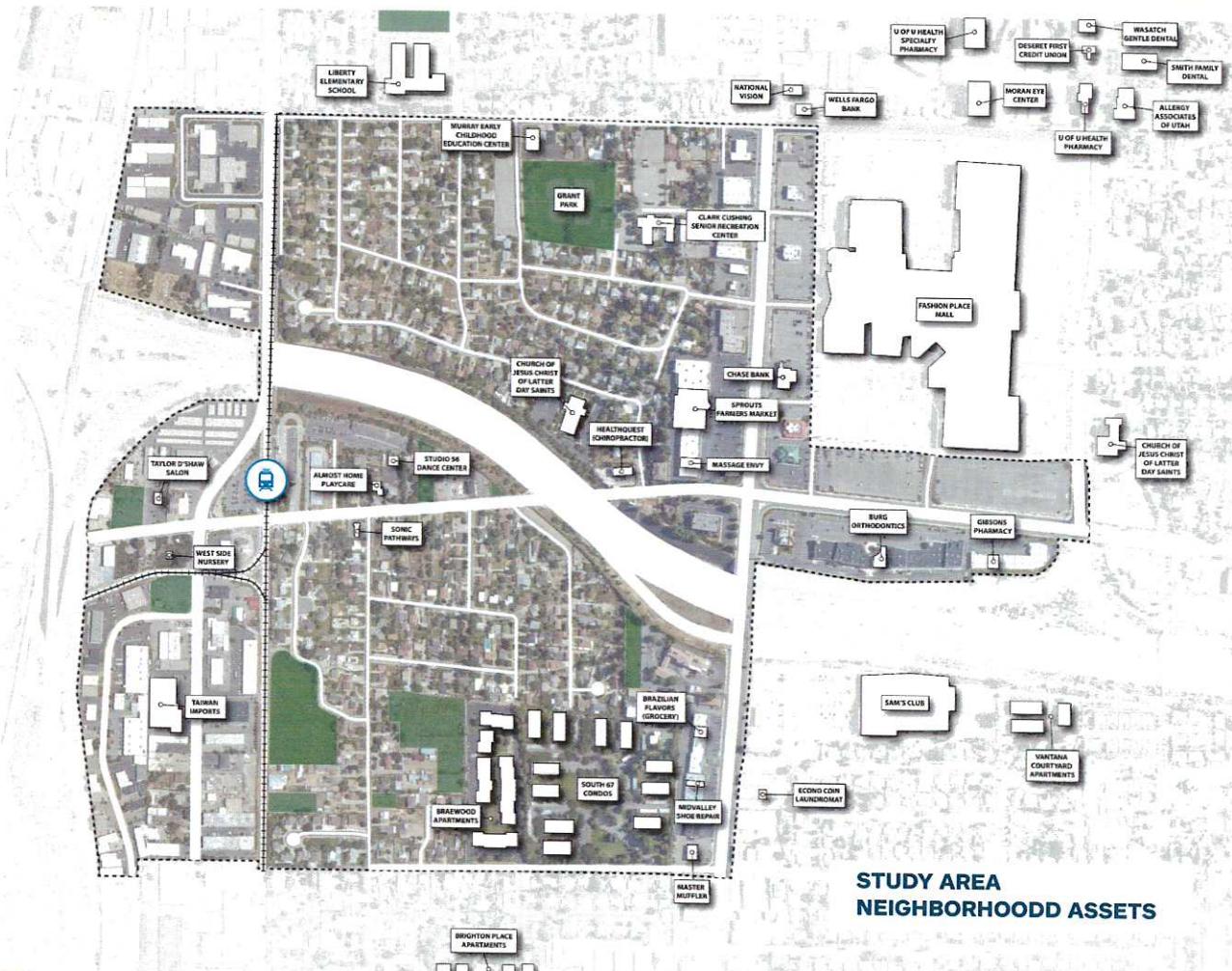
COMMUNITY RESOURCES

The Fashion Place West neighborhood and vicinity have many valuable community assets. Specifically, the area is home to: Grant Park; a community park in the single-family neighborhood south of I-215 on Travis James Lane; Grant Elementary, Liberty Elementary; as well as Clark Cushing Senior Center. These and other community resources can be extremely attractive to prospective residents and are valued by current residents. Other assets and amenities in the area include the University of Utah's Midvalley Health Center, and several banking institutions and service stations.

UTA TRAX STATION

The value and desirability of the Fashion Place West neighborhood is influenced by the presence of a

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EXISTING CONDITIONS

TRAX station. Having a TRAX station nearby with appropriately zoned properties can be very attractive to future property owners, residents, business owners, and developers.

The Fashion Place West TRAX station is also the first station in the system that serves both the Red and Blue lines. This offers riders access to many destinations in the southern end of the valley, as well as major job centers to the north, including downtown Salt Lake City and the University of Utah.

FASHION PLACE MALL

The Fashion Place Mall is a valuable and extremely productive employment center and destination in the valley. This proximity gives the area a great opportunity to attract future higher density residential, office, and mixed-use walkable development.

In addition to being a great asset for nearby residents, the Fashion Place Mall is the largest generator of sales tax for Murray City. Furthermore, the Mall is a major employment hub not

only for residents within Murray but the entire region.

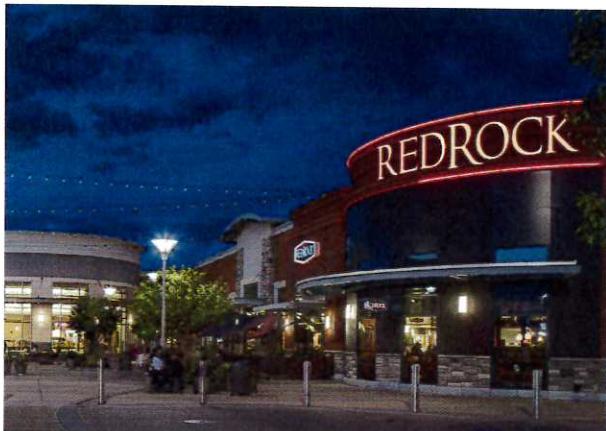
OTHER SERVICES

Access to food and groceries are a vital asset for any neighborhood. The Fashion Place West study neighborhood has access to multiple grocery stores including Sprouts Farmers Market grocery store, Sam's Club, and WinCo Foods in nearby Midvale City.

Other services in the area include the various clothing, beauty, home,

and restaurant options that Fashion Place Mall offers, although the Mall's tenants are primarily focused on regional shoppers, rather than neighborhood needs.

State Street is lined with corridor commercial services, with a majority of it being auto-oriented within the study area. There are several fast-casual types of food and beverage restaurants near the study area, however, more traditional 'sit-down' restaurants and coffee shops are absent from the neighborhood.



The Fashion Place Mall is a regional draw for the city of Murray and can be used to draw in more walkable, connected development to the study area.



The Fashion Place West TRAX station is at the center of the study area.



3. NEIGHBORHOOD CHALLENGES

While there are many community assets within the Fashion Place West study area, the neighborhood is also faced with its share of challenges. Some of these challenges could limit the area from achieving the goals of the community, if they are not acknowledged and addressed as part of the planning process. Examples of these challenges include bridges, major interstates, and UDOT ownership.



The Cottonwood Street bridge offers a poor pedestrian experience.

Many of the challenges within the study area are related to physical infrastructure as well as connectivity to and within the area.

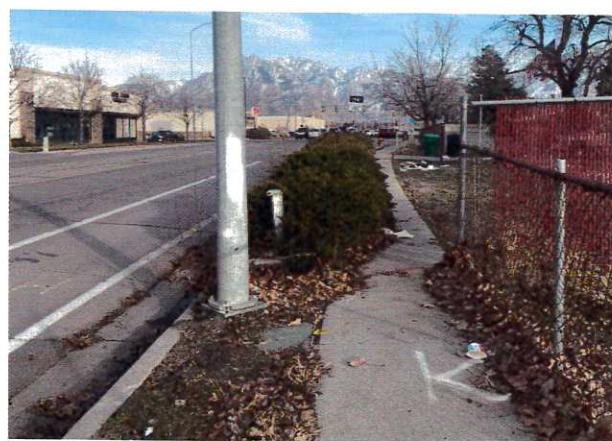
While locations conveniently accessible by car are considered a strength by many, an overwhelming focus on motorists has resulted in an environment that disregards the needs of pedestrians and cyclists. This has created an unpleasant experience for those not inside a vehicle. Vehicle speed, road noise, as well as inconsistent and unattractive pedestrian facilities have created

a community without much in the way of quality infrastructure. In addition to a lack of pedestrian infrastructure, the study area lacks standard cyclist and pedestrian amenities such as street trees, well marked bicycle lanes, seating, and well-marked frequent pedestrian crossings on major roadways.

The study area is located directly adjacent to the I-15/I-215 interchange. These freeways act as a major physical barrier to the area from the surrounding neighborhoods. The only

connection points within the study area are by the three bridges that cross over the I-215 freeway. These substantial barriers have restricted the area's development as a cohesive neighborhood. While these bridges do offer a minimum level of pedestrian access, none of them offer a quality experience for pedestrians or cyclists.

The Cottonwood Street bridge is in close proximity to the TRAX station, and is a shallow two-lane bridge consisting of a single narrow sidewalk on the west side, and the



Sidewalks and bike lanes on Winchester Street require improvement.

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EXISTING CONDITIONS



The pedestrian access between the TRAX station and the Fashion Place Mall is lacking.

TRAX rail on the east side, leaving virtually no room for expansion to consider pedestrians or cyclists. The Winchester Street bridge is along the most direct route to the Fashion Place Mall from the TRAX station. This bridge is wider than the Cottonwood Street bridge and includes protected sidewalks on either side as well as striped bike lanes. The State Street bridge that spans I-215 on the east side of the study area is four lanes wide (two each way) with a center median and protected sidewalks on both

sides, but provides no streetscape amenities or bicycle infrastructure.

The study area is primarily focused around the Fashion Place West TRAX station; however, the access to the station from the surrounding area is poor, isolating the station from destinations and services. The TRAX station is also the closest station to the Fashion Place Mall, a major employment center and sales tax generator. **Unfortunately, the multi-modal access from the TRAX station to the Mall is lacking.**

Winchester Street creates a direct connection from the station to the mall; however, the experience as a pedestrian or cyclist of traversing Winchester Street is sub-par. Additionally, there is very limited wayfinding signage to assist transit riders in getting to the mall.

The Fashion Place Mall is a major asset within the study area, city and the region; however, it lacks a relationship and connection to the neighborhood and also lacks internal connectivity. Within the parking that surrounds the mall, there is an absence of walking paths and sidewalks.

When pedestrians are approaching the Fashion Place Mall on foot from State Street as well as the other surrounding roads, they are not addressed with sidewalk connections or any welcoming features. As an example, when pedestrians cross State Street at the intersection of Winchester Street to approach the mall property, they are met with a large landscaped area with no clear pedestrian routes to the Mall's entrances.

State Street is a UDOT (Utah Department of Transportation) controlled road. Currently, State Street's design focuses solely on motorist capacity, to the exclusion of all human-scale design through the study area. State Street has great potential in terms of redevelopment but this redevelopment can be challenging due to long time frames and strict regulations in place by UDOT. These constraints should be considered when proposing changes to the area, and additional time to collaborate with UDOT should be accounted for.

As a prime location for retail and mixed-use development in the region, the study area has great potential for shifting toward a more urban, walkable style of development. This will require collaboration between Murray City, UDOT, the Fashion Place Mall, UTA, the surrounding neighborhood, and other stakeholders.

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4. OPPORTUNITIES

The current development patterns within the Fashion Place West area are erratic and leave much to be desired. However, this current lack of consistency can be viewed as an opportunity for the City to use the Small Area Plan process to create a new identity and sense of place for the area, which can serve to encourage new investment by residents, businesses, and property owners.

Current zoning and land uses

within the study area include light industrial, service commercial, office, single-family residential, and multi-family residential. Current regulations do not allow for increased building densities or the opportunity to integrate a mix of uses. As an example, current regulations prohibit building to the property line. Additionally, higher density residential is not permitted along Winchester Street.

Anticipated future amendments to land use regulations also create an opportunity to prompt

investment in the area. A focus on the redevelopment and infill development around the Fashion Place West station will also drive activity of all varieties. The dual drivers of the TRAX station and Fashion Place Mall can create synergy for each to thrive together. Both places attract significant foot traffic and should be leveraged together.

A large, maintained detention basin adjacent to the rail line, between the line and Travis James Lane is currently a fenced property with

a small opening that was created to allow residents to utilize the property. **This detention basin offers a great opportunity to create an activated park space,** complete with amenities for the neighborhood to enjoy, and expand the open space offerings of Murray City.

The portion of the study area south of I-215 has many underutilized, under-performing, and vacant parcels. With a clear vision of what this area can become, these underutilized properties create



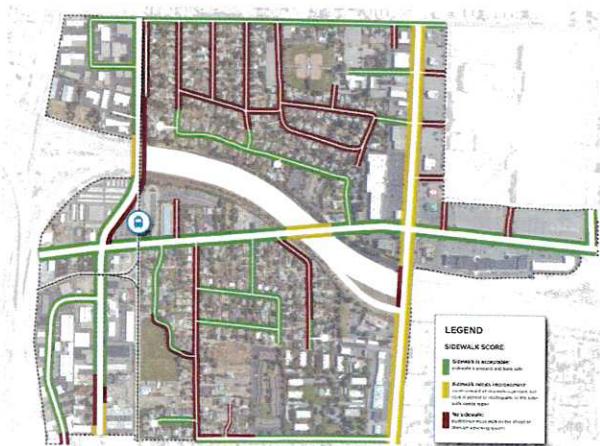
There are multiple parcels in the study area that are prime for infill development.



The detention basin located on Travis James Lane just west of the rail line offers great opportunity for the creation of a neighborhood park.

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EXISTING CONDITIONS



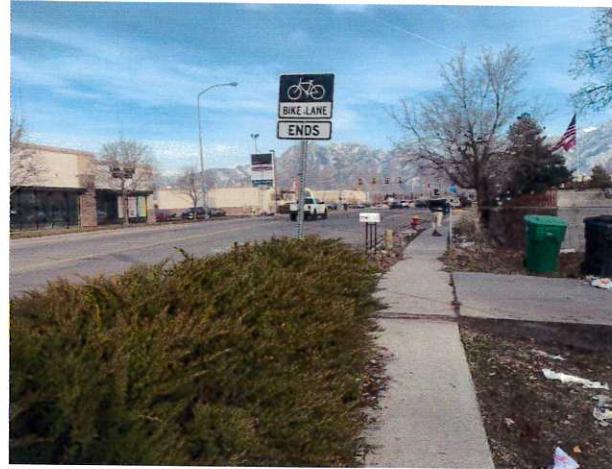
A sidewalk score map such as this shows the lack of adequate sidewalk amenities in the study area but also the opportunities for improvement.

opportunities for infill development, as well as the ability to introduce increased densities, a wider variety of uses including residential, and other types of transit supportive commercial uses.

The study area is highly visible from I-215 and I-15. At present, the businesses in this area have not established a presence that utilizes or addresses the proximity to such major routes. This visibility provides an opportunity to existing business and property owners

to capitalize on this. Additionally, proximity and visibility is important to future commercial investors and can be seen as an attractive location that could see higher profile development than other areas.

The Fashion Place Mall is currently surrounded by expansive surface parking lots. These parking lots are an opportunity for redevelopment of this underutilized land. The addition of liner buildings to create a street wall can transform the area into a walkable urban destination.



Better connectivity to the surrounding neighborhood and its assets will lay a foundation for future, walkable development to support the TRAX station and the Fashion Place Mall destinations.

Increase of density and a wider array of uses at the Fashion Place Mall site could not only bolster a shifting retail industry by introducing more people during all hours of the day, but also shift the walkability of the neighborhood in lasting and significant ways.

The bridges that currently connect the Fashion Place West study area to the other nodes as well as the rest of the city are in great need of expansion. The bridges are narrow

and lack necessary amenities for any other modes of transportation other than motor vehicles. **Using these expansion projects as an opportunity for improved urban design and innovative solutions to provide increased connectivity is a major opportunity.**

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5. BARRIERS TO DEVELOPMENT

The Fashion Place West study area is challenged with several barriers to future development that include both physical and regulatory limitations. Physical barriers can include property ownership concerns or access and connectivity obstacles. Regulatory barriers to development can include elements such as financing, zoning, or possible inter-agency road blocks. These barriers wouldn't necessarily halt the planning and development process

but instead, should be considered hurdles to future development to be considered and accounted for.

A few distinct hurdles have been identified as possible explanations as to why growth and redevelopment in the rest of the City have outpaced that of the Fashion Place West neighborhood.

State Street- and consequently, development patterns along this major thoroughfare- is controlled by UDOT (Utah Department of Transportation). Because of this,

the quality of the streetscape, or surrounding properties' development of more pedestrian infrastructure is challenging. The process to working with UDOT is lengthy, and will need to be considered as development occurs along State Street.

The detention basin along the rail line south of Winchester Street has only minor community park improvements but is surrounded on all sides by chain-link fencing. This property is owned by Salt Lake County and maintained

by Murray City. This property is currently underutilized and future park improvements and removal of fencing should be considered to fully utilize this community asset.

Current zoning and land use regulations within the study area should be considered a regulatory barrier to development. In order for development or redevelopment to occur in the Fashion Place West neighborhood, zoning regulations- primarily along Winchester Street and other major thoroughfares- should be



State Street and the capacity required to serve the population can prevent future pedestrian and active transportation improvements from taking place.



The Fashion Place Mall's parking demands and tenant's parking requirements could impede future infill on the site.

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EXISTING CONDITIONS

reevaluated to encourage and allow a more diverse mix of uses, as well as higher density residential and mixed-use commercial developments. As such, design guidelines in the area will also need to be amended. **Reducing front yard setbacks, removing height limits, reducing open space requirements, and reevaluating parking requirements should also be considered to foster development.**

Parking requirements and especially parking minimums can be a way for cities to regulate and ensure adequate parking for residential and commercial developments. However, strict parking requirements such as these can in fact hinder development. Expansive parking lots for example, are often a result of parking minimum requirements. A more modern approach to parking management is to encourage and incentivize shared parking when possible. Uses with opposite hours of demand for parking can share parking areas, thus reducing the amount of overall parking needed, and better utilizing this expensive

drag on development. This approach also increases potential development opportunities and overall walkability of the area.

At present, Murray City has not established a financial toolbox or programs to incentivize and encourage higher quality development within the Fashion Place West study area, such as the creation of loan and grant programs. Additionally, working with local entities to establish a redevelopment project area in this neighborhood would give the City and Redevelopment Agency the capacity to use property tax increment as a way to reimburse developers for burden costs associated with site conditions. Burden costs are for development costs that are unique to the development on a particular site.

Redevelopment project areas and property tax increment can be a great tool to incentivize and fast track incremental placemaking and good urban design. Once the entities have entered into interlocal agreements, incentive programs



Parking lots at the TRAX station are underutilized and prevent increased density in the immediate vicinity.

to reimburse developers with tax increment can be created. In a program like this, the developer is only reimbursed if the property value increases, protecting the City/Agency in the event that the property doesn't increase in value, while also getting the type of development and use that the City wants.

Another major barrier to development in 2020 is the cost of construction and lack of

labor force needed to expand construction. With construction costs vastly out-pacing inflation, delaying major construction projects such as road rebuilds or streetscape improvements is only serving to increase their cost in significant ways. The city should prioritize which projects may have the largest impact and set a course of construction as soon as feasible.

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6. LAND USE CONDITIONS

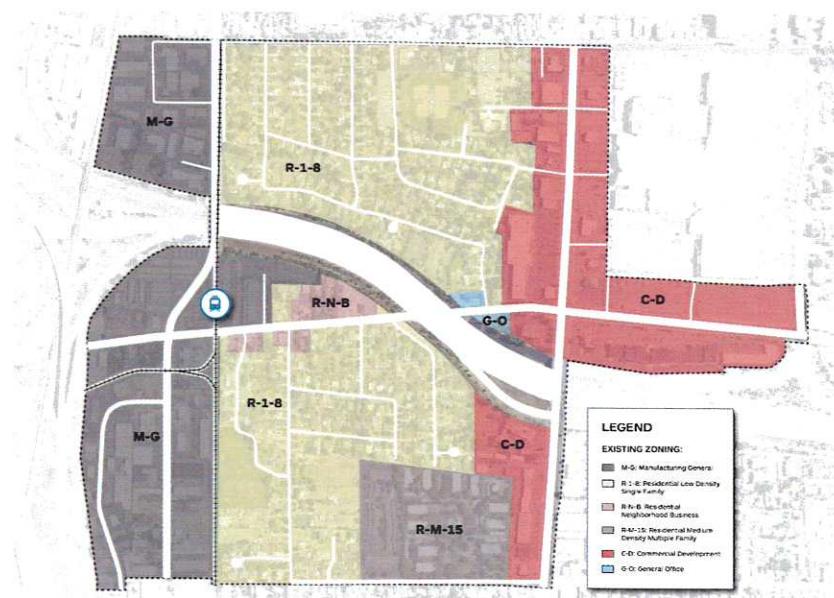
EXISTING PHYSICAL LANDSCAPE

The Fashion Place West station area is comprised of approximately 1,000 parcels in 245 square acres. The parcels are a mix of single-family and multi-family residential, commercial retail, manufacturing, service commercial, and office.

The average parcel size of single-family residential parcels in the area is .25 acres, with some parcels as small as .18 acres, and as large as 1.5 acres. The multi-family, commercial retail, service commercial, and office parcels vary greatly in size, from .01 acres to 12 acres.

CURRENT LAND USES

Overall the Fashion Place West neighborhood has a mix of uses that fall into three general categories: light industrial, commercial, and residential. These three use types are segregated from each other within the area between the eastern, middle, and western areas.



Map of existing zoning designations. Future zoning changes should be based on achieving the goals for the future of the Fashion Place West area.

The eastern most segment of the study area is primarily a commercial use area. It includes the parcels along State Street and 6400 South and portions of the southern and western sides of the mall site. This is the smallest section by land area. Four parcels in this section are zoned for residential use and two parcels are zoned for general office use.

The middle segment is primarily

occupied by residential uses and is the largest section by land area. Most of this segment is made up of two single family neighborhoods, one north and one south of I-215, but also includes two multi-family developments and a few neighborhood business uses. The area includes a large detention basin as well as a number of large residential lots with undeveloped land.

The western segment of the project area is predominately made up of light industrial uses. It is located along I-15, Cottonwood Street, and the TRAX lines. This is the second largest section by land area and includes some vacant/underutilized parcels.

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EXISTING CONDITIONS

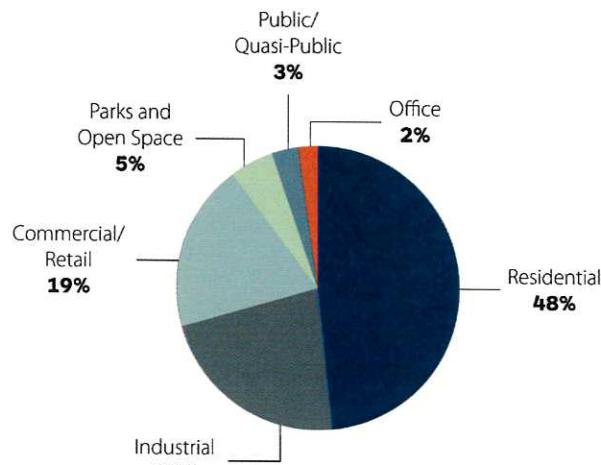
CURRENT ZONING

The parcels within Fashion Place West study area boundary are designated as one of the following six zones:

- (a) R-1-8 Low Density Single Family
- (b) R-M-15 Medium Density Multiple Family
- (c) R-N-B Residential Neighborhood Business
- (d) C-D Commercial Development
- (e) M-G Manufacturing General
- (f) G-O General Office

Zoning around the Fashion Place West TRAX station does not address the station itself in its zoning designations. Murray City does possess a Transit-Oriented- Development (TOD) zoning designation. However, this designation has only been applied to the area around the Murray North TRAX station.

While Murray's TOD zone addresses adjacent transit with increased height allowances and by expanding allowable uses, this zone



Existing land use by percentage within study area, 2020.

still has requirements for parking minimums, open space, and front yard setbacks. Requirements such as these typically prohibit land owners from maximizing the densities allowed by the zoning ordinance, and can also prohibit pedestrian and transit-oriented development to be established.

In order for a TOD zone to be effective, it must include specific elements, while also avoiding others. Parking minimums can lead to vast surface parking lots where stall

counts do not reflect the adjacent public transit. Excessive open space and front setback requirements, as is the case within Murray's TOD zone, reduce transit-oriented densities and forbid new construction from being built to the front property line, thus minimizing the creation of a walkable urban environment.

These limitations within current zoning regulations should be considered and addressed within the recommendations in the Small Area Plan.

CURRENT DESIGN STANDARDS

With the exception of two zones within the Murray City boundaries, zone districts in the city have very few specific design requirements. Specifically, the land use zones that occupy the Fashion Place West neighborhood lack sufficient design standards. This gives the City very little control as to the aesthetic outcome of the neighborhood character.

Common design standards in commercial and mixed-use zones, which should be considered for future zoning regulations, include:

- Density
- Height
- Setbacks/ Build-To line
- Landscaping
- Building Materials
- Building Colors
- Building Form and massing variation
- Outdoor lighting
- Door and window location

Residential, commercial, office, and manufacturing zoned properties have specific height and setback requirements. Other general

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requirements within these zones include:

- 5'-10' of landscaped area
- Sprinkler Installation
- Fencing guidelines

Zoning amendments in applicable zones should be considered to include more specific design guidelines in an effort to create and establish a vibrant and high-quality neighborhood center around the TRAX station.

The Residential Neighborhood Business District zone does have design guidelines that are adequate. These guidelines include general landscape requirements, and design considerations for building massing, color and materials. All designs in this zone must be approved by the Planning Commission. This zone and its regulations set a good example and baseline for future amendments to the zoning ordinance.

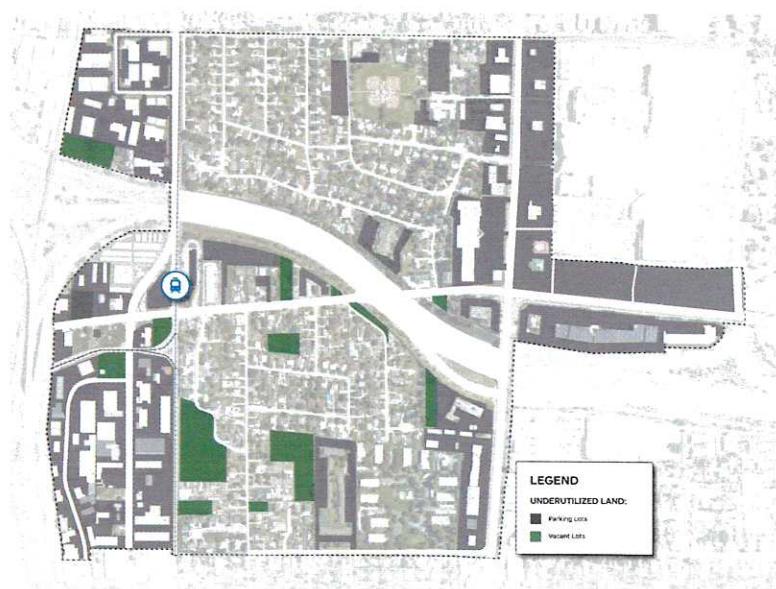
UNDERUTILIZED PROPERTIES

There are several underdeveloped parcels within the study area.

Underdeveloped parcels can include vacant property, properties that are largely occupied by parking, and partially developed properties.

Underutilized or underdeveloped parcels create opportunities for new development. While these parcels may not currently be contributing at their maximum potential, they can create opportunities for future infill development and an increase in overall density of the area.

UTA owns several of the area's underutilized parcels including a number of vacant and underdeveloped parcels on the south side of Winchester Street as well as the expansive surface parking lots east of the TRAX station.



Map of underutilized properties in the Fashion Place West Study Area

Salt Lake County owns four undeveloped parcels along West Travis James Lane, that are currently used as a detention basin with minor park improvements. Removal of the fence to create an inviting gathering space would be a better use of this space that would create a destination and generate more activity in the area.

Various other underutilized and

undeveloped properties exist in the study area with varying ownership interests. As the properties along Winchester and Cottonwood Streets transition in ownership over time, underdeveloped properties should be encouraged to intensify in use.

Surface parking, particularly surround the Fashion Place Mall, can be seen as a future development opportunity. As the economics

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of development change in the area, the costs to structure parking and build higher may change the feasibility of urban development on the mall property.

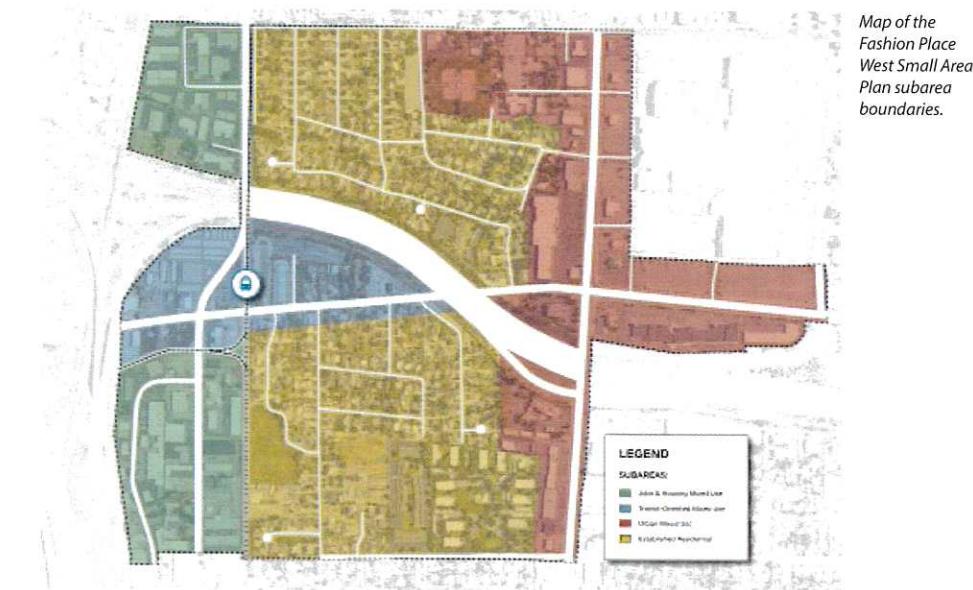
POTENTIAL NEW SUBAREAS

JOBs AND HOUSING MIXED-USE

A potential new jobs and housing mixed-use subarea encompasses what is currently the light industrial areas on the north and south ends of the study area adjacent to I-15. In the long term, as the valley increases in population, this area will increase in value and eventually transition from its current land uses to a densified jobs center that incorporates residential components.

TRANSIT-ORIENTED MIXED-USE

Over time the area adjacent to the TRAX station will become even more valuable given its proximity to transit service. New development will be more dense than current land uses and will be primarily residential uses



and commercial uses including service related uses, restaurants, as well as other types of uses that support and are supported by the proximity to the TRAX station.

URBAN MIXED-USE

The area along State Street including the Fashion Place Mall will also become more dense over time. With State Street accommodating such a large volume of cars each

day, as well as the proximity to both I-15 and I-215, there will be a great demand for this area to transition to a more urban style of development. Properties currently adjacent to State Street are ripe for redevelopment, where taller buildings could be constructed to address State Street to create a more urban environment. Future land uses should include housing, restaurants, services, and office. These types of development

could support the higher costs of taller construction methods.

ESTABLISHED RESIDENTIAL

The single-unit neighborhoods within the Fashion Place West study area are well established and are an asset of great value to the City. These neighborhoods should be preserved, with the exception of infill development where underdeveloped parcels exist

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within the neighborhoods. Using development along Winchester to buffer this neighborhood can also create a wider range of housing choice within the neighborhood.

7. ECONOMIC CONDITIONS

POPULATION TRENDS

Utah's population is projected to increase from approximately 3 Million in 2015 to 5.8 Million in 2065. This represents an increase of 2.8 Million people with an annual average rate change of 1.3 percent. Although the rate of growth in population will decelerate over the next 50 years, it is still projected to exceed national growth rates.

Several factors will contribute to increased population in the state. Utah's fertility rate is projected to continue the existing trend in a slow decline. By 2065, life expectancy in Utah is projected to be 86.3 for women and 85.2 for men. Net migration accounts for one-third of the cumulative population increase to 2065. Projections show the contributions of natural increase and

net migration converging over time.

Salt Lake County currently has 1,181,471 residents and is projected to remain the most populous county in the state, reaching nearly 1.7 million people by 2065, projecting to add nearly 600,000 new residents, which will be 21 percent of the total state population growth. The median age within Salt Lake County is 32.9 and is projected to increase to 38.6 by 2040.

In 2019 the school age population (aged 5-17) was estimated to be 231,525. By 2040 that population is projected to increase by 1,208 students to 232,733. This number illustrates that the school age population will grow at a slower rate than the overall population, potentially putting less pressure on school districts than what the population is currently.

The total number of households within the County is estimated to reach 552,022 in 2040, which is an increase of 132,523 households compared to 419,499 in 2020.

Murray City as a whole has a



32.3
Study Area



36.6
Murray

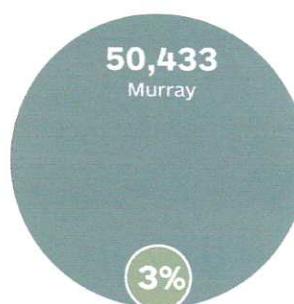


32.5
SLCo.

Median Age Comparison (Esri Demographic Profile, 2019)

population of 50,433. This places Murray toward the lower end of the spectrum compared to neighboring cities such as Taylorsville, Sandy, Millcreek, and Midvale.

Murray City's population is projected to reach 67,668 residents by 2040. The Fashion Place West study area has a population of 1,714 residents in .55 square miles. Salt Lake County has a population of approximately 1,150,000 residents, with an anticipated increase of more than 500,000 residents in the next 25-30 years. With the population throughout the state growing so rapidly, there is an ever-increasing pressure for the development of more residential units. This development pressure is and will continue to be felt across the state,



50,433
Murray

3%

Study Area population as a percentage of Murray City's (U.S. Census data, Esri Forecast, 2019)

in Murray, and in the Fashion Place West study area.

MEDIAN AGE

Murray has a median age of 36.6 which is significantly higher than that of the Fashion Place West study area and the county-wide average of 32.5. The 32.3 year indicator in the study area is similar to those of neighboring cities but the City's 36.6

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The Fashion Place mall is the largest jobs center and sales tax generator in the City. Proximity to the mall and to the TRAX system gives the study area high access to employment opportunities.

year indicator is much higher than surrounding cities.

Median age data is closely followed by developers and can impact housing choices and potential development types within the City.

EMPLOYMENT AND JOBS

Total employment within Salt Lake County is estimated to reach 970,805

Study Area	Murray City	SLCo.
7.4	8.2	6.4

high access to a variety of jobs very high access to a variety of jobs high access to a variety of jobs

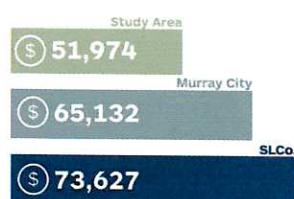
The access to jobs in the study area is similar to that of the City, and better than the County average. This score is an index based on access to jobs and a variety of employment.

in 2020. By 2040, total employment is projected to reach 1,239,908, an increase of 269,103 employees, according to the Kem C. Gardner Policy Institute.

More central neighborhoods near employment centers have higher scores than others. In the case of Murray compared with the study area and the County, the study area has high access to jobs with a score of 7.4, Murray City has a score of 8.2 (out of 10), and Salt Lake County has a score of 6.4.

4,757 of those employees are in the Fashion Place West study area, which represents 2.77 employees per resident, a ratio far larger than the County and surrounding cities. This

metric refers to the number of employees in the community per resident. **Cities with low ratios are reflective of limited jobs, bedroom communities, and typically high median household sizes (large families with**



Median Household Income comparisons between the study area, Murray City and Salt Lake County. The study area has a significantly lower median household income than the rest of the City and County. (Esri Income Comparison Profile, 2019)

children who are not employed).

Areas which have higher ratios are typically reflective of employment centers and/or areas with lower median household sizes.

This large ratio may be due to the fact that the Fashion Place Mall is within the study area. Cities further south show lower ratios as they generally are more representative of bedroom communities than employment centers.

MEDIAN HOUSEHOLD INCOME

Median household income in the Fashion Place West study area is \$51,974 per year, which is lower than

Murray as a whole (\$65,132/year) and significantly less than the Salt Lake County average of \$73,627/year.

A lower median income in this area can indicate lower educational attainment of residents of the study area, and can also correlate with added dependence on the transit system. Creating connections with opportunities for educational programs, as well as improved connectivity to transit service can have a large impact on neighborhood livability and opportunity access.

HOUSING TRENDS

HOUSING CONDITIONS

Of the approximately 245 acres and 777 parcels that make up the Fashion Place West Project Area, 577 or 74% of those are residential land uses. The remaining 200 parcels make up the other 26% of the parcels and are occupied by non-residential land uses.

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HOUSING STOCK

The housing stock within the Fashion Place West neighborhood is aging. A majority of the existing homes were built in the 1960s and 1970s. Most of the single-family homes were built in the 1960s and are single story structures with various facade materials including brick, wood siding and stucco. The most recent single family development was built in the mid 1990s. This development consists of predominately two-story homes with stucco facades.

There are two multi-family developments within the project area as well. The South 67 Condo development was built in the 1970s and is an individually owned townhome type development. The Braewood Apartments is a five-building apartment complex, directly west of the condominium development.

Overall, the housing stock within the Fashion Place West neighborhood lacks diversity. The area is primarily market rate single-family homes with one apartment development,

and one condominium development.

Current zoning in the area permits accessory dwelling units (ADUs) as an allowable use. Accessory dwelling units are defined as a secondary unit within or on the same parcel as an owner occupied single-family home. Examples include apartments over garages, tiny homes, or basement apartments. Allowing and encouraging ADUs would create the opportunity to provide more diverse housing options to residents at affordable prices.

Areas with a diversity of housing choices are more stable and have more to offer to residents. A housing- diverse area would have a broad range of housing types, rental and ownership options, at varying price levels that would include many options.

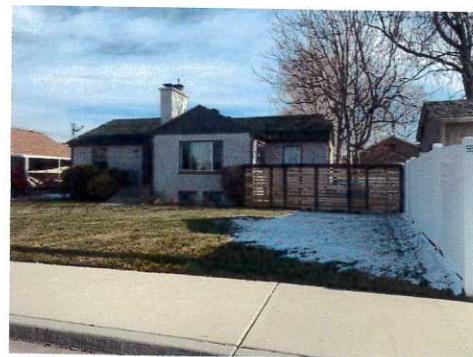
HOUSEHOLD SIZE

In 2020 the household size in Salt Lake County is estimated to increase to 2.78, and is projected decrease to 2.53 by 2040, according the Kem C. Gardner Policy Institute.

Median household size in Murray and the Fashion Place West study area specifically are both reported to be an average of 2.57 which is slightly less than the county-wide average of 3.

Neighboring cities like Taylorsville (3.0) South Lake City (2.7) also have a slightly higher average.

The household size in Murray has remained largely unchanged in the last ten years, reflecting a trend similar to other cities in the central portion of Salt Lake County. Conversely, areas along the western and southern boundaries of the County have reflected high household sizes, primarily reflecting an influx of families into rapidly developing areas. Future trends will most likely show a continuing decline of median household size in developed, aging areas, while new



A majority of housing in the study area are single-unit homes from the 20th century on large lots.

growth areas will represent higher household sizes.

HOME VALUES

Housing prices in Murray have increased notably over the past several years, commensurate with trends experienced along the greater Wasatch Front. Values for single-family, multi-family and vacant land have all appreciated.

The median residential property value in Murray, as of 2019, was \$318,596. By 2024, the median home value is projected to be \$343,182. The Fashion Place West study area has a median home value lower than the City average

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at \$239,474, with Salt Lake County shown at roughly \$327,451. Higher values are reflected in Midvale, West Jordan, Sandy, and Millcreek, while lower values (in relation to Murray) are exhibited by West Valley, Kearns, and Taylorsville.

Over the past decade, across the nation, homes in the most walkable neighborhoods were also the ones that appreciated the fastest. In two-thirds of large metro areas, walkable neighborhoods have higher home values than car-dependent ones.

The walkability premium in Salt Lake County (the difference in the average value of homes in walkable neighborhoods compared to the average value of homes in car-dependent neighborhoods) was



Median Home Value Comparison (U.S. Census, 2010, Esri Forecast, 2019)

32% higher in 2019.

Current trends across the country also show that homes in walkable areas also gain value at a faster rate than those in car-dependent areas.

For example, in Salt Lake County walkable homes increase in value 19% faster than those of car-dependent homes.

For the Fashion Place Mall study area, these statistics show that due to the TRAX station and proximity of this area to the Fashion Place Mall, as the study area transitions to a more walkable and well-connected neighborhood, home values may be higher and may increase faster than other areas in the valley that are more car-dependent.

INCOME SPENT ON HOUSING AND TRANSPORTATION

For housing costs, Murray households spend 24 percent of monthly income on housing, slightly below the county-wide level of 27 percent. Most

nearby surrounding cities show percentages similar to Murray, while communities to the south reflect higher percentages as housing costs are notably higher.

Costs spent on transportation represent 21 percent of income for Murray residents, similar to the 23 percent shown for the County. Immediately surrounding cities reflect similar amounts, while south valley communities are spending a reduced portion of their income on transportation (near 15 to 16 percent). On average, Murray residents spend roughly \$13,267 per year on transportation costs.

New development should take

into consideration the proximity of transportation options and if the ultimate cost of housing and transportation fits within the competitive range of total spending.

HOUSING AND TRANSPORTATION INDEX

By taking into account the cost of housing as well as the cost of transportation, the CNT H+T Index (Center for Neighborhood Technology Housing and Transportation Affordability Index) provides a more comprehensive understanding of the affordability of place.

Dividing these costs by the representative income illustrates

Study Area

total percent of income:

50%



SLCo.

total percent of income:

50%

Housing and Transportation cost as a percentage of monthly income comparisons between the study area and Salt Lake County (CNT H+T Index, 2020)

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the cost burden of housing and transportation expenses placed on a typical household.

While housing alone is traditionally deemed affordable when consuming no more than 30% of income, the H+T Index incorporates transportation costs—usually a household's second-largest expense—to show that location-efficient places can be more livable and affordable.

According to the H+T Index, Murray is similar to Salt Lake County across key housing and transportation indicators such as annual transportation costs, both averaging approximately \$13,000 annually, illustrating that both jurisdictions having high access to a variety of jobs. However, Murray differs from the rest of the county in a variety of ways.

Most notable is that Murray's Compact Neighborhood score is 6.1 compared to a score of 2.7 for Salt Lake County. This score represents the density and walkability of an area. The median household income in Murray and the Fashion Place



Construction of new housing units near transit and jobs can have a large impact on affordability and opportunity.

West study area is much lower than the county average.

INCOME REMAINING AFTER HOUSING AND TRANSPORTATION

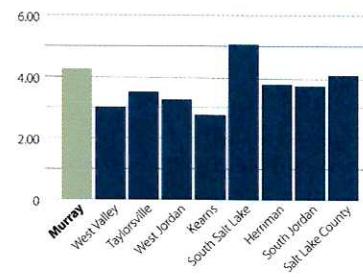
Income "remaining" indicates adjustments made to median household income for transportation and housing. This metric indicates potential spending income for residents in these areas. Remaining income after housing and transportation costs is similar between Murray and the County, with Murray at 55 percent and the County at 50%.

Also of note is the proximity to employment, which has become more of a consideration for new

development, as some planners and developers have attempted to reduce the impact on roadways from new development by locating in areas with high job concentrations, and by catering to those who want to improve quality of life by reducing commute times. The Fashion Place West study area specifically is in an ideal location given its proximity to the Fashion Place Mall .75 miles away.

AFFORDABILITY INDEX

The "affordability index" highlights the relationship between median household incomes and median property values. **The higher the ratio, the less "affordable" the real estate becomes to the median household.** Ratios decline as incomes increase (assuming constant values), or increase as values accelerate at rates faster than incomes. Murray City shows an index reading of 4.27, fairly similar to the county-wide figure of 4.23. South Salt Lake reflects an abnormally high number due to very low incomes,



Affordability Index comparison between Murray and nearby cities (Esri Forecast, 2019)

while Murray, Herriman, and South Jordan show ratios below that of Murray.

On a larger, regional level, Salt Lake County is still considered more "affordable" than other competitive cities, including Portland, Denver, Las Vegas, Phoenix, and others.

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EXISTING CONDITIONS

RETAIL TRENDS

TAXABLE SALES PER CAPITA

Taxable sales per capita reflect an important statistic regarding the health of the local retail economy. For Murray City, taxable total sales in 2018 summed to roughly \$2.28 Billion, or, approximately \$46,508 per resident. **This is notably high in comparison to nearby cities**, as shown by the figures for South Jordan (21,907), West Valley (\$19,880), West Jordan (\$15,990), and South Salt Lake (\$74,167). Additionally, per capita statistics for Salt Lake County are shown at taxable retail sales of \$25,092.

The data points show that Murray

is not plagued with sales leakage of any kind, due to the success of the Fashion Place Mall and surrounding retail.

CURRENT RETAIL CONDITIONS

While retail is an ever-changing landscape, certain sectors are performing well, while others are not. **Highly performing sectors include grocery stores, automotive services, restaurants, experiential retail, and retail distribution.** These sectors have remained relevant by adapting their business models. Changes such as shrinking physical space, expanding distribution, increasing convenience with pick-up or delivery service, as

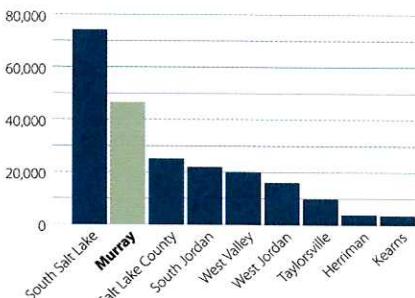
well as decreasing table space, are all tools retail outlets are using to succeed in Utah.

Poorly performing retail outlets include clothing stores, toy stores, jewelry stores, and department stores.

These store types as well as stores that don't have an online shopping presence are also struggling.

In Utah, potential new retailers use various different metrics when choosing a site to locate a business. **These metrics include; strong traffic counts, multiple points of access, increasing nearby populations, strong daytime populations, and destination locations. Retailers are also increasingly aware of more detailed demographic data.**

Consumers and cities increasingly want retail and services within walking distance of their homes. This fact means that the Fashion Place Mall and the areas surrounding it may transition to meet this need. In order for this happen, a variety of uses including housing and office are needed in the immediate proximity.



Taxable Retail Sales Per Capita comparison between Murray and nearby cities

In the case of the Fashion Place Mall, the parcels that surround the mall and face State Street are currently occupied by surface parking. These are ideal locations for the construction of liner buildings. To meet the needs and desires of residents, consumers, and developers, these liner buildings could house a number of uses including office, residential, and restaurants. These uses would support each other- creating a stronger daytime and nighttime population, better supporting existing retail.



Total Taxable Retail Sales comparison between Murray and nearby cities.

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OFFICE TRENDS

2018 was a record setting year from the Office sector in Utah, with nearly \$630.0 Million in permitted construction value. 2019 proved to be another strong year. **In 2019, the office sector permitted nearly \$503.0 Million, making it the third highest year on record (inflation-adjusted).**

REGIONAL OFFICE MARKET TRENDS

Salt Lake County led the state in office construction with nearly 70.0% of Utah's total permitted-construction value.

The growth that the State and Salt Lake County are seeing in the office sector can be attributed to Utah's expanding employment, especially in the tech, professional and business services sectors.

According to a 2019 midyear Utah Market Report compiled by Newmark Grubb Acres, a full service commercial real estate and market research firm based in Salt Lake City, demand for Salt Lake County office space has remained very strong over

the past 12 months, as available supply is at the lowest level the market has seen in several decades. High demand is clearly evidenced by 1.1 million square feet of positive net absorption over the past 12 months, compared with 956,207 square feet year over year—a healthy 12.3% increase. On the supply side, direct vacancy stands at 7.13% at midyear 2019, down from 7.76% at year-end 2018 and 8.04% 12 months ago.

The construction of office buildings is flourishing in Salt Lake County, with 2.8 million square feet currently underway. By comparison, 1.4 million square feet was under construction at midyear 2018—no small amount, **but at 103.3%, the year-over-year increase in office space under construction is also a clear indicator of demand.** It is worth noting that much of the 2.8 million square feet currently under construction has been pre-leased.

Statistics indicate the positive metrics of the office market include the total square feet leased and the achieved average lease rates. Over the past four quarters, 4.1 million

Quick Stats

	Last 12 Months	Year-Over-Year Change	BPS% Change
Direct Vacancy Rate	7.13%	▼	- 91 BPS
Under Construction SF	2,836,017	▲	103.3%
No. of Lease Trans.	340	▼	-6.6%
Leased SF	4,084,324	▲	40.1%
Avg. Lease Rate PSF	\$25.01	▲	3.6%
No. of Owner-User Sale Trans.	29	▲	107.1%
Owner-User Sold SF	483,441	▲	121.7%
Avg. Owner-User Sale Price PSF	\$153.83	▲	31.0%

Last 12 Months and Prior Year: 06/01/2018-05/31/2019, 06/01/2017-05/31/2018

Salt Lake County office market quick stats, Newmark Grubb ACRES 2019, midyear market review.

square feet leased throughout the county, a 40.1% increase over the previous four quarters. Additionally, lease rates increased 3.6% to \$25.01/SF full service across all building classes over the same time frame. Interestingly, the number of overall lease transactions declined 6.9% compared with midyear 2018. However, transactions also grew

larger in size year over year; the average transaction was 12,013 square feet at midyear 2019, compared with 8,011 square feet at midyear 2018.

CENTRAL VALLEY OFFICE MARKET TRENDS

The Central Valley office market includes the western portion of

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EXISTING CONDITIONS



New office construction in nearby Bingham Junction are an indicator of demand for new office space in transit rich neighborhoods near walkable destinations.



New office development under construction in 2020 on the north side of Winchester Street within the study area.

Murray, including the Fashion Place study area, the northern portion of Midvale, the eastern portion of Taylorsville, as well as a western segment of Millcreek.

At Midyear 2019, the Central Valley market had a direct vacancy rate of 6.81% compared to 7.13% in Salt Lake County. The Central Valley market's vacancy rate was also lower than that of the Millcreek/ Holladay market, with a direct vacancy rate of 9.68%.

The Central Valley office market's average lease rate by Midyear 2019 was \$19.53 per square foot, which is similar to that of the Millcreek/ Holladay market, who had an achieved lease rate of \$19.45 per square foot. However, the County's average lease rate was substantially higher at \$25.0 per square foot.

Net Absorption is the difference between the commercial space vacated in a certain time period and the spaces leased by commercial entities in the same area. Positive Net Absorption means more space was leased than was vacated in the market. Negative Net Absorption means that more commercial space was vacated in a particular market than was leased (or absorbed) by commercial tenants.

The Central Valley market has a positive net absorption of 27,655 square feet, which is much better than surrounding markets such as Millcreek/Holladay that has a negative net absorption of (39,699) square feet.



9. TRANSPORTATION ANALYSIS

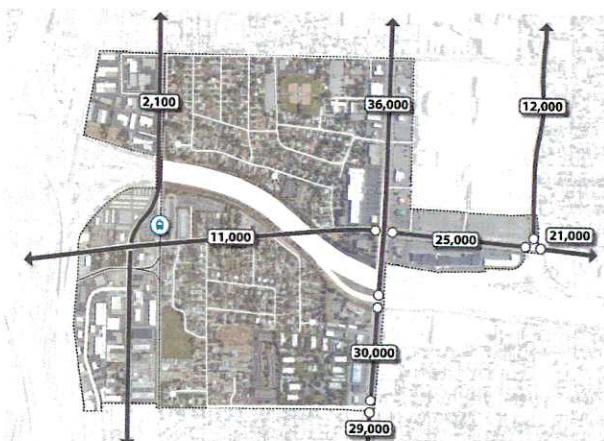
ROADWAY CONDITIONS

MAJOR STREETS

The study area is defined by one arterial road, State Street, and three major collector streets, Winchester Street/6400 South, Cottonwood Street, South Fashion Boulevard, and I-15/215.

WINCHESTER STREET/ 6400 SOUTH

Winchester Street/6400 South is a three-lane-cross-section arterial



Map showing existing traffic counts on major roads in the study area.

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between the western edge of the study area and State Street. Left turn lanes are present at the intersections of:

- Cottonwood Street;
- The Fashion Place TRAX station;
- Travis James Lane;
- Jefferson Street; and
- Blaine Drive

Besides these left turn lanes, a central two-way left-turn lane services individual driveways along Winchester Street between Travis James Lane and 150 feet east of Clay Park Drive. The roadway widens to a

four-lane-cross-section east of State Street up to the eastern edge of the study area.

There is on-street parking along Winchester Street from the western edge of the study area to 100 feet west of Cottonwood Street.

According to UDOT's 2016 statewide estimates, Winchester Street experiences an average annual daily traffic (AADT) volume of 11,000 vehicles per day between the western edge of the study area and State Street, and it experiences an AADT volume of 25,000 vehicles per day between State Street and the eastern edge of the study area.

There are bicycle sharrows on both sides of Winchester Street from the western edge of the study area to the intersection with Cottonwood Street. From Cottonwood Street east to Jefferson Street, five-foot bike lanes run adjacent to the curb on both sides of Winchester Street. From 100 feet east of Jefferson Street to Malstrom Lane bicycle sharrows again appear in place of bike lanes. The five-foot bike lanes resume along Winchester Street from

Malstrom Lane to 100 feet east of Clay Park Drive.

Sidewalks exist on both sides of Winchester Street throughout the study area. All sidewalks are four feet wide, except for a seven-foot wide portion between State Street and South Fashion Boulevard.

COTTONWOOD STREET

Cottonwood Street is configured as a two-lane cross section throughout the study area, with additional right and left turn bays present at the northbound and southbound approaches to Winchester Street. A left turn lane also exists for the northbound approach to 6100 South. A sidewalk narrower than six-feet wide spans the western edge of the roadway from the northern edge of the study area to the southern end of the I-215 overpass bridge. From this southern edge of the bridge, the sidewalk widens to ten feet wide until the intersection with Winchester Street, where the sidewalk narrows to eight feet wide until the intersection with 6500 South. From 6500 South to the southern edge of the study area, the

EXISTING CONDITIONS

sidewalk further narrows to seven feet wide.

According to UDOT's 2016 statewide estimates, Cottonwood Street experiences an AADT volume of 2,100 vehicles per day across the study area.

A signalized train crossing exists 230 feet south of the intersection with Winchester for the TRAX Red Line train.

STATE STREET

State Street/US-89 is a six-lane, 90-

foot wide major arterial across the study area that widens with turn bays at major intersections. There are left-turn bays on the northbound and southbound approaches at the intersections with 6100 South, Creek Drive, and 6790 South. Two southbound left turn lanes and one northbound left turn lane exist at the intersection with 6400 South, along with a channelized right turn lane on the southern approach. Two southbound left turn lanes also exist at the intersection with the I-215 eastbound ramps, along with a right turn lane on the southern leg.



The map above illustrates and scores the quality and existence of crosswalks in the study area. The quality of the crossing experience is scored by various factors listed above.

280 feet south of the I-215 ramps, a left turn lane serves the Supersonic Express Car Wash on the western side of State Street. The intersection with the Sam's Club driveway has two left turn lanes on the northern approach of State Street, as well as one left turn lane on the southern approach.

Sidewalks exist on both sides of State Street throughout the study area. Along the roadway between 6100 South and 6400 South, the sidewalks are seven feet wide on the eastern side of State Street and five feet wide on the western side. Between the intersection with 6400 South, the sidewalks on the eastern side of State Street remain at seven feet wide while the sidewalks on the western side widen to eight feet wide. Across the bridge over I-215, the sidewalks on both sides of State Street narrow to five feet in width. From the southern edge of the I-215 bridge to 6790 South, the sidewalks widen to six feet wide on both sides of State Street.

Route 201, one of UTA's most utilized bus routes, runs along State Street

across the study area with stops at the intersections with 6100 South, Creek Drive, the Sam's Club Driveway, and 6790 South. UTA's future Bus Rapid Transit (BRT) will also run along State Street across the study area.

According to UDOT's 2016 statewide estimates, State Street experiences an AADT volume of 36,000 vehicles per day between the northern edge of the study area and Winchester Street, and it experiences an average annual daily traffic volume of 30,000 vehicles per day between Winchester Street and the southern edge of the study area.

SOUTH FASHION BOULEVARD

South Fashion Boulevard has a 60-foot five-lane cross section (two through lanes and one center left turn lane) through the study area. At the intersection with Winchester Street, additional left turn and right turn lanes are also present for the southbound approach. Sidewalks exist on both sides of South Fashion Boulevard with widths of four to six feet. However, most of these sidewalks have little or no buffer

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Photo of westbound cross section of Winchester Street near TRAX station

zone/park strip between the pedestrian zone and adjacent travel lanes.

According to UDOT's 2016 statewide estimates South Fashion Boulevard experiences an AADT traffic volume of 12,000 vehicles per day across the study area.

MINOR STREETS

JEFFERSON STREET

Jefferson Street is a north-south neighborhood roadway extending from Winchester Street on the north

to the southern edge of the study area. It is an unmarked 30-foot roadway with no sidewalks.

CREEK DRIVE

Creek Drive connects the northern neighborhood in the study area to State Street. It is an unmarked 40-foot roadway with no sidewalks.

6100 SOUTH

6100 South is a 30-foot wide two-lane collector road extending from its westernmost origin with 350 West to the eastern edge of the study

area. The roadway extends to 50 feet wide at the signalized intersection with State Street to accommodate a left turn bay and a right turn bay. Five-foot sidewalks exist on both sides of 6100 South for the entirety of the study area. High-visibility crosswalks provide school crossings on the western and southern legs of the intersection with Cedar Street.

SOUTH MALSTROM LANE

South Malstrom Lane is a 25-foot wide unmarked neighborhood roadway with its northernmost point at Winchester Street that narrows to 15 feet wide at the intersection with Caleb Place. The only sidewalk is on the eastern side of the segment from the southern edge of the roadway to 380 feet south of Caleb Place.

400 WEST

400 West turns off 6500 South and extends to the southern edge of the study area. It is a 30-foot wide unmarked roadway that traverses an industrial zone. Sidewalks exist on both sides of 400 West throughout the study area.

6790 SOUTH

6790 South is a 30-foot wide neighborhood collector roadway with four-foot sidewalks on both sides. 6790 South connects neighborhood access roads as far west as Jefferson Street to the State Street arterial. Sidewalks extend from S 70 West to State Street on both sides of the roadway. There are no sidewalks along 6790 South from S 70 West to the western edge of the study area.

ADDITIONAL INSIGHTS

According to the 2017 Murray General Plan, there is concern about traffic on neighborhood roadways originating from heavily congested major streets.

According to the UDOT Numetric collision database there were 493 recorded collisions in the study area from 2017 – 2019, with 34 of those resulting in injuries and none with fatalities. 242 of those collisions were considered intersection related. The largest clustering of collisions occurred at the intersection of Winchester Street and State Street.

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This intersection also saw the most injury crashes (7), bicycle crashes (3), and pedestrian crashes (2).

The intersection of State Street and Creek Drive had 14 collisions, 11 of which were turning left. Most of these collisions occurred during daylight hours in dry weather conditions.

SUMMARY

- According to the data, State Street has the highest AADT within the study area.
- The intersection of Winchester

and State Street has the highest concentration of collisions within the study area.

BICYCLE CONNECTIVITY

The only bicycle infrastructure in the study area is on Winchester Street. From the western edge of the study area to Cottonwood Street, bicycle sharrows exist on both sides of the roadways, giving way to dedicated bike lanes up until 100 feet east of Jefferson Street. From here, a parking lane runs along the curb in place of the bike lane. There are no signs indicating this curbside

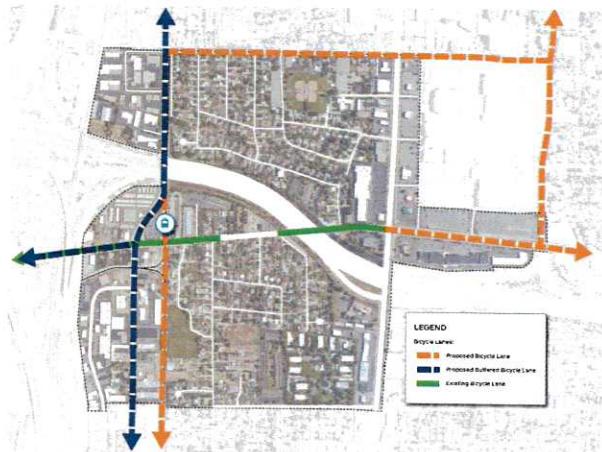
transition between bike lane and parking lane. Sharrows resume along Winchester Street until bike lanes again take over at Malstrom Lane. These dedicated bike lanes continue from Malstrom Lane to 100 feet east of Clay Park Drive, where sharrows resume up to the intersection with State Street.

According to the UDOT Numetric collision database there were 10 recorded bicycle-related collisions within the study area from 2017-2019. Seven of these collisions resulted in injuries, and three of

these collisions occurred at the intersection of Winchester and State Streets with drivers often noting that they were unaware of the presence of bicycles.

According to Strava bicycle data, Winchester Street and Cottonwood Street see the most bicycle activity of the study area, as shown in the corresponding map.

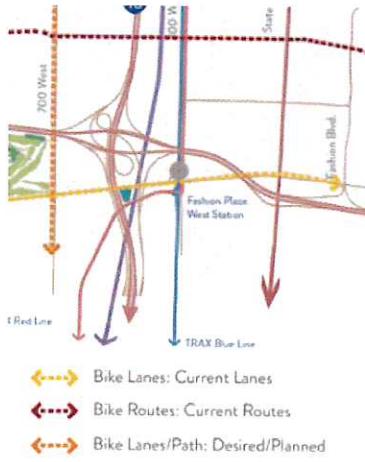
The Wasatch Front Regional Council's (WFRC) Regional Transportation Plan and the Murray City General Plan outline several



Map of existing and proposed bicycle connectivity in the study area.



Strava bicycle heatmap showing bicycle lane activity in the study area.



Existing and Future Bicycle Infrastructure. Source: 2017 Murray General Plan

bicycle infrastructure improvements for the study area, as discussed under 'Local and Regional Planning Context' below. The Murray General Plan details current and future/desired bicycle infrastructure as shown in the corresponding map.

According to the 2017 Murray General Plan, citizens would like to bike more but do not feel safe to do so.

SUMMARY

- Winchester Street, which is

an important corridor particularly for bicyclists, pedestrians, and transit users to connect the Fashion Place West TRAX station to the Fashion Place Mall, hosts the only bicycle infrastructure in the study area, connecting the TRAX station to State Street. However, this infrastructure is fragmented, and transitions are not well marked.

- The intersection of Winchester Street and State Street sees the most bicycle-related crashes of any intersection in the study

area. The bicycle infrastructure from Winchester Street is not carried into the intersection with State Street.

- State Street has no bicycle infrastructure despite it being an important vehicular connection for the area. It is possible that cyclists do not feel safe to travel on State Street from this high vehicular traffic, discouraging bicycle access to/from the Fashion Place Mall.

- Cottonwood Street has a high volume of bicycles yet has no bicycle infrastructure.

- A narrow sidewalk on Cottonwood Street across the busy interstate leaves pedestrians feeling unsafe as they travel between the TRAX station and final destination.
- Jefferson Street and 6790 South are important streets for the Atwood neighborhood, yet sidewalks are incomplete on both sides of the roadways.

TRANSIT SERVICE

TRAX STATION CONNECTIVITY

The Fashion Place West TRAX station is the southernmost TRAX station where the Blue line and the Red line run concurrently. The Red Line connects to Daybreak Parkway in South Jordan and operates every 15 minutes from 5:15am to 11:45pm on weekdays and every 20 minutes from 6:00am-11:30pm on weekends. The Blue Line connects to Draper Town Center and operates every 15 minutes from 5:00am-12:00am on weekdays and every 20 minutes from 5:45am-11:30pm on weekends.

PUBLIC TRANSIT

UTA Route 201 connects Murray Central Station to South Jordan

station, operating north/south on State Street in the study area and stopping adjacent to 6100 South, Creek Dr, Sam's Club driveway (southbound only), and 6790 South. The 201 bus runs on half-hour headways from 6am-8pm on weekdays and from 7am-8pm with hour headways on Saturdays. The 201 bus does not operate on Sundays.

The UTA 62 bus connects the Oquirrh Shadows stop in Jordan to the Fashion Place West TRAX station. Within the study area, the 62 bus runs east/west along Winchester Street from the western edge of the study area to the Fashion Place West TRAX station, stopping at only the Fashion Place TRAX station within the study area. The route with hour headways from 6:30am-6:30pm on weekdays and 90-minute headways from 6:30am-9:30pm on Saturdays. The 62 bus does not operate on Sundays.

The UTA 209 bus connects the Fashion Place West TRAX station to the North Temple TRAX station in downtown Salt Lake City. Within the

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EXISTING CONDITIONS

study area, the 209 bus runs east/west along Winchester Street from the Fashion Place West TRAX station to the eastern edge of the study area, stopping adjacent to Jefferson St, Malstrom Lane, Clay Park Dr, and Fashion Place Mall. The 209 bus operates on 15-minute headways from 6:00am-10:30pm on weekdays, half-hour headways from 7:00am-9:30pm on Saturdays, and on hour

headways from 7:30pm-8:00pm on Sundays.

Most bus stops within the study area for all three of these routes consist of signage only, with few shelters, benches, waste receptacles, or other improvements present.

According to the Murray General Plan, the City saw a decline in the

use of transit from 2000-2010 while the rest of the State saw an overall increase in the same timeframe.

The table on the facing page outlines the public transit boardings and alightings (exiting the bus) for all the stops and stations in the study area during May, 2019.

The Fashion Place West TRAX station is the most utilized station in the study area with over 1,300 average weekday boardings. Similarly, the bus routes in the study area experience their highest utilizations at the TRAX station

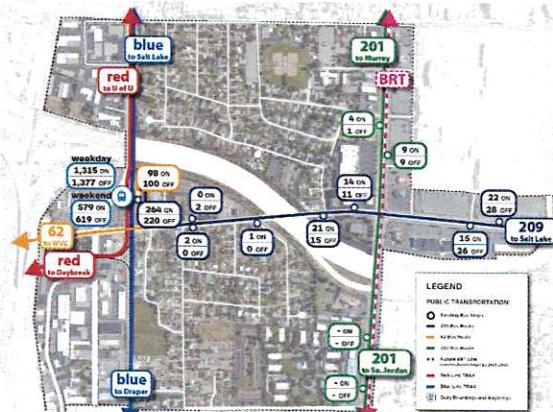
connection. Route 62 has about 100 average daily boardings, and Route 209 experiences over 200 daily boardings at the Fashion Place West TRAX station connection.

SUMMARY

- The Fashion Place TRAX station carries thousands of passengers into and out of the study area every week, yet the Fashion Place Mall is not easily accessible from this station if traveling by a means other than personal vehicle.
- Transit is an important mode of transportation for the area,

Route	Stop Name	Total Ons	Total Offs	Average Ons	Average Offs
62	Fashion Place West	2,160	-	98	-
62	Fashion Place West	-	2,208	-	100
201	State Street 5590 South	27	224	1	10
201	State Street 6300 South	192	200	9	9
201	State Street 6200 South	86	21	4	1
209	Winchester Street 219 East	491	613	22	28
209	Winchester Street 50 East	298	244	14	11
209	Winchester Street 170 West	5	52	0	2
209	Fashion Place West	-	4,845	-	220
209	Fashion Place West	5,800	-	264	-
209	Winchester Drive 171 West	48	5	2	0
209	Winchester Drive 97 West	12	3	1	0
209	Winchester Street 31 East	471	337	21	15
209	Winchester Street 194 East	333	576	15	26
TRAX	Weekday	28,925	30,288	1,315	1,377
TRAX	Saturday	2,896	3,036	724	759
TRAX	Sunday	2,171	2,397	434	479

Table showing boardings and alightings among all public transit in the study area



Map showing existing TRAX and bus service routes in the study area.

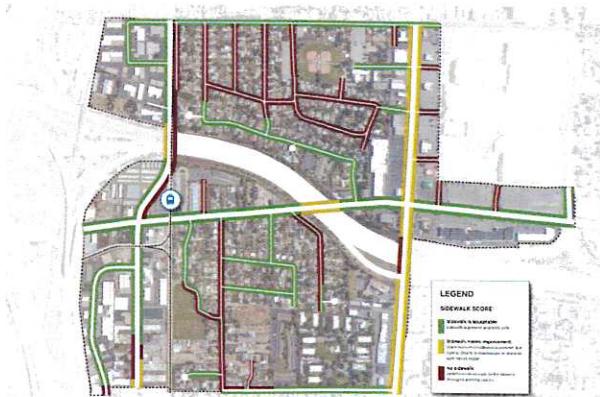
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yet most bus stops only have signage.

WALKABILITY

Sidewalks are present throughout much of the study area, all at least four feet wide. State Street, Winchester Street, 6100 South, and 400 West all have sidewalks on both sides of the roadway. A sidewalk exists only on the west side of Cottonwood Street between the northern edge of the study area to Winchester Street, then expands to both sides south of Winchester Street to the southern edge of the study area.



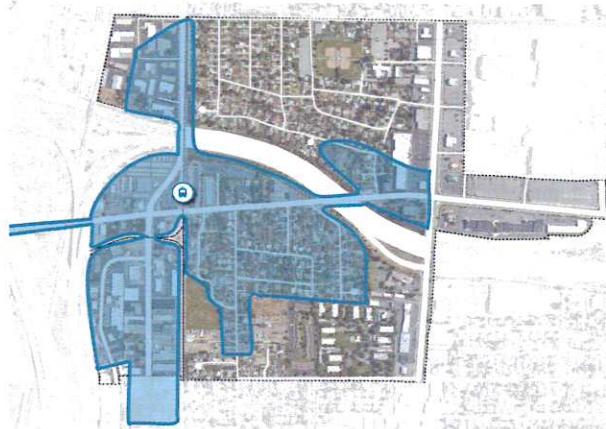
The map above shows the existing sidewalk scores for each street in the study area. The quality of the pedestrian experience is scored by various factors listed above.

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Crosswalks exist at the intersections of:

- Winchester Street & Cottonwood Street;
- Winchester Street & State Street;
- 6100 South & State Street (3 legs);
- State Street & the Sam's Club driveway;
- 6100 South & Cedar Street (2 legs); and
- 6790 South & State Street

Intersections with one crosswalk exist at State Street & Creek Drive, State Street & 6150 South, and Winchester & Blaine Drive.



This 10 minute Walkshed map illustrates the distance covered by walking for 10 minutes within the study area.

Roughly half of the neighborhood roadways in the study area have sidewalks on both sides of the street, the other half of the roadways have no sidewalks at all. There are few sidewalks throughout most of the Western Park neighborhood, just north of I-215 between Cottonwood Street and State Street. The Atwood neighborhood on the south side of I-215 has more sidewalks than Western Park, but some streets such as Jefferson Street and Malstrom Lane have only portions of or no sidewalk at all.

According to the 2017 Murray General Plan, people would like to walk more but do not feel safe to do so or feel that desired destinations are not walk-friendly (i.e., large parking lots in front of a store entrance, limited park strip/ street trees on sidewalks).

SUMMARY

- The public may feel discouraged from walking due to a lack of pedestrian-friendly infrastructure, especially at the locations at and adjacent to the Fashion Place Mall.
- Many neighborhood roadways

EXISTING CONDITIONS

do not have sidewalks, making it difficult for residents to make any trip by foot.

LOCAL AND REGIONAL PLANNING CONTEXT

The Murray City draft General Plan emphasizes the City's desire to improve accessibility by walking, biking, and transit in the corridor between Interstate 15 and State Street to provide adequate infrastructure for existing and planned commercial development. The Plan depicts several improvements to mobility and circulation in the study area:

- Construction on Cottonwood

Street to relieve north/south congestion on State Street and 700 West/Murray Boulevard. This project is in progress and the reconstruction of the bridge over I-215 will include sidewalks and bike lanes.

- Encouraging employers to offer incentives and alternatives to relieve peak period vehicular congestion.
- Adopt a complete streets policy to utilize on new and reconstructed roadways where feasible
- Identify transit use impediments and prioritize solutions.
- Develop and implement an Active Transportation Plan
- Implement a dedicated funding source for the improvement of

pedestrian and bicycle facilities.

- Implement traffic calming measures on roadways where traffic operates beyond the target speed.

WASATCH FRONT REGIONAL COUNCIL REGIONAL TRANSPORTATION PLAN

The WFRC Regional Transportation Plan (RTP) outlines several roadway infrastructure improvements, summarized in map showing future projects:

- State Street is planned for future operational road improvements.
- Winchester Street will be widened from two travel lanes (68-foot right-of-way) to four travel lanes (86-foot

right-of-way).

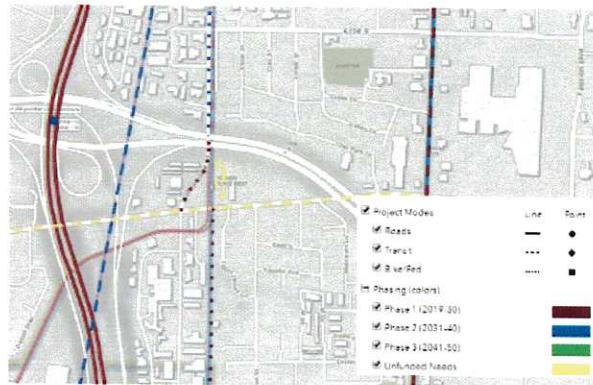
- A new Bus Rapid Transit (BRT) line will operate along State Street throughout the study area, along with the existing Route 201.

- A "priority" buffered bike lane is planned for Cottonwood Street between the northern edge of the study area and Winchester Street, as shown in the Active Transportation Implementation Plan map.

• A shared-use trail is planned to run along the TRAX Blue line from Winchester Street to the southern edge of the study area.

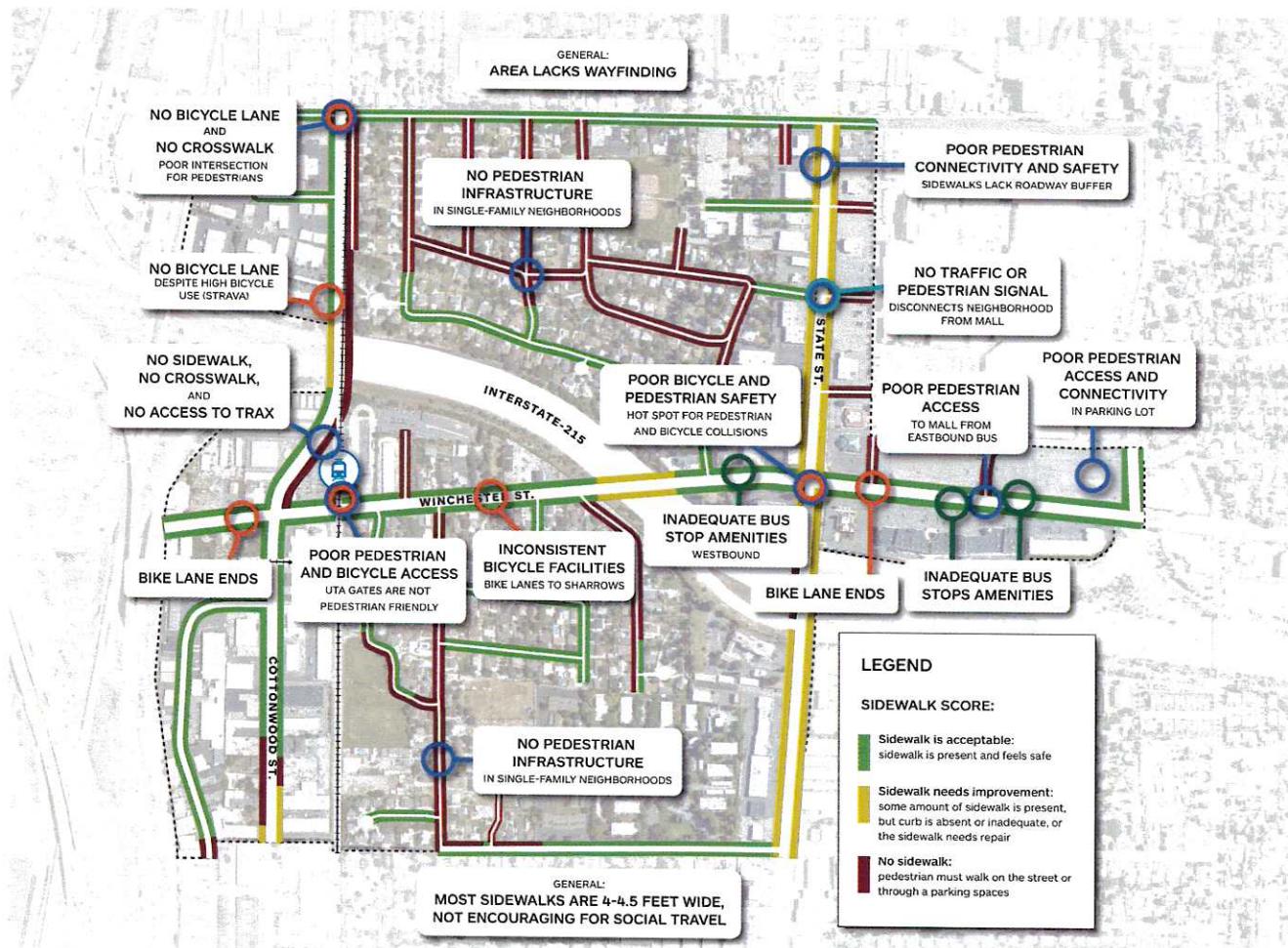


Figure 4. Salt Lake County Active Transportation Implementation Plan

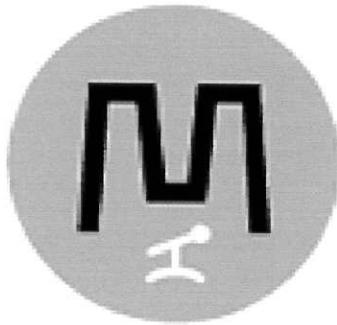


Map showing future WFRC RTP (2019-2050) projects

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Adjournment